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THE REPUBLIC OF DESIGN

AUGUST 2026

2050 WEST PALM BEACH MOBILITY PLAN

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Acknowledgments

Mayor & City Commission

Keith A. James - Mayor

Cathleen Ward - District 1 Commissioner

Shalonda Warren - District 2 Commissioner

Christy Fox - District 3 Commissioner

Joseph Peduzzi - District 4 Commissioner

Stephen Sylvester - District 5 Commissioner



Prepared by:

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Introduction

West Palm Beach, Florida – located in Palm Beach County on Florida's southeast coast – is one of the region's fastest-growing cities, home to approximately 126,994 residents as of June 2025[1].

Covering roughly 54 square miles, the city has developed as an increasingly mixed-use urban center with a vibrant downtown, growing employment base, and emerging financial center.

From a regional transportation perspective, West Palm Beach is ideally located roughly half way between the tourist destinations and economic centers of Orlando in Central Florida and Miami in Southeast Florida. Interstate 95 and the Florida Turnpike provide easy access to southeast and central Florida destinations, along with rapidly growing treasure coast communities to the north of the City.

TRI-Rail provides communter rail service that connects West Palm Beach with multiple cities in Broward, Miami-Dade, and Palm Beach Counties. Brightline regional rail service provides easy access to Orlando, Boca Raton, Ft. Lauderdale, Aventura, and Miami.

Palm Beach International provides frequent airline service to multiple destinations and the area's highways and rail service expand flying destination with access to Ft. Lauderdale, Miami, and Orlando International Airports.

While regional transportation access is vital to West Palm Beach, those modes of travel are coordinated through regional transportation entities. The City of West Palm Beach (City), in partnership with Palm Beach County (County), the Florida Department of Transportation (FDOT), PalmTran and the Palm Beach County Metropolitan Planning Organization (MPO) are responsible for planning, designing, constructing, and maintaining the multimodal transportation system that the City's residents, businesses, and visitors use everyday.

While the County, FDOT, PalmTran, and the MPO are partners, they also serve the other almost 1.6 million residents of the County who are spread across 38 muncipalities and clusters of unincorporated areas. FDOT District Four serves a five county region with over four million residents.

The City strives to provide a safe and convenient multimodal transportation systems that gives people the choice to walk, bike, ride transit or drive a vehicle.

In 2025, the City adopted a Mobility Fee for Downtown West Palm Beach based on multimodal projects from the 2018 and then 2025 draft Mobility Plan. The City has incorporated the Downtown Mobility Plan and Mobility Fee into the 2050 West Palm Beach Mobility Plan and Mobility Fee.

The 2050 West Palm Beach Mobility Plan is the first Plan that encompasses the majority of the City and brings together sidewalks, bicycle facilities, transit, and roadways. The only portions of the City not covered under the 2050 West Palm Beach Mobility Plan are those located west of the Florida Turnpike due to the majority of the residents being served primarily by County and State Roads. If future annexations occur in the western portions of the City, those areas could be incorporated into future Mobility Plans.

1 Bureau of Economic and Business Research, University of Florida.

The mobility projects identified in the 2050 West Palm Beach Mobility Plan lay the foundation for the City to strive towards achieving a mode share goal in Downtown West Palm Beach of 12.5% by 2045 and 25% by the current allowable buildout of the Downtown Master Plan. Outside of Downtown, the mobility projects in the 2050 West Palm Beach Mobility Plan, along with the projects included in the Palm Beach Metropolitan Planning Organization Vision 2050 Long Range Transportation Plan, form the basis for a citywide mode share goal of 10% by 2050.

The mobility projects, dynamic parking management programs and proposed Move West Palm Beach mobility on-demand service included in the 2050 West Palm Beach Mobility Plan seek to create a park once environment downtown where employees and visitors park once on the periphery of Downtown and then utilize modes of travel other than driving their personal vehicle to move between destinations and experience cultural, dining, entertainment, and retail offerings.

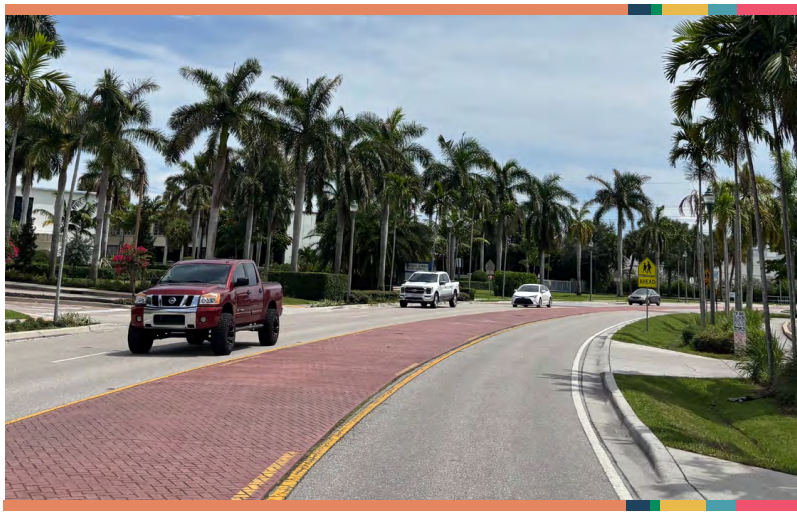
Creating a park-once environment, and establishing mode share goals and multimodal quality of service standards emphasize safety for all users of the multimodal transportation system and will be further detailed during future amendments of the City's Comprehensive Plan to reflect the adoption of the 2050 West Palm Beach Mobility Plan and Mobility Fee. The mobility projects identified in the 2050 West Palm Beach Mobility Plan, which will be incorporated by reference into the City's Comprehensive Plan, form the basis for the 2050 West Palm Beach Mobility Fee consistent with Florida Statutes 163.3180 and 163.31801.

Inclusion of mobility projects in the 2050 West Palm Beach Mobility Plan establishes eligibility for mobility fee funding, allowing identified projects to be fully or partially funded through mobility fee revenues. Mobility fees, unlike road impact fees, can fund sidewalks, multi-use trails, bike facilities, shared use paths, and intersection improvements, in addition to roadway capacity. Mobility fees may also fund transit infrastructure and vehicles and be applied toward transit service operations included in the 2050 West Palm Beach Mobility Plan.

The 2050 West Palm Beach Mobility Plan consists of six distinct elements:

1. Streets Plan
2. Intersections Plan
3. Bicycle & Pedestrian Plan
4. Transit Plan
5. Future Corridors
6. Mobility Implementation Projects

The 2050 West Palm Beach Mobility Plan & Mobility Fee system supports future land use plans to reduce vehicle miles traveled (VMT), improve accessibility to key destinations and daily needs, enhance safety, and encourage the use of alternative transportation modes — all of which are needed to promote economic development, meet the needs of future residents, and enhance connectivity.



Mobility Fee Overview

The Mobility Fee is intended to provide a streamlined and simplified way for development activity to mitigate its transportation impact through payment of a one-time Mobility Fee paid to the City of West Palm Beach.

Mobility Fees are not:

- a reoccurring tax;
- assessed to existing residential or non-residential property; or
- deposited into general revenue funds.

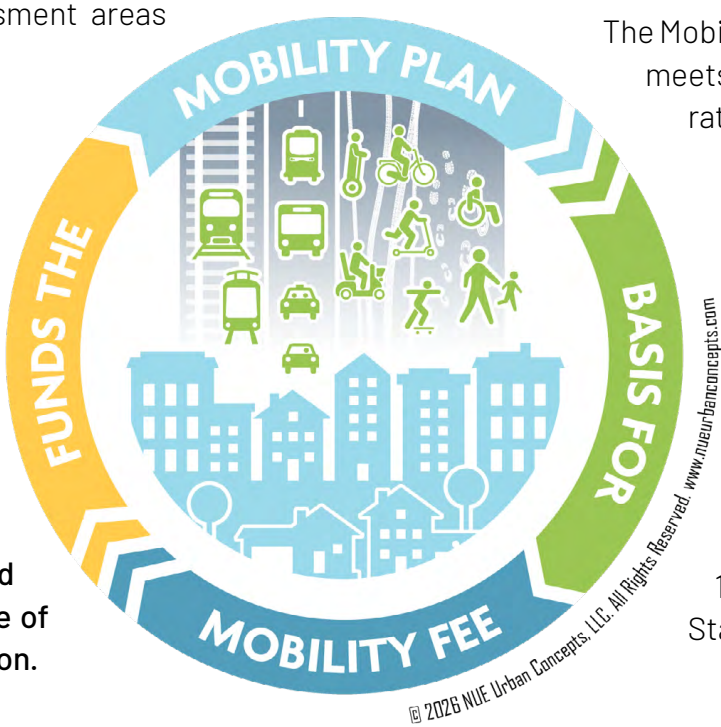
Mobility Fees are:

- a streamlined one-time assessment on new development within the City;
- intended to offset the travel demand impact of new development; and
- deposited into special revenue funds for mobility fees to be expended within a defined benefit district.

The Mobility Plan & Mobility Fee System features the following four assessment areas and four benefit districts:

1. Downtown
2. North
3. South
4. West

The Assessment Areas define where new development is assessed a mobility fee at the time of building permit application.



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The Benefit Districts define where mobility fee revenues paid by new development can be spent on mobility projects that provide a benefit to the new development that paid the fees.

The Benefit Districts may extend a bit further beyond City limits to ensure that the City can expend Mobility Fees on projects identified in the Mobility Plan outside current City limits to:

- expand the street network concurrent with new development, and
- provide flexibility to spend mobility fees on County and State projects.

The 2050 West Palm Beach Mobility Plan, dated August 2026, establishes the mobility projects needed to accommodate future travel demands.

The City of West Palm Beach 2050 Mobility Fee Technical Report, dated August 2026, documents the data and methodology used to develop a Mobility Fee to mitigate the impact of new development.

The Mobility Plan & Mobility Fee System meets legally established dual rational nexus requirements for "need" and "benefit" and the Mobility Fee is roughly proportional to the impact of new development.

The Mobility Plan & Mobility Fee System has been developed consistent with the requirements of Florida Statute Sections 164.3164, 163.3180, 163.31801, and Florida Statute Chapter 380.

Growth in West Palm Beach

The 2050 West Palm Beach Mobility Plan establishes a framework over the next 24 years to move people and provide choices through mobility projects established to meet the "needs" of projected growth in population, employment and travel demand. By 2050, the population in the Mobility Study Area is projected to increase by over 34,000 people and the number of employees is projected to increase by over 18,000.

PROJECTED GROWTH WITHIN MOBILITY FEE ASSESSMENT AREAS

Assessment Area	2026*		2050**		Increase***	
	Population	Employees	Population	Employees	Population	Employees
Downtown	13,136	31,631	22,259	40,223	9,123	8,592
North	39,838	36,876	53,176	42,824	13,338	5,948
South	24,452	19,604	30,527	22,124	6,075	2,520
West+	34,734	20,223	40,523	21,807	5,789	1,584
Total	**112,160**	**108,333**	**146,485**	**126,978**	**34,325**	**18,645**

*Mobility Plan base year. **Mobility Plan future year. ***2026 to 2050.

Source: City of West Palm Beach 2050 Mobility Fee Technical Report, dated August 2026.

+West Assessment Area does not include all areas within the city boundary.



The city is projected to experience an increase in vehicle travel demand over the next 24 years. Vehicle Miles of Travel (VMT) within the Mobility Study Area is projected to increase by 1,529,766. The total Vehicle Miles of Travel (VMT) on the major roads (aka Arterials and Collectors) is projected to increase by 748,932.

GROWTH IN VEHICLE MILES OF TRAVEL (VMT)

Area	2026 VMT*	2050 VMT**	VMT Increase***
Mobility Study Area	5,183,089	6,712,855	1,529,766
Arterials & Collectors	2,697,610	3,446,542	748,932
Limited Access	2,485,479	3,266,312	780,834

*Mobility Plan base year. **Mobility Plan future year. ***2026 to 2050.

Source: City of West Palm Beach 2050 Mobility Fee Technical Report, dated August 2026.

Multimodal Elements

The mobility projects identified in the 2050 West Palm Beach Mobility Plan were established based on the fundamental guiding elements necessary to transition from a transportation system focused on moving cars towards a safe, comfortable, and convenient transportation system focused on moving people and providing mobility choices and freedom.



MOBILITY: THE ABILITY TO MOVE PEOPLE BETWEEN THEIR ORIGIN (STARTING PLACE) TO THEIR DESTINATION BY MULTIPLE WAYS (MODES, SUCH AS WALK, BIKE, TRANSIT, VEHICLE) OF TRAVEL IN A TIMELY (SPEED) AND EFFICIENT MANNER.



OPPORTUNITY: THE ABILITY TO ACCESS RELEVANT ACTIVITIES SUCH AS EMPLOYMENT, EDUCATION, ENTERTAINMENT, HEALTH CARE, PERSONAL SERVICES, RECREATION, AND RETAIL OPPORTUNITIES BY PEOPLE OF ALL AGES, ABILITIES, RACE, AND SOCIOECONOMIC STRATA WITHOUT UNDUE AND UNJUST BURDEN. PEOPLE HAVE A FUNDAMENTAL RIGHT TO MOVE AROUND EASILY, SAFELY, AND CONVENIENTLY.



ACCESSIBILITY: THE EASE AT WHICH PEOPLE OF ALL ABILITIES AND AGES REACH, ENTER, AND USE MODES OF TRAVEL AT THE ORIGIN AND DESTINATION OF THEIR TRIP. PROVIDING AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANT CURB ACCESS RAMPS AT ORIGINS, DESTINATIONS, INTERSECTIONS, DRIVEWAYS, AND MID-BLOCK CROSSINGS IS IMPERATIVE TO REMOVING IMPEDIMENTS TO ACCESS.



