

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



Sponsors of This Effort

 **Historic Neighborhood Association**

 A West Palm Beach & National Register Community



A True Community Effort!



Bruce Ouellette, DDS & Associates
Compassionate, Comprehensive Dentistry
for your entire family



Flamingo Park
established 1921
West Palm Beach



Terrace Mountain Investors
Chamber of the Palm Beaches
Palm Beach Motorcars
Rob Revely
Johnson Framing
Table 26
McCann Design Group/HIVE
Very Important Paws
Great Wraps
Brian Guralnick

Fleur Cinque
Coldwell Banker
El Cid Animal Clinic
Oliver Quinn
Prospect Place
Bill Bronstein
Illustrated Properties
Citrus Salon
Lotus Hair Salon
Raphael Clemente
Iconic Snob Galleries

Grandview Heights Neighborhood Association

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 – Okeechobee Boulevard to Belvedere Road

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

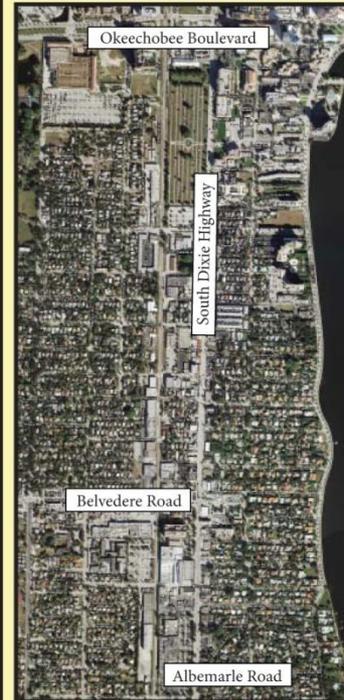
Develop detailed plan to implement years of recommendations

Albemarle Road

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) 221-4060, dlittle@tcrpc.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