CONNECTIVITY: THE NUMBER OF ROUTE OPTIONS PEOPLE HAVE AVAILABLE TO THEM AND THE DIRECTNESS AND/OR DISTANCE OF THOSE ROUTES. INNOVATIVE APPROACHES TO ENHANCE CONNECTIVITY, SUCH AS LOW SPEED OR SHARED STREETS, PATHS AND TRAILS IMPROVE MOBILITY AND ACCESSIBILITY.



VISIBILITY: THE FREQUENCY AT WHICH THOSE DRIVING A VEHICLE SEE PEOPLE WALKING, BICYCLING, SCOOTING, AND ACCESSING TRANSIT. MORE PEOPLE WALKING AND BIKING EQUATES TO GREATER AWARENESS THAT PEOPLE WALK AND BICYCLE (AKA SAFETY IN NUMBERS).



CONTINUITY: THE PROVISION OF UNINTERRUPTED SIDEWALKS, PATHS, TRAILS, AND BIKE LANES IN WIDTH AND CONDITION WITH LOGICAL BEGINNING AND ENDPOINTS. ROADS DO NOT SUDDENLY END OR CHANGE WIDTH WITHOUT WARNING: NEITHER SHOULD SIDEWALKS OR BIKE LANES.



SAFETY: PHYSICAL DESIGN ELEMENTS OF THE BUILT ENVIRONMENT THAT MAKE THE MULTIMODAL TRANSPORTATION SYSTEM COMFORTABLE AND PLEASANT FOR ALL AGES AND ABILITIES.



COMFORT: THE SUM OF ALL THE MULTIMODAL ELEMENTS, PLUS THE OVERALL QUALITY OF THE BUILT ENVIRONMENT PROVIDED FOR THE VARIOUS MOBILITY MODES THAT ALLOW FOR COMFORTABLE TRAVEL, TRIP SATISFACTION, IMPROVED TRAVEL CHOICES, AND MINIMIZES TRAVEL TIME AND DISTANCE.



SOCIAL VALUE: THE PEOPLE-TO-PEOPLE CONNECTIONS ONE EXPERIENCES IN A SHARED SPACE ENVIRONMENT, WHETHER BIKING, WALKING, OR RIDING TRANSIT. THE SOCIAL VALUE OF THESE INTERACTIONS CAN ENHANCE THE QUALITY OF LIFE IN THE COMMUNITY THROUGH ACTIVE ENGAGEMENTS.



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Streets Plan

The Streets Plan includes projects that add automobile capacity to existing roadways to meet future travel demand and projects that build new streets to improve connectivity and accompany new growth in certain areas of the city.

The Streets Plan also includes projects that enhance or upgrade multimodal infrastructure for people driving, bicycling, walking, and rolling.

Enhancements and upgrades to corridors result in improvements to street quality of service and multimodal quality of service. Quality of service measures, focused on slower speeds, increased safety, and improved user experiences are used in the mobility fee technical report to establish multimodal capacities. Quality of service standards for streets based on posted speeds, walking and bicycling based on the presence of multimodal facilities, and transit based on frequency of service will be further detailed as part of a future amendment to the City's Comprehensive Plan to incorporate the 2050 West Palm Beach Mobility Plan and Mobility Fee.

In addition, the Streets Plan transforms some streets into curbless shared streets in the downtown core to improve multimodal infrastructure similar to what has been done along Clematis St and Rosemary Ave.

The descriptions for each Street Plan Project and Future Corridors are detailed on pages 7, 8, and 9.

A Streets Plan map is shown on page 10. Additional zoomed-in maps by Assessment Area are shown on pages 11, 12, 13 and 14.

A detailed list of projects is included in Appendix A: Streets Plan.



0.72 miles of neighborhood street upgrades



27.76 miles of neighborhood street enhancements



3.56 miles of community corridor upgrades



12.45 miles of community corridor enhancements



14 miles of commercial corridor upgrades



15.62 miles of commercial corridor enhancements



0.31 miles of new roads



1.62 miles of added road capacity



1.34 miles of curbless shared streets

Streets Plan Descriptions

Neighborhood Street Enhancement refers to the improvement of existing streets located within primarily residential areas to enhance neighborhood character, safety, and multimodal access without full roadway reconstruction. These projects focus on surface-level enhancements such as new pavement, landscaped medians, enhanced streetscape features, and improved signage and lighting to facilitate slower speeds and safety. Enhancements are designed to enhance the multimodal quality of service encouraging more people to walk, bike, and use other active modes of transportation through visual and functional improvements rather than by reconstructing or rebuilding the road. The goal of a Neighborhood Street Enhancement is to create safer, more attractive, and more connected residential streets that strengthen community identity and livability.



Neighborhood Street Upgrade refers to the reconstruction of existing streets located within primarily residential areas to support lower speed resulting in improved street quality of service to enhance safety, access, and comfort for all users. These projects typically involve reconstructing all or portions of the right-of-way (ROW) to accommodate new multimodal features such as bicycle infrastructure, on-street parking, landscaped medians, and pedestrian-friendly streetscape elements. To improve multimodal quality of service, the upgrades are designed to improve mobility options beyond driving, supporting walking, biking, and other active transportation modes. Overall, Neighborhood Street Upgrades aim to create safer, more attractive, and livable neighborhood corridors that better reflect community needs and character.

Community Corridor Enhancement refers to the improvement of streets that serve a mix of residential and non-residential land uses and function as important connectors for longer-distance multimodal travel. These projects focus on surface-level upgrades such as repaving, adding landscaped medians, enhancing streetscape and landscaping elements, and improving signage to support more comfortable and safe travel for all users. The enhancements are limited to multimodal improvements that do not require reconstructing the roadway. The goal of a Community Corridor Enhancement is to strengthen connectivity between neighborhoods, commercial areas, and key destinations while improving the visual character, safety, and functionality of the corridor.



Community Corridor Upgrade refers to the reconstruction of streets that serve a mix of residential and non-residential land uses and function as key connectors for longer-distance multimodal travel. These projects involve reconstructing all or portions of the right-of-way (ROW) to incorporate multimodal improvements that enhance safety, connectivity, and access for all users and increase multimodal quality of service. Typical upgrades include the addition of on-street parking, landscaped medians, bicycle infrastructure, and enhanced streetscape elements such as lighting, shade trees, and pedestrian amenities. The goal of a Community Corridor Upgrade is to strengthen connectivity between neighborhoods, commercial areas, and key destinations while promoting safe, efficient, and comfortable travel by all modes.

Commercial Corridor Enhancement refers to the improvement of streets located within areas primarily characterized by non-residential land uses such as retail, office, and mixed-use development. These projects focus on surface-level upgrades—such as repaving, adding landscaped medians, enhancing streetscape and landscaping features, and improving signage—to create a more attractive and functional corridor. Enhancements are limited to multimodal improvements that increase multimodal quality of service and support walking, biking, and transit access without reconstructing the roadway. The goal of a Commercial Corridor Enhancement is to improve the safety, appearance, and economic vitality of key business areas while fostering a more inviting and connected multimodal environment.



Commercial Corridor Upgrade refers to the reconstruction of streets located within areas primarily characterized by non-residential land uses such as retail, office, and mixed-use development. These projects involve reconstructing all or portions of the right-of-way (ROW) to incorporate multimodal improvements that enhance safety, accessibility, and the overall quality of service for all users. Typical upgrades include the addition of on-street parking, landscaped medians, bicycle infrastructure, and upgraded streetscape features such as lighting, trees, and wider sidewalks. The goal of a Commercial Corridor Upgrade is to support vibrant economic activity while promoting safe, efficient, and attractive multimodal travel along key business corridors.

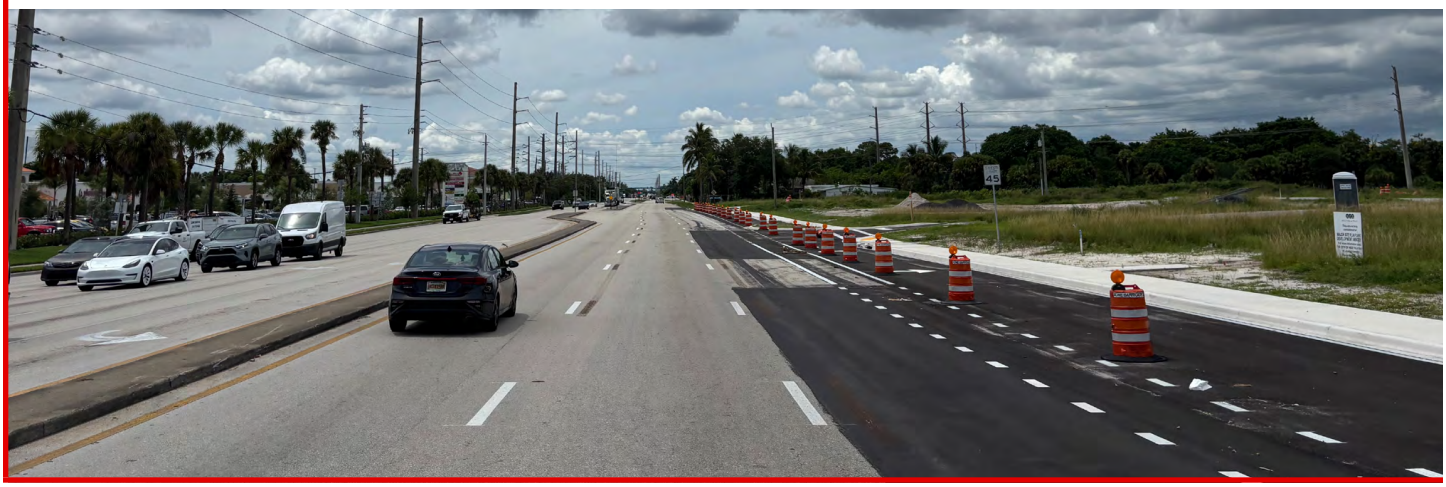
Curbless Shared Street refers to a street design that removes traditional curbs, allowing vehicles, cyclists, and pedestrians to share the same space safely at low speeds (15 mph or less). Distinct zones are defined by materials such as pavers, landscaping, furniture, or bollards rather than elevation changes. These streets prioritize walking, biking, and transit while maintaining limited vehicle access for deliveries, drop-offs, and destination traffic. Designed to support flexible use, Curbless Shared Streets can be easily closed for festivals or events and provide an inviting, ADA-compliant environment that enhances street life and safety.





Corridor Study refers to a planning-level evaluation conducted to assess existing conditions, challenges, and opportunities along a transportation corridor. The study examines factors such as safety, traffic operations, multimodal connectivity, and land use to identify potential improvements. Because further evaluation is needed to determine the specific needs and feasibility of future projects, a Corridor Study does not include final design or construction. The goal of a Corridor Study is to establish a data-driven foundation for informed decision-making and prioritize future investments that enhance mobility, safety, and accessibility.

Add Road Capacity refers to the expansion of an existing roadway to accommodate higher traffic volumes and improve overall traffic flow. These projects typically involve widening the road or adding one or more through lanes to increase the number of vehicles that can travel efficiently along a corridor. Roadway Capacity Projects are often implemented in areas experiencing congestion or anticipated growth in travel demand. The goal is to enhance mobility, reduce travel delays, and improve the safety and reliability of the transportation network.

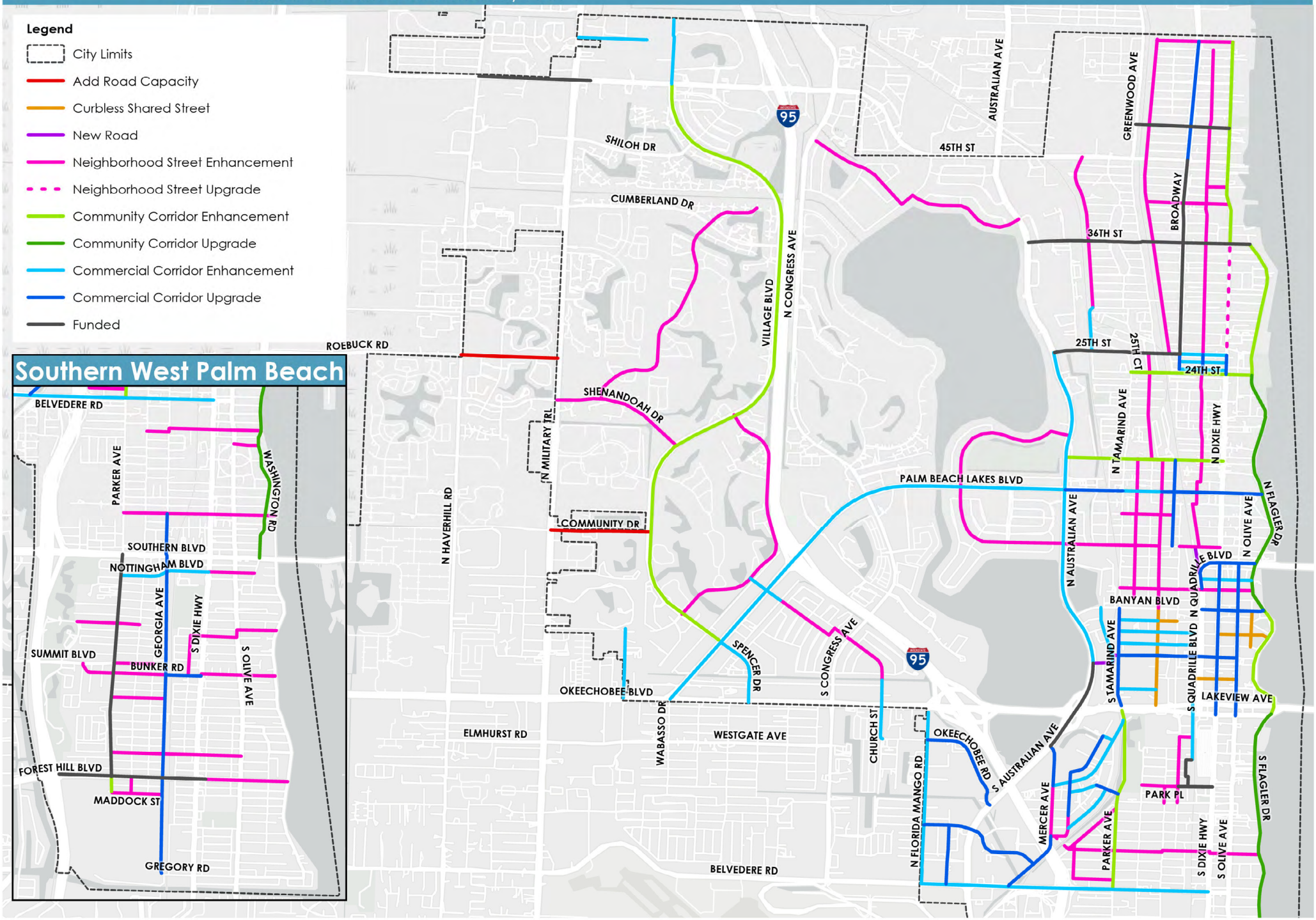


New Road refers to the construction of a new roadway that is designed to improve connectivity within the transportation network by linking existing roads or providing access to new or developing areas. These projects enhance mobility and reduce congestion by offering additional route options for travelers. Every New Road Project should include accommodations for people walking and biking—such as sidewalks, bicycle infrastructure, and/or shared-use paths and multi-use trails—to ensure safe, comfortable, and accessible travel for all users. The goal is to create a more connected, multimodal roadway system that supports balanced and sustainable transportation choices. All new roads in the Citywide Mobility Plan are driven and funded by private development.



Streets Plan

2050 West Palm Beach Mobility Plan

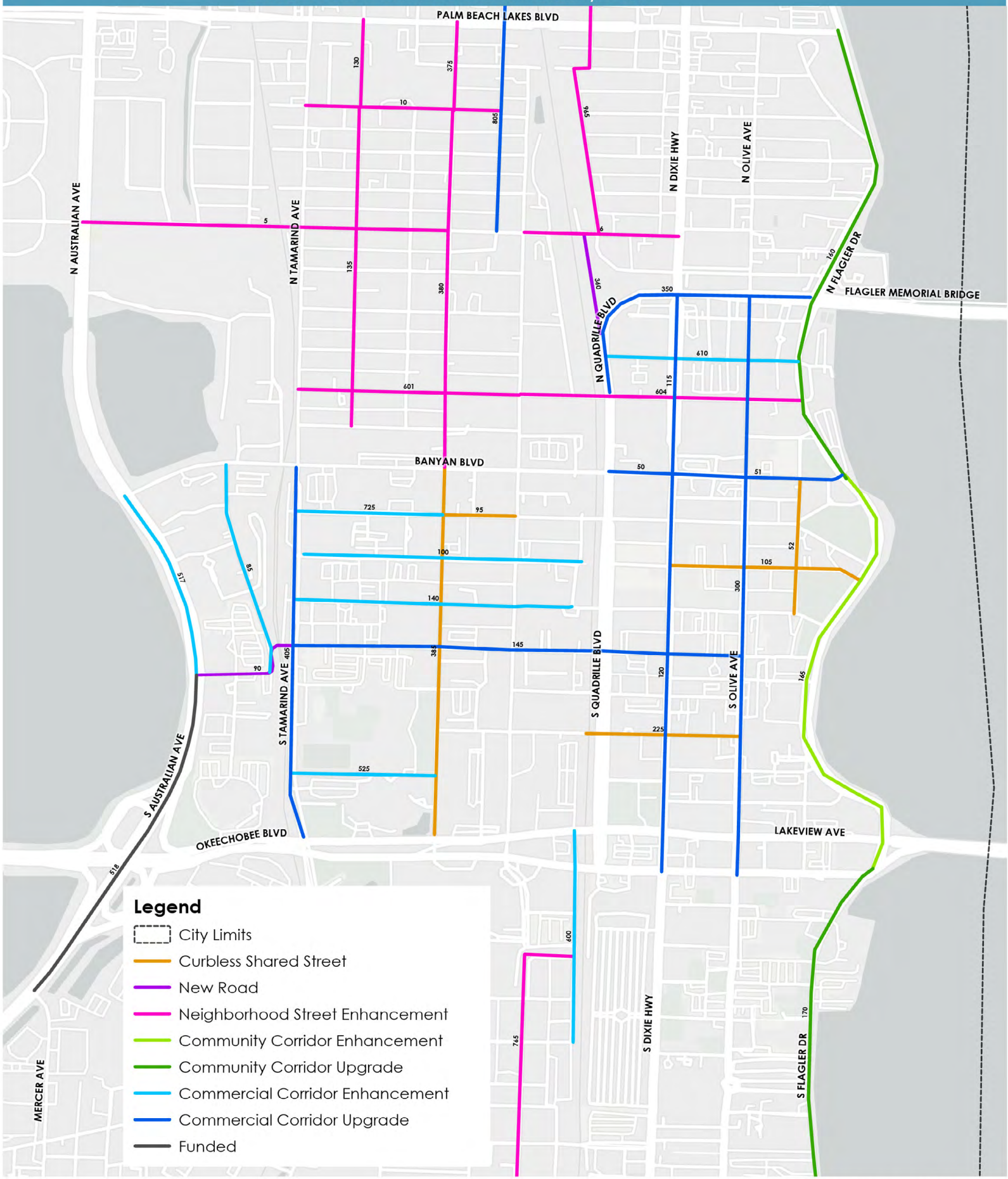


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Sources: City of West Palm Beach & Palm Beach County GIS.

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Streets Plan: Downtown Assessment Area

2050 West Palm Beach Mobility Plan

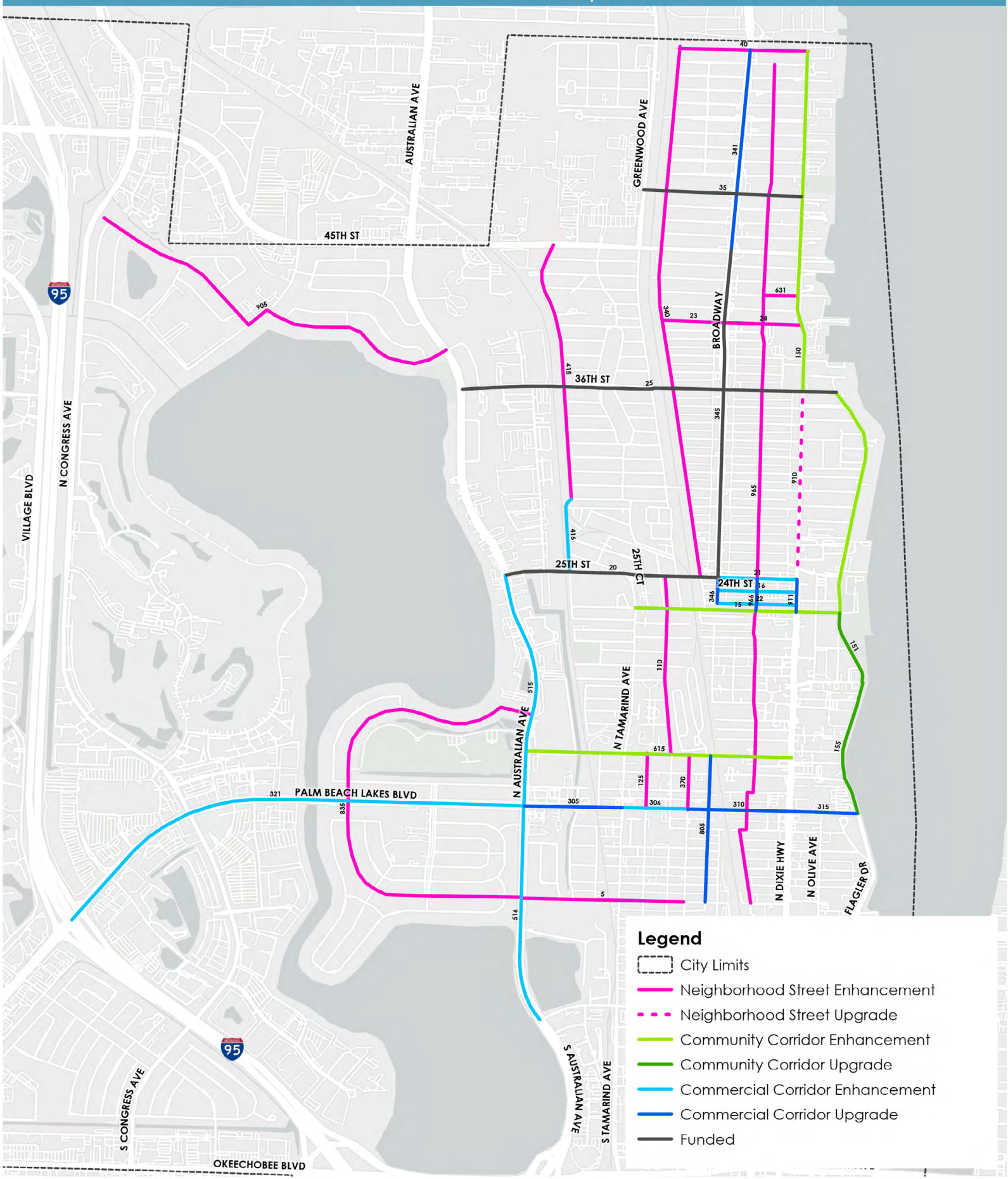


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Streets Plan: North Assessment Area

2050 West Palm Beach Mobility Plan



N

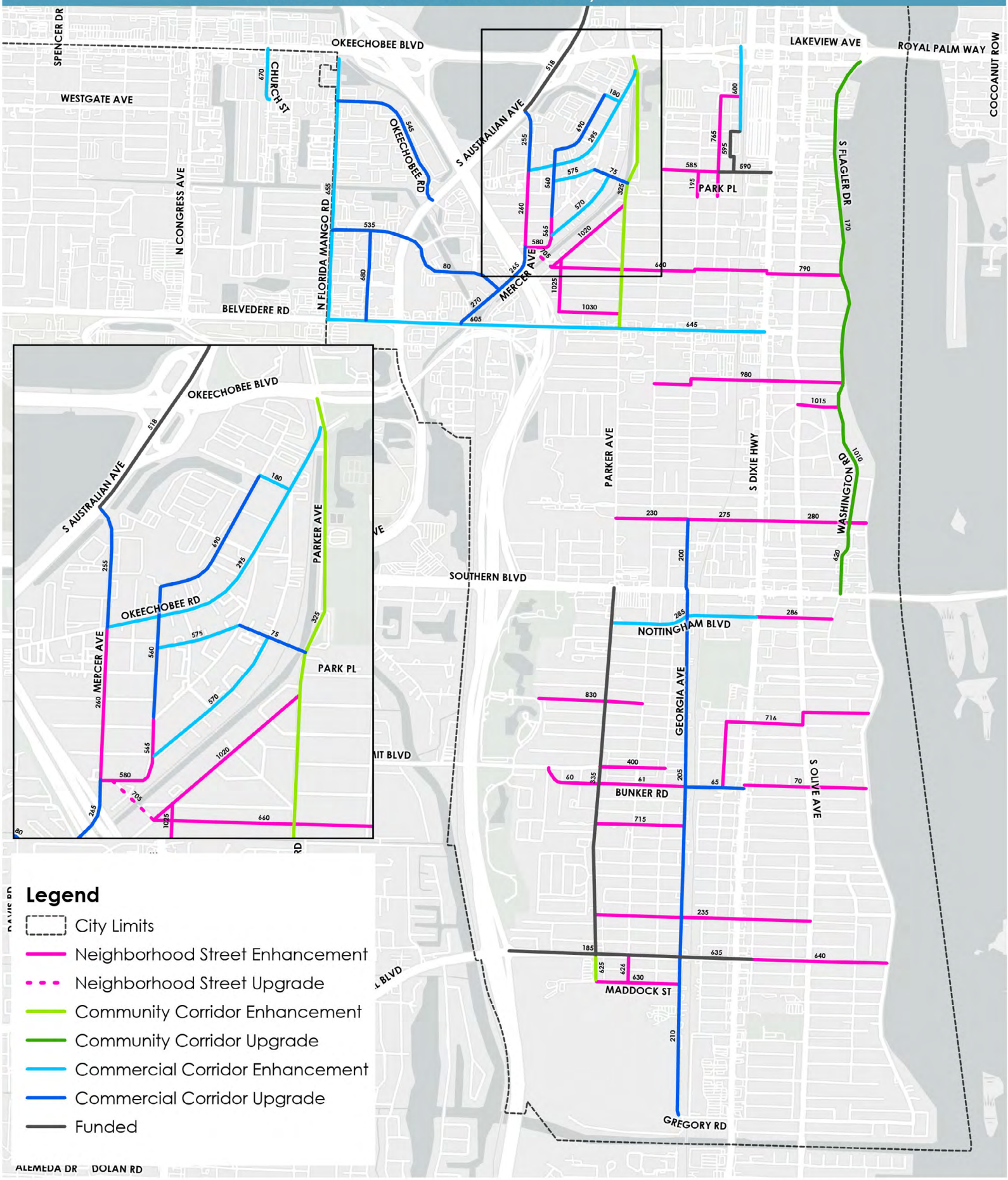
0 ¼ ½ Miles

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Sources: City of West Palm Beach & Palm Beach County GIS.

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Streets Plan: South Assessment Area

2050 West Palm Beach Mobility Plan



Legend

- City Limits
- Neighborhood Street Enhancement
- Neighborhood Street Upgrade
- Community Corridor Enhancement
- Community Corridor Upgrade
- Commercial Corridor Enhancement
- Commercial Corridor Upgrade
- Funded

N

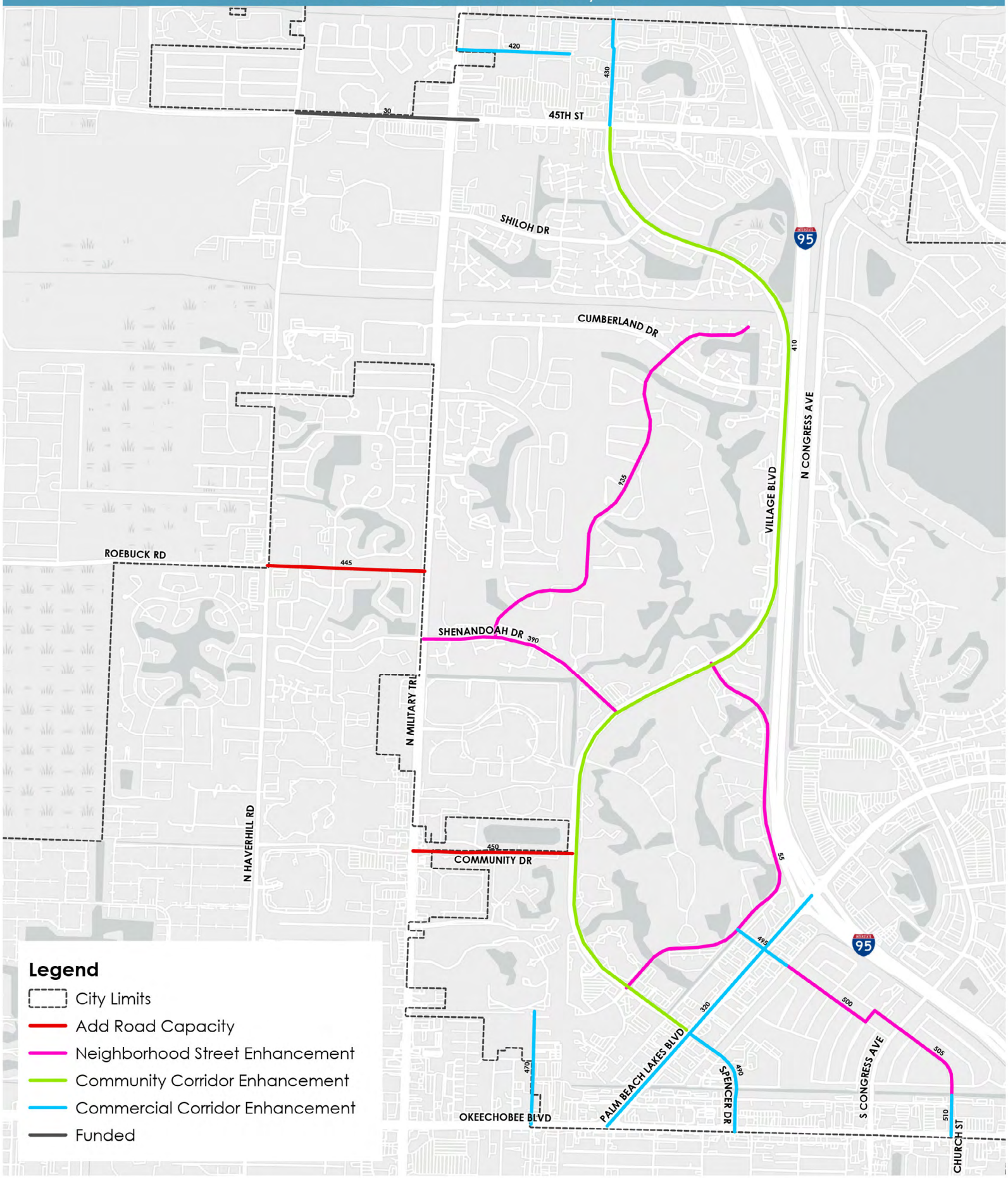
0 0.4 0.8 Miles

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Sources: City of West Palm Beach & Palm Beach County GIS.

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Streets Plan: West Assessment Area

2050 West Palm Beach Mobility Plan



N

0 0.4 0.8 Miles

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Sources: City of West Palm Beach & Palm Beach County GIS.

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Intersections Plan

The Intersections Plan includes projects that add capacity or change the intersection type or configuration to reduce travel time delays, as well as projects that enhance vehicular, bicycle, and pedestrian safety at intersections.

The Intersections Plan includes:

- Interchange: improvements to Interstate 95 at 45th Street and Palm Beach Lakes Blvd to improve access to and from the interstate and accommodate future travel demand at these key access points.
- Interchange PD&E: two Interchange Project Development and Engineering (PD&E) Studies to evaluate potential designs for new interchanges at Bunker Rd and Interstate 95, and at Okeechobee Blvd and S. Australian Ave.
- Intersection Improvements: the addition or extension of turn bays and new through lanes, new or upgraded traffic lights and signage, intersection geometry modifications, signal timing modifications to improve traffic efficiency, and signing and striping improvements.
- Safety Enhancements: new or upgraded traffic lights and signage, signal timing modifications to improve crossing safety, and signing and striping improvements, such as Rectangular Rapid Flashing Beacons (RRFBs) and High-Visibility Crosswalks.

The Intersections Plan will likely be expanded as part of future Mobility Plan updates.

An Intersections Plan map is shown on page 16.

A detailed list of Intersection Plan Projects is included in Appendix B: Intersections Plan.

2
Interchange Improvements

2
Interchange PD&E Studies

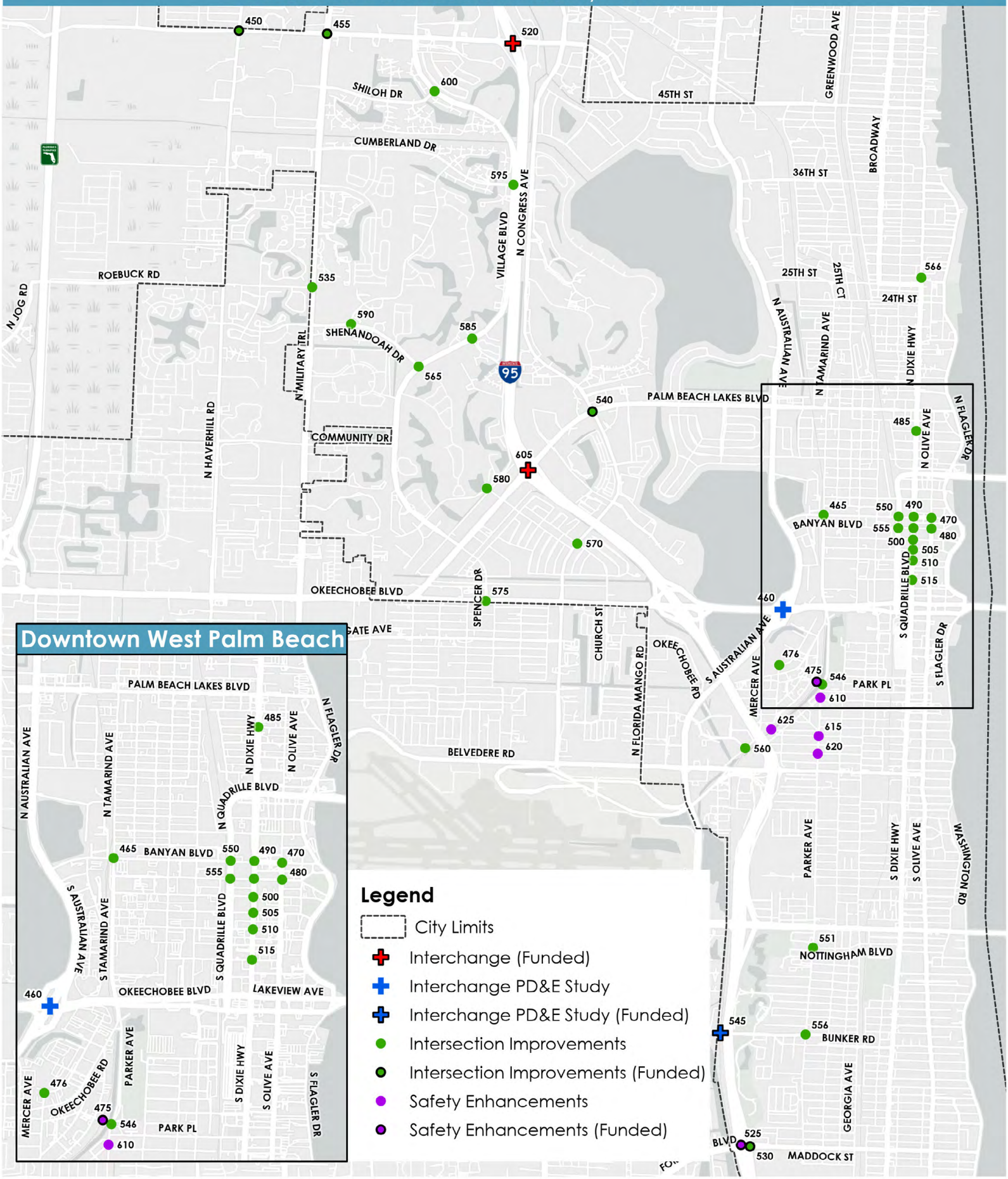
31
Intersection Improvements

6
Safety Enhancements



Intersections Plan

2050 West Palm Beach Mobility Plan



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Bicycle & Pedestrian Plan

The Bicycle & Pedestrian Plan builds on the objectives of the Bicycle Master Plan to create a low-stress network and incorporates various multimodal facilities to accommodate different types of travel.

The Bicycle & Pedestrian Plan includes projects that improve connections to and from existing bicycle and pedestrian facilities and/or provide upgrades or enhancements to existing bicycle and pedestrian facilities that will increase their capacity.

Bicycle and pedestrian improvements laid out in the Plan include multimodal safety enhancements, multi-use trails, shared-use paths, bike facilities, and bicycle boulevard / low speed streets.

These improvements aim to improve multimodal connectivity throughout the city to encourage multimodal modes of transportation beyond driving alone to reduce crsahes and traffic congestion, improve air quality, encourage healthier and more affordable means of transportation, and lessen automobile parking demand in high-traffic areas.

Bicycle crashes are on the rise in West Palm Beach, increasing by 75% between 2019 and 2023[2]. Most of those crashes occur along major roads, which often lack safe and comfortable bike facilities alonside high vehicle speeds and volumes.

Detailed descriptions for each type of multimodal infrastructure improvement are shown on page 18.

A Bicycle & Pedestrian Plan map is shown on page 20.

A detailed list of Bicycle & Pedestrian Projects is included in Apeendix C: Bicycle & Pedestrian Plan.

The infographics below show the capacity added to the multimodal network:



3.54 miles of bicycle boulevard



32.75 miles of bike facility



3.68 miles of multi-use trail



17.12 miles of shared-use path



0.45 miles of multimodal safety improvements

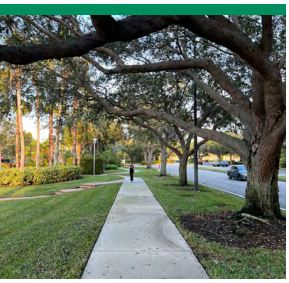


2 City of West Palm Beach 2025 Bicycle Master Plan.

Walking & Bicycling Project Descriptions

The 2050 West Palm Beach Mobility Plan builds on the objectives of the 2025 Bicycle Master Plan to create a low-stress network and incorporates various multimodal facilities to accommodate different types of travel including sidewalks, shared-use paths, multi-use trails, and bike facilities. The images below illustrate the types of multimodal facilities, both on-street and off-street, that are either included in the 2050 West Palm Beach Mobility Plan or could be included in the final implementation of a mobility plan project.

Off-Street Multimodal Infrastructure Descriptions



Sidewalk:
Concrete walkway between 5-ft and 7-ft wide. Primarily used by pedestrians and it is usually aligned with roadways. Must be ADA compliant.

Sidewalk Program:
Construct new sidewalk connections where gaps exist, throughout the city.



Shared-Use Path:
Asphalt path or concrete walkway facility at least 8-ft wide. The width provides for a simultaneous use by pedestrians and bicyclists. Usually aligned with roadways.



Multi-Use Trail:
Asphalt or concrete walkway facility between 10-ft and 14-ft wide that allows for the safe movement of non-motorized users, including pedestrians and bicyclists. May or may not be aligned with parallel roadways.

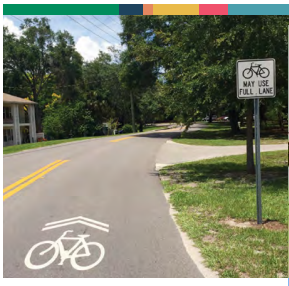


Off-Street Bike Facility:
Raised bicycle facility, flush with the sidewalk and at least 4-ft wide, that includes full separation from the adjacent vehicle travel lanes. May include landscaping and trees. Off-street bike facilities may be one-way or two-way.

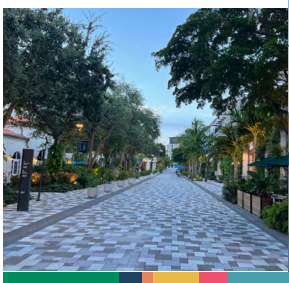


On-Street Multimodal Infrastructure Descriptions

Bicycle Boulevard:
Street with enhanced signage, shared lane markings (sharrows), and lower posted speeds of less than 25 mph to increase awareness that bicycles are permitted by law to use the full vehicle lane.



Curbless Shared Street:
Pedestrian-friendly roadway designed without traditional curbs, allowing seamless integration of walking, biking, and vehicle traffic. It prioritizes safety and accessibility by using visual cues, textured pavement, and strategic landscaping to manage traffic flow.



On-Street Bike Facility:
Paved marked bicycle facility, at least 4-ft wide, that includes separation from the adjacent vehicle travel lane with a vertical element such as concrete curbs, flexible delineator posts, or on-street parking. On-street bike facilities may be painted green to increase visibility. Bike facilities may be one-way or two-way.







Pineapple Park Multi-Use Trail

Conceptual Option 1



Existing Conditions



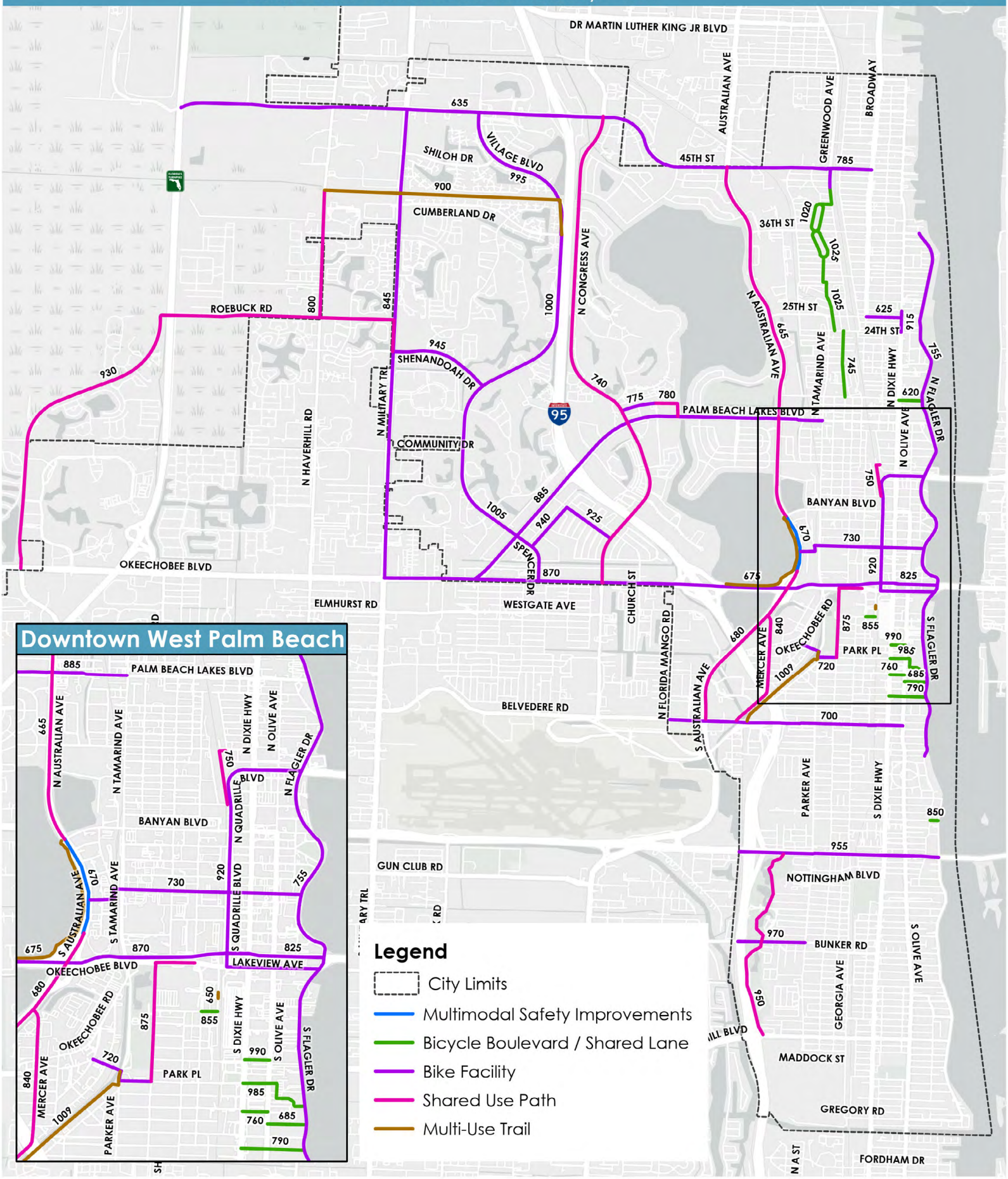


Conceptual Option 2

Renderings are for illustration purposes only.
Final design will be based on community input, right-of-way, and canal upgrades.

Bicycle & Pedestrian Plan

2050 West Palm Beach Mobility Plan



Downtown West Palm Beach

Legend

- City Limits
- Multimodal Safety Improvements
- Bicycle Boulevard / Shared Lane
- Bike Facility
- Shared Use Path
- Multi-Use Trail

N

0 ½ 1 Miles

Produced by: NUE Urban Concepts, LLC.
Sources: City of West Palm Beach & Palm Beach County GIS.

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

Transit Plan

The City's existing Mobility On-Demand (MoD) service has successfully expanded access to public transportation for more than 100,000 residents within its current service area. To build upon this success, the Transit Plan recommends expanding transit service through the implementation of a new MoD zone east of I-95 and a high-frequency north-south fixed-route service. Both services are proposed to operate with headways or wait times of 15 minutes or less.

The Transit Plan also includes capital funds to construct enhanced transit shelters within existing right-of-way along Okeechobee Blvd and a transit feasibility study to assess frequent transit services along Okeechobee Blvd and SR 7.

The Transit Plan also includes TRI-Rail station upgrades.

A Transit Plan map is shown on page 22.

A detailed list of Transit Plan projects is included in Appendix D: Transit Plan.





9.31 miles of capital for fixed-route service



1 TRI-Rail Station upgrade



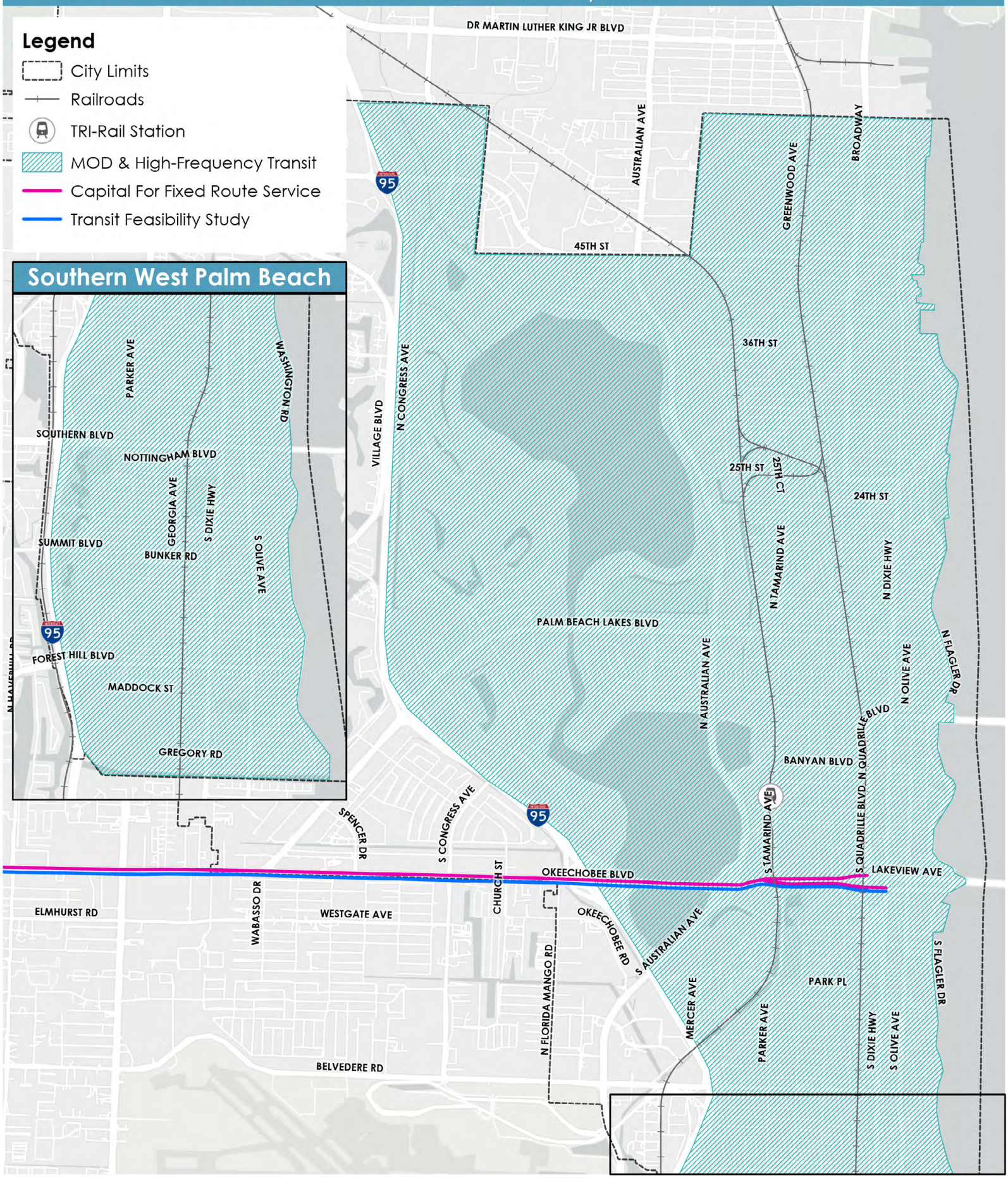
11.10 miles of transit feasibility study



1 Mobility on Demand (MoD) Zone

Transit Plan

2050 West Palm Beach Mobility Plan



N

0 ¼ ½ Miles

Produced by: NUE Urban Concepts, LLC.
Sources: City of West Palm Beach & Palm Beach County GIS.

NUE URBAN CONCEPTS
BOLD PLANS · REAL IMPACT

Future Corridors

Future Corridors include projects that are part of a long-term vision that needs further planning, studying, and assessment.

A key project within Future Corridors is the Okeechobee Blvd Flyover. This project evaluates a grade-separated flyover on Okeechobee Blvd between Clear Lake and Sapodilla to address recurring congestion, safety concerns, and operational conflicts along this critical east-west corridor.

Other projects are associated with the flyover study and re-imagine a new street grid between Australian Ave and Okeechobee Rd as well as interconnected curbless shared streets running underneath the flyover.

Future Corridors also include:

- new 2-lane roads to improve the transportation network's connectivity or provide alternatives to major congested roadways
- multimodal upgrades or enhancements to existing roadways
- corridor studies to assess and plan for roadway reconfigurations, new roadways, and other improvements to traffic flow and safety.

Future Corridors project descriptions are detailed on pages 7, 8, and 9.

A Future Corridors map is shown on page 23.

A detailed list of future planning corridors is included in Appendix E: Future Corridors.

0.69 miles of Okeechobee Flyover PD&E Study

2.41 miles of commercial corridor upgrade

2.18 miles of corridor study

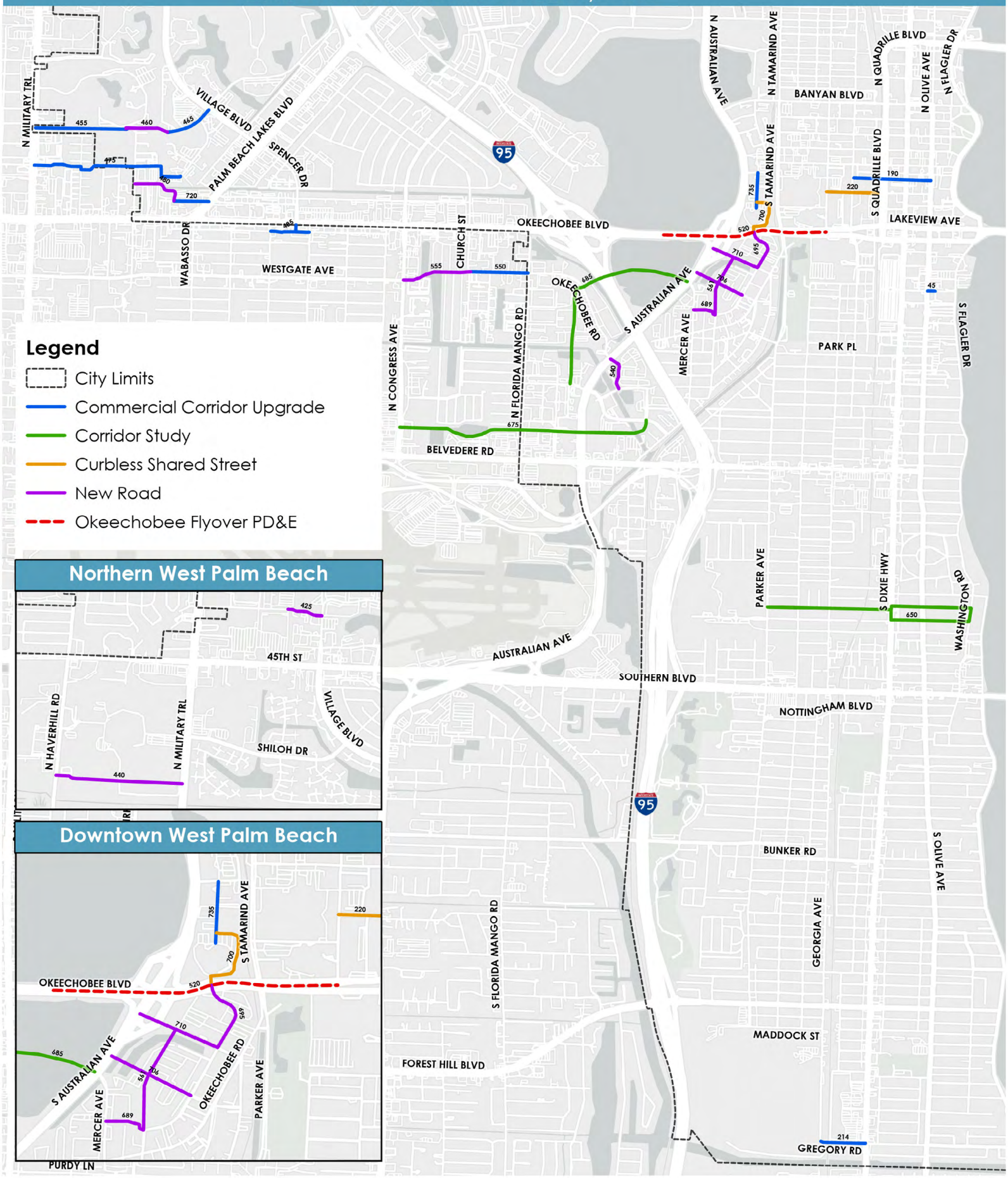
2.35 miles of new road

0.35 miles of curbless shared street



Future Corridors

2050 West Palm Beach Mobility Plan



N

0 0.4 0.8 Miles

Produced by: NUE Urban Concepts, LLC.
Sources: City of West Palm Beach & Palm Beach County GIS.

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

Mobility Projects

The Mobility Plan Implementation Projects focus on three main areas: infrastructure, strategic management, and mobility expansion.

Infrastructure improvements include:

- ADA Curb Ramp Retrofit Program: upgrades to 150 existing curb ramps throughout the city.
- Sidewalk Program: construct approx. 77 miles of 5'- or 6'-wide sidewalks to fill gaps along major roads throughout the city.
- High-Visibility Multimodal Crossings: install 10 midblock crossings throughout the city with high-visbility crosswalk markings and signage.
- Wayfinding & Signage Plan: update the current wayfinding sign system.

Strategic management programs involve:

- Downtown Parking Enhancement & Wayfinding: enhance the accessibility and visibility of the downtown parking structures.
- Multimodal Centers & Park-Once Garages: retrofit existing downtown parking garages to accommodate multimodal transport on the ground floor.
- Dynamic Parking Management Strategies: develop a dynamic parking management parking program to provide time of day and special event pricing.

Mobility is expanded through:

- Future Mobility Corridors: coordinate with adjacent land uses to upgrade or extend existing corridors as part of redevelopment.
- Mobility Access Program: develop voucher programs and pursue funding sources and public private opportunities.
- Mobility Hubs & Transit Stops: the City will work with TRI-Rail, Palm Tran, and Palm Beach County Public Schools to enhance the existing TRI-Rail Station and transit stops in the City.
- WPB Mobility Coalition: promote mobility initiatives throughout the City through WPBgo.
- Transportation Demand Management Program: address access to mobility options such as on demand transit, e-mobility, shared mobility, car share and ride share services.
- Mobility Implementation Plans, Program, Services, & Studies.

A detailed list of Mobility Projects is included in Appendix F: Mobility Implementation Projects.





Appendix A: Streets Plan

Streets Plan

ID	ASSESS. AREA	FACILITY NAME	FROM	TO	PROJECT TYPE	LENGTH MILES
10	Downtown	10th St	Tamarind Ave	Henrietta Ave	Neighborhood Street Enhancement	0.27
615	North	15th St	Australian Ave	Dixie Hwy (US 1)	Community Corridor Enhancement	0.83
15	North	23rd St	Tamarind Ave	Flagler Dr	Community Corridor Enhancement	0.64
16	North	24th St	Broadway Ave (US 1)	Dixie Hwy (US 1)	Commercial Corridor Enhancement	0.25
20	North	25th St	Australian Ave	Broadway	Commercial Corridor Enhancement	0.66
21	North	25th St	Broadway Ave (US 1)	Dixie Hwy (US 1)	Commercial Corridor Enhancement	0.25
25	North	36th St	Australian Ave	Flagler Dr	Community Corridor Enhancement	1.17
601	Downtown	3rd St	Tamarind Ave	Rosemary Ave	Neighborhood Street Enhancement	0.30
604	Downtown	3rd St	Rosemary Ave	Flagler Dr	Neighborhood Street Enhancement	0.39
23	North	40th St	Pinewood Ave	Broadway Ave (US 1)	Neighborhood Street Enhancement	0.19
24	North	40th St	Broadway Ave (US 1)	Flagler Dr	Neighborhood Street Enhancement	0.24
631	North	42nd St	Spruce Ave	Flagler Dr	Neighborhood Street Enhancement	0.10
30	West	45th St (CR 702)	Haverhill Rd	East of Military Trail (SR 809)	Add Road Capacity	0.59
35	North	49th St	Greenwood Ave	Flagler Dr	Neighborhood Street Enhancement	0.49
610	Downtown	4th St	Quadrille Blvd (US 1)	N Flagler Dr	Commercial Corridor Enhancement	0.26
40	North	59th St	Pinewood Ave	Flagler Dr	Neighborhood Street Enhancement	0.40
5	Downtown	7th St	Australian Ave	Henrietta Ave	Neighborhood Street Enhancement	0.51
6	Downtown	7th St	Rosemary Ave	Dixie Hwy (US 1)	Neighborhood Street Enhancement	0.21
595	South	Alabama Ave	O St	Palm St	Commercial Corridor Upgrade	0.16
600	Downtown	Alabama Ave	Lakeview Ave / Okeechobee Blvd	O St	Commercial Corridor Enhancement	0.32
660	South	Ardmore Rd	Dock St	Dixie Hwy (US 1)	Neighborhood Street Enhancement	0.75
515	North	Australian Ave	25th St	Palm Beach Lakes Blvd	Commercial Corridor Enhancement	0.81
516	North	Australian Ave	Palm Beach Lakes Blvd	Banyan Blvd	Commercial Corridor Enhancement	0.76
517	Downtown	Australian Ave	Banyan Blvd	Fern St Extension	Commercial Corridor Enhancement	0.30
518	Downtown	Australian Ave	Fern St Extension	Mercer Ave	Commercial Corridor Upgrade	0.54
1030	South	Avon Rd	Ridgeway Ave	Avon Rd	Neighborhood Street Enhancement	0.21
50	Downtown	Banyan Blvd	Quadrille Blvd (US 1)	Dixie Hwy (US 1)	Commercial Corridor Upgrade	0.09
51	Downtown	Banyan Blvd	Dixie Hwy (US 1)	Flagler Dr	Commercial Corridor Upgrade	0.24
605	South	Belvedere Rd	Florida Mango Rd	Parker Ave	Commercial Corridor Enhancement	1.00
645	South	Belvedere Rd	Parker Ave	US 1	Commercial Corridor Enhancement	0.51
705	South	Boyd St	Dock St	Whitney St	Neighborhood Street Upgrade	0.11
55	West	Brandywine Rd	Industrial Dr / Village Blvd	Village Blvd	Neighborhood Street Enhancement	1.54
680	South	Bristol Dr	Worthington Rd	Belvedere Rd	Commercial Corridor Upgrade	0.35
346	North	Broadway Ave (US 1)	25th St	Norwood Rd	Commercial Corridor Upgrade	0.09
70	South	Bunker Ranch Rd	Dixie Hwy (US 1)	Flagler Dr	Neighborhood Street Enhancement	0.42
65	South	Bunker Rd	Georgia Ave	US 1	Commercial Corridor Upgrade	0.21
60	South	Bunker Rd / Lenox Ave	Summit Blvd	Parker Ave	Neighborhood Street Enhancement	0.18
61	South	Bunker Rd / Lenox Ave	Parker Ave	Georgia Ave	Neighborhood Street Enhancement	0.30

ID	ASSESS. AREA	FACILITY NAME	FROM	TO	PROJECT TYPE	LENGTH MILES
75	South	Caroline St	Elizabeth Ave	Parker Ave	Commercial Corridor Upgrade	0.13
80	South	Centerpark Blvd	Mercer Ave	Australian Ave	Commercial Corridor Upgrade	0.42
690	South	Charlotte Ave	Wilkins Ave	Frederick St	Commercial Corridor Upgrade	0.27
505	West	Chillingworth Dr	Congress Ave	Canal	Neighborhood Street Enhancement	0.30
510	West	Chillingworth Dr	Canal	Okeechobee Blvd	Commercial Corridor Enhancement	0.14
670	South	Church St	Okeechobee Blvd	Old Okeechobee Rd	Commercial Corridor Enhancement	0.20
570	South	Clare Ave	Wilkins Ave	Caroline St	Commercial Corridor Enhancement	0.30
85	Downtown	Clearwater Dr	Clearwater Pl	Banyan Blvd	Commercial Corridor Enhancement	0.33
90	Downtown	Clearwater Pl / Fern St	Australian Ave	Tamarind Ave	New Road	0.16
95	Downtown	Clematis St	S Sapodilla Ave	S Rosemary Ave	Curbless Shared Street	0.10
725	Downtown	Clematis St	Tamarind Ave	Sapodilla Ave	Commercial Corridor Enhancement	0.20
450	West	Community Dr	N Military Trail	Village Blvd	Add Road Capacity	0.52
100	Downtown	Datura St	Tamarind Ave	Quadrille Plaza Dr	Commercial Corridor Enhancement	0.39
105	Downtown	Datura St	Dixie Hwy	Flagler Dr	Curbless Shared Street	0.27
110	North	Division Ave	25th St	15th St	Neighborhood Street Enhancement	0.63
115	Downtown	Dixie Hwy	Quadrille Blvd (US 1)	Banyan Blvd	Commercial Corridor Upgrade	0.28
120	Downtown	Dixie Hwy	Banyan Blvd	Okeechobee Blvd (SR 704)	Commercial Corridor Upgrade	0.55
911	North	Dixie Hwy (US 1)	25th St	23rd St	Commercial Corridor Upgrade	0.11
1020	South	Dock St	Parker Ave	Ardmore Rd	Neighborhood Street Enhancement	0.35
125	North	Douglass Ave	15th St	Palm Beach Lakes Blvd	Neighborhood Street Enhancement	0.19
130	Downtown	Douglass Ave	Palm Beach Lakes Blvd	10th St	Neighborhood Street Enhancement	0.14
135	Downtown	Douglass Ave	10th St	2nd St	Neighborhood Street Enhancement	0.49
140	Downtown	Evernia St	Tamarind Ave	Quadrille Plaza Dr	Commercial Corridor Enhancement	0.39
145	Downtown	Fern St	Tamarind Ave	Olive Ave (SR 5)	Commercial Corridor Upgrade	0.62
150	North	Flagler Dr	59th St	23rd St	Community Corridor Enhancement	2.54
151	North	Flagler Dr	23rd St	Butler Blvd	Community Corridor Upgrade	0.25
155	North	Flagler Dr	Butler Blvd	Palm Beach Lakes Blvd	Community Corridor Upgrade	0.46
160	Downtown	Flagler Dr	Palm Beach Lakes Blvd	Banyan Blvd	Community Corridor Upgrade	0.74
165	Downtown	Flagler Dr	Banyan Blvd	Okeechobee Blvd	Community Corridor Enhancement	0.70
170	South	Flagler Dr	Okeechobee Blvd	Avila Rd	Community Corridor Upgrade	1.32
765	Downtown	Florida Ave / M St	FEC Railroad Tracks	Park Pl	Neighborhood Street Enhancement	0.46
655	South	Florida Mango Rd	Okeechobee Blvd	Belvedere Rd	Commercial Corridor Enhancement	1.01
185	South	Forest Hill Blvd	I-95	Georgia Ave	Commercial Corridor Enhancement	0.60
635	South	Forest Hill Blvd	Georgia Ave	Brevard Ave	Commercial Corridor Enhancement	0.24
640	South	Forest Hill Blvd	Brevard Ave	Flagler Dr	Neighborhood Street Enhancement	0.46
180	South	Frederick St	Charlotte Ave	Old Okeechobee Rd	Commercial Corridor Enhancement	0.06
195	South	Georgia Ave	Palm St	Park Pl	Neighborhood Street Enhancement	0.10
200	South	Georgia Ave	Hollywood Pl / Monroe Dr	Southern Blvd (SR 807)	Commercial Corridor Upgrade	0.27
205	South	Georgia Ave	Southern Blvd (SR 807)	Forest Hill Blvd	Commercial Corridor Upgrade	1.42
210	South	Georgia Ave	Forest Hill Blvd	Gregory Rd	Commercial Corridor Upgrade	0.61

ID	ASSESS. AREA	FACILITY NAME	FROM	TO	PROJECT TYPE	LENGTH MILES
805	North	Henrietta Ave	15th St	7th St	Commercial Corridor Upgrade	0.51
225	Downtown	Hibiscus St	FEC Railroad Tracks	Olive Ave (SR 5)	Curbless Shared Street	0.20
715	South	Highland Dr	Parker Ave	Georgia Ave	Neighborhood Street Enhancement	0.31
230	South	Hollywood Pl	Parker Ave	Georgia Ave	Neighborhood Street Enhancement	0.25
235	South	Hunter St	Parker Ave	Olive Ave (SR 5)	Neighborhood Street Enhancement	0.75
470	West	Indian Rd	Industrial Dr Extension	Okeechobee Blvd	Commercial Corridor Enhancement	0.41
525	Downtown	Iris St	Tamarind Ave	Sapodilla Ave	Commercial Corridor Enhancement	0.20
626	South	Lake Ave	Forest Hill Blvd	Maddock St	Neighborhood Street Enhancement	0.10
830	South	Lakewood Rd	Dreher Trl	Lake Ave	Neighborhood Street Enhancement	0.37
630	South	Maddock St	Parker Ave	Georgia Ave	Neighborhood Street Enhancement	0.29
835	North	Magnolia Dr / 7th St	Australian Ave	Australian Ave	Neighborhood Street Enhancement	0.65
255	South	Mercer Ave	Australian Ave	Old Okeechobee Rd	Commercial Corridor Upgrade	0.24
260	South	Mercer Ave	Old Okeechobee Rd	Whitney St	Neighborhood Street Enhancement	0.30
265	South	Mercer Ave	Whitney St	Centerpark Blvd	Commercial Corridor Upgrade	0.20
270	South	Mercer Ave	Centerpark Blvd	Belvedere Rd	Commercial Corridor Upgrade	0.18
275	South	Monroe Dr	Georgia Ave	Dixie Hwy (US 1)	Neighborhood Street Enhancement	0.26
280	South	Monroe Dr	Dixie Hwy (US 1)	Flagler Dr	Neighborhood Street Enhancement	0.37
52	Downtown	Narcissus Ave	Banyan Blvd	Evernia St	Curbless Shared Street	0.21
22	North	Northwood Rd	Broadway Ave (US 1)	Poinsette Ave	Commercial Corridor Enhancement	0.25
285	South	Nottingham Blvd	Parker Ave	US 1	Commercial Corridor Enhancement	0.51
286	South	Nottingham Blvd	US 1	Washington Rd	Neighborhood Street Enhancement	0.26
295	South	Old Okeechobee Rd	Mercer Ave	Parker Ave	Commercial Corridor Enhancement	0.58
545	South	Old Okeechobee Rd	Florida Mango Rd	Australian Ave	Commercial Corridor Upgrade	0.51
300	Downtown	Olive Ave (SR 5)	Quadrille Blvd (SR A1A)	Okeechobee Blvd (SR 704)	Commercial Corridor Upgrade	0.89
305	North	Palm Beach Lakes Blvd	Australian Ave	Tamarind Ave	Commercial Corridor Upgrade	0.31
306	North	Palm Beach Lakes Blvd	Tamarind Ave	Sapodilla Ave	Commercial Corridor Enhancement	0.21
310	North	Palm Beach Lakes Blvd	Sapodilla Ave	US 1	Commercial Corridor Upgrade	0.32
315	North	Palm Beach Lakes Blvd	US 1	Flagler Dr	Commercial Corridor Upgrade	1.04
320	West	Palm Beach Lakes Blvd	Okeechobee Blvd	Interstate 95	Commercial Corridor Enhancement	1.07
321	North	Palm Beach Lakes Blvd	Interstate 95	Australian Ave	Commercial Corridor Enhancement	1.48
585	South	Palm St	Lake Ave	Florida Ave	Neighborhood Street Enhancement	0.19
590	South	Palm St	Florida Ave	US 1	Commercial Corridor Enhancement	0.18
325	South	Parker Ave	Okeechobee Blvd	Belvedere Rd	Community Corridor Enhancement	1.05
335	South	Parker Ave	Southern Blvd (SR 807)	Forest Hill Rd (SR 882)	Community Corridor Enhancement	1.42
625	South	Parker Ave	Forest Hill Blvd	Maddock St	Community Corridor Enhancement	0.10
905	North	Pinehurst Dr / Shore Dr / 39th St	Waverly Dr	Australian Ave	Neighborhood Street Enhancement	1.30
340	North	Pinewood Ave	59th St	25th St	Neighborhood Street Enhancement	1.86
910	North	Poinsettia Ave	36th St	26th St	Neighborhood Street Upgrade	0.61
350	Downtown	Quadrille Blvd (US 1)	Flagler Dr	3rd St	Commercial Corridor Upgrade	0.41

ID	ASSESS. AREA	FACILITY NAME	FROM	TO	PROJECT TYPE	LENGTH MILES
360	Downtown	Railroad to Quadrille Connection	7th St	Quadrille Blvd (US 1)	New Road	0.15
419	South	Ridgeway Ave	Dock St	Ridgeway Ave	Neighborhood Street Enhancement	0.20
495	West	Robbins Dr	Brandywine Rd	Frontage Rd	Commercial Corridor Enhancement	0.20
500	West	Robbins Dr	Frontage Rd	Congress Ave	Neighborhood Street Enhancement	0.43
575	South	Roebuck Ct	Elizabeth Ave	Wilkins Ave	Commercial Corridor Enhancement	0.15
445	West	Roebuck Rd	N Haverhill Rd	N Military Trail	Add Road Capacity	0.51
370	North	Sapodilla Ave	15th St	Palm Beach Lakes Blvd	Neighborhood Street Enhancement	0.19
375	Downtown	Sapodilla Ave	Palm Beach Lakes Blvd	10th St	Neighborhood Street Enhancement	0.14
380	Downtown	Sapodilla Ave	10th St	Banyan Blvd	Neighborhood Street Enhancement	0.55
385	Downtown	Sapodilla Ave	Banyan Blvd	Okeechobee Blvd (SR 704)	Curbless Shared Street	0.56
935	West	Saratoga Rd / 65th Way	65th Wy	Shenandoah Rd	Neighborhood Street Enhancement	1.58
390	West	Shenandoah Rd	Military Trl (SR 809)	Village Blvd	Neighborhood Street Enhancement	2.10
490	West	Spencer Dr	Palm Beach Lakes Blvd	Okeechobee Blvd	Commercial Corridor Enhancement	0.39
965	North	Spruce Ave	58th St	7th St	Neighborhood Street Enhancement	2.95
966	North	Spruce Ave	25th St	23rd St	Commercial Corridor Upgrade	0.11
400	South	Summit Blvd	Parker Ave	Garden Ave	Neighborhood Street Enhancement	0.23
980	South	Talladega St / Georgia Ave / Monceaux Rd	Lake Ave	Flagler Dr	Neighborhood Street Enhancement	0.68
405	Downtown	Tamarind Ave	Banyan Blvd	Okeechobee Blvd (SR 704)	Commercial Corridor Upgrade	0.58
420	West	Upthegrove Ln	N Military Trail	Terminus	Commercial Corridor Enhancement	0.36
341	North	US 1	59th St	45th St	Commercial Corridor Upgrade	0.70
345	North	US 1	45th St	25th St	Commercial Corridor Upgrade	1.14
410	West	Village Blvd	45th St (CR 702)	Palm Beach Lakes Blvd	Community Corridor Enhancement	3.99
430	West	Village Blvd	45th St	City Limits	Commercial Corridor Enhancement	0.38
620	South	Washington Rd	Monroe Dr	Southern Blvd	Community Corridor Upgrade	0.28
1010	South	Washington Rd	Avila Rd	Monroe Dr	Community Corridor Upgrade	0.51
716	South	Webster Ave / Puritan Rd / Olive Ave / Lakewood Rd	Bunker Rd	Flagler Dr	Neighborhood Street Enhancement	0.58
1015	South	Westminster Rd	Olive Ave	Washington Rd	Neighborhood Street Enhancement	0.14
580	South	Whitney St	Mercer Ave	Wilkins Ave	Neighborhood Street Enhancement	0.08
560	South	Wilkins Ave	Charlotte Ave	Elizabeth Ave	Commercial Corridor Upgrade	0.26
565	South	Wilkins Ave	Whitney St	Elizabeth Ave	Neighborhood Street Enhancement	0.11
415	North	Windsor Ave	45th St	29th St	Neighborhood Street Enhancement	0.91
416	North	Windsor Ave	29th st	25th St	Commercial Corridor Enhancement	0.26
535	South	Worthington Rd	Florida Mango Rd	Australian Ave	Commercial Corridor Upgrade	0.25

[end of Streets Plan Projects]

ALL PROJECTS ARE IDENTIFIED FOR MOBILITY PLANNING PURPOSES. EACH PROJECT WILL REQUIRE FURTHER EVALUATION & DESIGN. THE FROM AND TO LIMITS ARE SUBJECT TO CHANGE AS ARE THE PROJECT TYPE DUE TO FISCAL, NEIGHBORHOOD, RIGHT-OF-WAY, STORMWATER, TOPOGRAPHICAL & UTILITY CONSTRAINTS.



Appendix B: Intersections Plan

Intersections Plan

ID	ASSESSMENT AREA	STREET 1	STREET 2	PROJECT TYPE
450	West	45th St	Haverhill Rd	Intersection Improvements
460	Downtown	Australian Ave	Okeechobee Blvd (SR 704)	Interchange PD&E Study
465	Downtown	Banyan Blvd	Tamarind Ave	Intersection Improvements
470	Downtown	Banyan Blvd	Olive Ave	Intersection Improvements
490	Downtown	Banyan Blvd	Dixie Hwy (US 1)	Intersection Improvements
550	Downtown	Banyan Blvd	Quadrille Blvd (US 1)	Intersection Improvements
580	West	Brandywine Rd	Robbins Dr	Intersection Improvements
585	West	Brandywine Rd	Village Blvd	Intersection Improvements
475	South	Caroline St	SCL Railroad	Safety Enhancements
546	South	Caroline St	Parker Ave	Intersection Improvements
476	South	Charlotte Ave	Wilkins Ave	Intersection Improvements
480	Downtown	Clematis Ave	Olive Ave	Intersection Improvements
555	Downtown	Clematis Ave	Quadrille Blvd (US 1)	Intersection Improvements
570	West	Congress Ave	Chillingworth Dr	Intersection Improvements
485	Downtown	Dixie Hwy (US 1)	10th St	Intersection Improvements
495	Downtown	Dixie Hwy (US 1)	Clematis St	Intersection Improvements
500	Downtown	Dixie Hwy (US 1)	Datura St	Intersection Improvements
505	Downtown	Dixie Hwy (US 1)	Evernia St	Intersection Improvements
510	Central	Dixie Hwy (US 1)	Fern St	Intersection Improvements
515	Central	Dixie Hwy (US 1)	Hibiscus St	Intersection Improvements
520	North	Interstate 95	45th St	Interchange
525	South	Interstate 95	Forest Hill Blvd	Safety Enhancements
530	South	Interstate 95	Forest Hill Blvd	Intersection Improvements
605	West	Interstate 95	Palm Beach Lakes Blvd	Interchange
560	South	Mercer Ave	Centerpark Blvd	Intersection Improvements
455	West	Military Trail (SR 809)	45th st	Intersection Improvements
535	West	Military Trail (SR 809)	Roebuck Rd	Intersection Improvements
575	West	Okeechobee Blvd	Spencer Dr	Intersection Improvements
540	North	Palm Beach Lakes Blvd	Congress Ave	Intersection Improvements
610	South	Parker Ave	Dock St / Kanuga Dr	Safety Enhancements
615	South	Parker Ave	Adrmore Rd	Safety Enhancements
620	South	Parker Ave	Sunset Rd	Safety Enhancements
551	South	Parker Ave	Nottingham Blvd	Intersection Improvements
556	South	Parker Ave	Summit Blvd	Intersection Improvements
625	South	Pineapple Park Neighborhood Crossing	FEC Railroad & Stub Canal	Safety Enhancements
566	North	Poinsetta Ave	26th St	Intersection Improvements
590	West	Saratoga Rd	Shendoah Rd	Intersection Improvements

ID	ASSESSMENT AREA	STREET 1	STREET 2	PROJECT TYPE
545	South	SCL Railroad Tracks	Garden Ave	Interchange PD&E Study
565	West	Village Blvd	Shenandoah Rd	Intersection Improvements
595	West	Village Pkwy	Cumberland Dr	Intersection Improvements
600	West	Village Pkwy	Shiloh Dr	Intersection Improvements

[end of Intersections Plan Projects]

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Appendix C:
Bicycle & Pedestrian Plan

Bicycle & Pedestrian Plan

ID	ASSESS. AREA	FACILITY NAME	FROM	TO	PROJECT TYPE	LENGTH MILES
620	North	15th St	Dixie Hwy (US 1)	Flagler Dr	Bicycle Boulevard / Shared Lane	0.16
625	North	25th St	Broadway (US 1)	Poinsettia Ave / Dixie Hwy (US 1)	Bike Facility	0.25
635	West	45th St	Florida Turnpike	Greenwood Ave (CR 811)	Bike Facility	4.71
785	North	45th St / Greenwood Ave	Broadway	42nd St	Bike Facility	0.44
650	Downtown	Alabama Ave	L St	M St	Multi-Use Trail	0.03
670	Downtown	Australian Ave	Banyan Blvd	Okeechobee Blvd West Bound Off-Ramp	Multimodal Safety Improvements	0.45
665	North	Australian Ave	Banyan Blvd	45th St	Shared Use Path	2.81
680	South	Australian Ave	Belvedere Rd	Okeechobee Blvd / Australian Ave Interchange	Shared Use Path	1.37
685	South	Barcelona Rd	Olive Ave	Flagler Dr	Bicycle Boulevard / Shared Lane	0.16
700	South	Belvedere Rd	Florida Mango Rd	Olive Ave	Bike Facility	1.63
720	South	Caroline St / Parker Ave / Park Pl	Elizabeth Ave	Lake Ave	Bike Facility	0.30
675	North	Clear Lake Multi-Use Trial	Banyan Blvd	Existing Clear Lake Multi-Use Trail on southwest side of Clear Lake.	Multi-Use Trail	1.00
730	Downtown	Clearwater Pl / Clearwater Dr / Fern St	Australian Ave	Flagler Dr	Bike Facility	0.91
740	North	Congress Ave	45th St (CR 702)	Okeechobee Blvd (SR 704)	Shared Use Path	3.94
745	North	Division Ave	23rd St	15th St	Bicycle Boulevard / Shared Lane	0.51
750	Downtown	FEC Railroad Connector Shared Use Path	6th St	3rd St	Shared Use Path	0.27
755	North	Flagler Dr	36th St	Avlia Rd	Bike Facility	4.29
760	South	Flamingo Dr	Dixie Hwy (US 1)	Olive Ave	Bicycle Boulevard / Shared Lane	0.10
775	South	Forum Pl	Congress Ave	Forum Way	Bike Facility	0.25
780	North	Forum Pl	Forum Way	Palm Beach Lakes Blvd	Shared Use Path	0.25
790	South	Granada Rd	Flagler Dr	Dixie Hwy (US 1)	Bicycle Boulevard / Shared Lane	0.26
795	North	Greenwood Ave / 39th Ct	42nd St	Terrace Dr	Bicycle Boulevard / Shared Lane	0.21
800	West	Haverhill Rd / Roebuck Rd / Military Trl	Palm Beach Water Supply Canal	Shenandoah Rd	Shared Use Path	1.75
825	Downtown	Lakeview Ave (SR 704)	Quadrille Blvd (US 1)	Flagler Dr	Bike Facility	0.39
840	South	Mercer Ave	Australian Ave	Belvedere Rd	Shared Use Path	0.91
845	West	Military Trail (SR 809)	45th St	Okeechobee Blvd (SR 704)	Bike Facility	3.63
850	South	Monroe Dr	Washington Rd	Flagler Dr	Bicycle Boulevard / Shared Lane	0.06
855	Downtown	N St	Florida Ave	Alabama Ave	Bicycle Boulevard / Shared Lane	0.07
870	West	Okeechobee Blvd (SR 704)	Military Trl (SR 809)	Quadrille Blvd (US 1)	Bike Facility	3.46
875	Downtown	Okeechobee Rd / Lake Ave	Rosemary Ave	Park Pl	Shared Use Path	0.70
885	West	Palm Beach Lakes Blvd	Okeechobee Blvd (SR 704)	Tamarind Ave	Bike Facility	2.99
900	West	Palm Beach Water Supply Canal / Village Blvd	Haverhill Rd	Cumberland Dr	Multi-Use Trail	1.91

ID	ASSESS. AREA	FACILITY NAME	FROM	TO	PROJECT TYPE	LENGTH MILES
915	North	Poinsettia Ave	26th St	23rd St	Bike Facility	0.16
920	Downtown	Quadrille Blvd (US 1) / Okeechobee Blvd (SR 704)	Flagler Memorial Bridge	Flagler Dr	Bike Facility	1.54
925	West	Robbins Dr	Sequoia Dr	Congress Ave	Bike Facility	0.39
930	West	Roebuck Rd / Jog Rd	Haverhill Rd	Okeechobee Blvd (SR 704)	Shared Use Path	3.55
940	West	Sequoia Dr	Robbins Dr	Spencer Dr	Bike Facility	0.39
945	West	Shenandoah Rd	Military Trl	Village Blvd	Bike Facility	0.73
955	South	Southern Blvd	I-95	Flagler Dr	Bike Facility	1.39
950	South	Southern to Forest Hill Shared Use Path	Southern Blvd (US 98)	Forest Hill Blvd (SR 882)	Shared Use Path	1.57
970	South	Summit Blvd	I-95	Parker Ave	Bike Facility	0.47
985	South	Vallette Way / Cocoanut Ln / Tuxedo Ln	Dixie Hwy (US 1)	Flagler Dr	Bicycle Boulevard / Shared Lane	0.34
990	Downtown	Victoria Rd	Olive Ave	Dixie Hwy (US 1)	Bicycle Boulevard / Shared Lane	0.10
995	West	Village Blvd	45th St (CR 702)	Cumberland Dr	Bike Facility	1.23
1000	West	Village Blvd	Cumberland Dr	Shenandoah Rd	Bike Facility	1.43
1005	West	Village Blvd	Shenandoah Rd	Okeechobee Blvd (SR 704)	Bike Facility	1.77
1009	South	Pineapple Park Trail	Parker Rd	Belvedere Rd	Multi-Use Trail	0.74
1020	North	Westview Ave / Eastview Ave	39th Ct	36th St	Bicycle Boulevard / Shared Lane	0.48
1025	North	Westview Ave / Eastview Ave / 32nd St / Terrace Dr / 29th St / Tamarind Ave	36th St	23rd St	Bicycle Boulevard / Shared Lane	1.08

[end of Bicycle & Pedestrian Plan Projects]

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Appendix D: Transit Plan

Transit Plan

ID	ASSESS. AREA	PROJECT NAME	PROJECT TYPE	PROJECT DESCRIPTION	LENGTH (MILES)
1050	Citywide	TRI-Rail Station Upgrades	TRI-Rail Station Upgrades	TRI-Rail station upgrades.	0.25
1060	Citywide	Okeechobee Blvd (SR 704)	Capital For Fixed Route Service	Construct enhanced transit shelters within existing ROW.	9.31
1065	Citywide	Okeechobee Blvd & SR 7 Transit Feasibility Study	Transit Feasibility Study	Transit feasibility study. Includes Okeechobee Blvd from SR 7 to US 1 and SR 7 from Forest Hill Blvd to Okeechobee Blvd. Phase 1 will look at proof of concept, technical/ traffic analysis, and traffic impacts.	11.10
1070	Citywide	Mobility on Demand (MoD) & High Frequency Transit Corridor	Mobility on Demand (MoD)	(1) Mobility on Demand transit with 15-minutes headways, and (2) High freequency service running north and south east of I-95.	15.00

[end of Transit Plan Projects]

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Appendix E: Future Corridors

Future Corridors

ID	ASSESS. AREA	FACILITY NAME	FROM	TO	PROJECT TYPE	LENGTH MILES
45	Central	Acacia Rd	Currie Cres	Olive Ave (SR 5)	Commercial Corridor Upgrade	0.03
540	South	Centerpark Dr	Australian Ave	Centerpark Blvd	New Road	0.14
675	South	Centrepark South Corridor Study	Congress Ave	Centerpark Blvd	Corridor Study	1.01
689	South	Charlotte Ave Extension	Mercer Ave	Wilkins Ave	New Road	0.09
695	South	Charlotte Ave Extension	Frederick St	Okeechobee Blvd	New Road	0.16
735	Central	Clearwater Park Rd	Clearwater Pl	WPB Marriot Hotel	Commercial Corridor Upgrade	0.16
700	Central	Clearwater Park Rd Extension	Clearwater Park Rd	Okeechobee Blvd	Curbless Shared Street	0.14
650	South	El Vedado / Edgewood Dr	Parker Ave	Washington Rd	Corridor Study	0.50
455	West	Evelyn Keiser Way	N Military Trail	Industrial Dr Extension	Commercial Corridor Upgrade	0.37
720	West	Exchange Ct	Exchange Ct Extension	Palm Beach Lakes Blvd	Commercial Corridor Upgrade	0.14
480	West	Exchange Ct Extension	Indian Rd	Exchange Ct	New Road	0.18
710	South	Frederick St Extension	Australian Ave	Charlotte Ave	New Road	0.20
190	Central	Gardenia St	S Rosemary Ave	Olive Ave (SR 5)	Commercial Corridor Upgrade	0.31
475	West	Gardenia St	N Military Trail	Columbia Dr	Commercial Corridor Upgrade	0.60
214	South	Gregory Rd	Georgia Ave	US 1	Commercial Corridor Upgrade	0.18
220	Central	Hibiscus St	Sapodilla Ave	FEC Railroad Tracks	Curbless Shared Street	0.21
465	West	Industrial Dr	Industrial Dr Extension	Village Blvd	Commercial Corridor Upgrade	0.20
460	West	Industrial Dr Extension	Evelyn Keiser Way	Industrial Dr	New Road	0.17
706	South	James St Extension	Australian Ave	Charlotte Ave	New Road	0.21
440	West	Military to Haverhill Connector	N Haverhill Rd	N Military Trail	New Road	0.51
520	Central	Okeechobee Blvd	Clear Lake	Sapodilla Ave	Okeechobee Flyover PD&E Study	0.69
550	South	Old Okeechobee Rd	Church St	Florida Mango Rd	Commercial Corridor Upgrade	0.23
555	South	Old Okeechobee Rd Extension	Congress Ave	Church St	New Road	0.28
485	West	Shawnee Ave Extension	Seminole Blvd	Osceola Dr	Commercial Corridor Upgrade	0.19
685	South	SW Connectivity Study	Australian Ave	Worthington Rd	Corridor Study	0.67
425	West	Upthegrove Ln Extension	Terminus	Village Blvd	New Road	0.14
561	South	Wilkins Ave Extension	Frederick St	Charlotte Ave	New Road	0.27

[end of Future Corridors]

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Appendix F:
Mobility Implementation Projects

Mobility Implementation Projects

PROGRAM	OWNERSHIP	DESCRIPTION	TIME FRAME
ADA Curb Ramp Retrofit Program	Citywide	Fund upgrades to 150 existing curb ramps to enhance mobility, safety, improve the quality of service in the community and comply with the American with Disability Act (ADA) requirements. The projects identified through the Curb Ramp Upgrade Program can be used for future Mobility Plan and Mobility Fee updates.	2025 to 2035
Citywide Sidewalk Connectivity Program	Citywide	Construct 5' to 6' wide sidewalk connections to fill in gaps in the sidewalk system on arterial, collector, local, and residential streets.	2025 to 2035
Citywide High Visibility Multimodal Crossings	Citywide	Install 10 high visibility midblock crossings and crosswalks with RRFBs at various locations through-out the City.	2025 to 2030
Citywide wayfinding and signage plan	Citywide	Plan, design and update the current wayfining sign system directing users to multimodal facilities, mobility hubs and future rail station.	2025 to 2030
Curbside Management Programs	Central Assesment Area	Develop curbside management programs that transition th epurpose of curbside locadinga dn unloading areas through-out the day. During the early AM, curbside spaces can be allocated to deloveries for local business, during the day, curbside spaces can be used for high turn-over parking and for loading and off loading packages and passengers. In teh evening, curbside spaces could be used for valet parking, pick-up- and drop-off areas, or oudoor spaces avaibale to adjacent business for oudoor dining and special events. Curbside managment will require either in person minitoring or use of new technology to ensure the curbside is being used in the appropriate manner.	2025 to 2030
Downtown Parking Enhancement & Wayfinding	Central Assesment Area	Enhance the accessibility and visibility of the downtown parking structures to reducde congestion related to searching for on-street parking and available parking is close proximity to desired destinations within Downtown. The initial enhancments are through branding and lighting of each garage. Wayfinding will be coordinated with dynamic parking management strategies.	2025 to 2030
Dynamic Parking Management Strategies	Central Assesment Area	Develop a dunamic parking management parking program to provide time of day and special event pricing to encourage high turnover of on-street parking to serve local business and to direct visitor to parking structures for longer duration stays. Evaluate a residential parking permit program and explore new technologies to implement parking management strategies.	2025 to 2030
Mobility Access Program	Citywide	Develop voucher programs and pursue funding sources and public private opportunities to provide bikes, electric bikes, electric scooters, and passes for car share, ride share, and transit services to provide mobility access to members of the community.	2025 to 2030
Mobility on Demand Program	East of I-95	This program will fund transit mobility on demand service to address mobility and parking east of Interstate 95. Vendors will provide a defined fixed service route and on demand service using a variety of vehilces to provide the necessary headways and demand response times to improve accessibility, enhance mobility, and reduce traffic congestion.	2025 to 2030
Mobility Implementation Plans, Programs, Services & Studies	Citywide	Conduct and / or develop corridor and multimodal plans and studies, develop multimodal count program, pursue matching grant fund opportunities through County, FDOT, Federal, State, and MPO Funding Programs, update mobility plan and fee, enhance street design standards and policies, and programs. Explore e-mobility and shared mobility services with adjacent municipalities, FDOT, Palm Beach County, transit authorities and private entities. The City will further develop the quality of service program to transition from roadway level of service standards in the Comprehensive Plan.	2025 to 2030
Mobility Hubs & Transit Stops	Citywide	The City will work with TRI-Rail, Palm Tran, and Palm Beach County Public Schools to enhance the existing TRI-Rail Station and transit stops within the City. The City will dconsider developing design standards, policies and programs to establish neighborhood scale mobility hubs that bring together three or more modes of travel and community mobility hiubs the bring together four or more modes of travel. The City will also consider update of its land development code to encourage construction of mobility hubs in lieu of transit stops for certian scale non-resident and residential developments.	2025 to 2035
Transportation Demand Management (TDM) Program	Central Assesment Area	The City will enhance and update Transportation Demand Managament Strategies (TDM) through an implementing program to address access to mobility options such as on demand transit, e-mobility, shared mobility, car share and rride share services. The City TDM coordinatior will work with businesses, institutions, and non-profits to encourage the use of muktimodal transportation to access downtown.	2025 to 2030
West Palm Beach Mobility Coalition	Citywide	Promote mobility initiatives through-out the City through WPBgo. The Coalition assist with mobility outreach efforts and exploring new and innovative means to enhance mobility within the City of West Palm Beach.	2025 to 2030

[end of Mobility Implementation Projects]



SOUTHEAST FLORIDA OFFICE:

2000 PGA Blvd,
Suite 4440
Palm Beach Gardens, FL 33408

www.nueurbanconcepts.com

NORTH CENTRAL FLORIDA OFFICE:

747 SW 2nd Ave,
Suite 190
Gainesville, FL 32601

P 833-NUC-8484
E ***jbpaul@nueurbanconcepts.com***

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