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

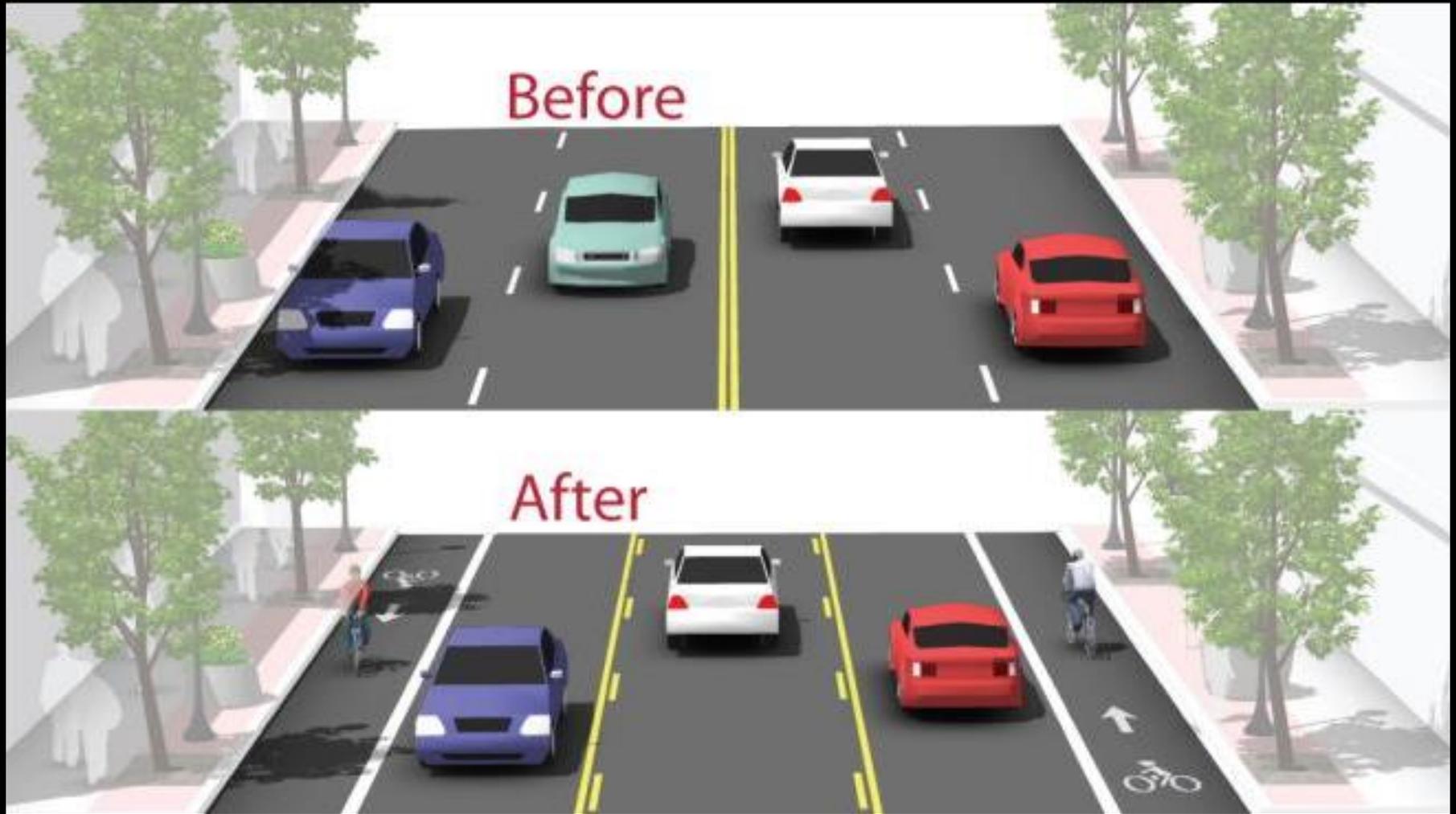
DIXIE HIGHWAY AND SURROUNDING ROADWAY PEAK SEASON DAILY TRAFFIC VOLUMES								
Road	Count Source	Station	Limits	2014	2015	Annual Growth (Absolute)	Annual Growth Rate	Change Since 2005
Banyan Boulevard	PBC	3839	Tamarind Ave to Australian Ave	26,566	16,935	-318	-1.9%	-38.6%
Belvedere Road	PBC	3311	I-95 to Parker Ave	26,935	27,808	-526	-1.9%	-5.9%
Belvedere Road	PBC	3821	Parker Ave to Dixie Hwy	15,572	17,328	-263	-1.5%	-8.1%
Dixie Highway	PBC	3866	Monroe Drive to Belvedere Rd	18,842	19,550	-313	-1.6%	-8.4%
Dixie Highway	PBC	3862	Belvedere Rd to Okeechobee Bl	16,842	17,885	-326	-1.8%	-4.7%
Dixie Highway	PBC	3846	Okeechobee/Lakeview to Banyan Blvd	6,984	8,036	-526	-6.5%	-37.5%
Dixie Highway	PBC	3834	Banyan Blvd to Palm Beach Lakes Blvd	7,872	8,089	-431	-5.3%	-36.0%
Flagler Drive	FDOT	938517	Souther Blvd to Pershing Way (Belvedere Rd)	6,842		* -139	-2.0%	-2.3%
Okeechobee Blvd	PBC	3813	Australian Ave to Tamarind Ave/Parker Ave	67,947	66,217	555	0.8%	10.2%
Okeechobee Blvd	PBC	3837	Tamarind Ave to Rosemary Ave	46,717	48,783	135	0.3%	1.4%
Okeechobee Blvd	FDOT	935122	Rosemary to Dixie Hwy (1-way EB)	16,316		* -340	-2.1%	-27.9%
Okeechobee Blvd	FDOT	935322	Rosemary to Dixie Hwy (1-way WB)	20,526		* -120	-0.6%	2.6%
Olive Ave	PBC	3868	Monroe Dr to Belvedere Rd		3,510	-592	-16.9%	-60.6%
Olive Ave	PBC	3864						
Olive Ave	PBC	3836	Banyan Blvd to Palm Beach Lakes	3,077	3,378	-641	-19.0%	-66.9%

* 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

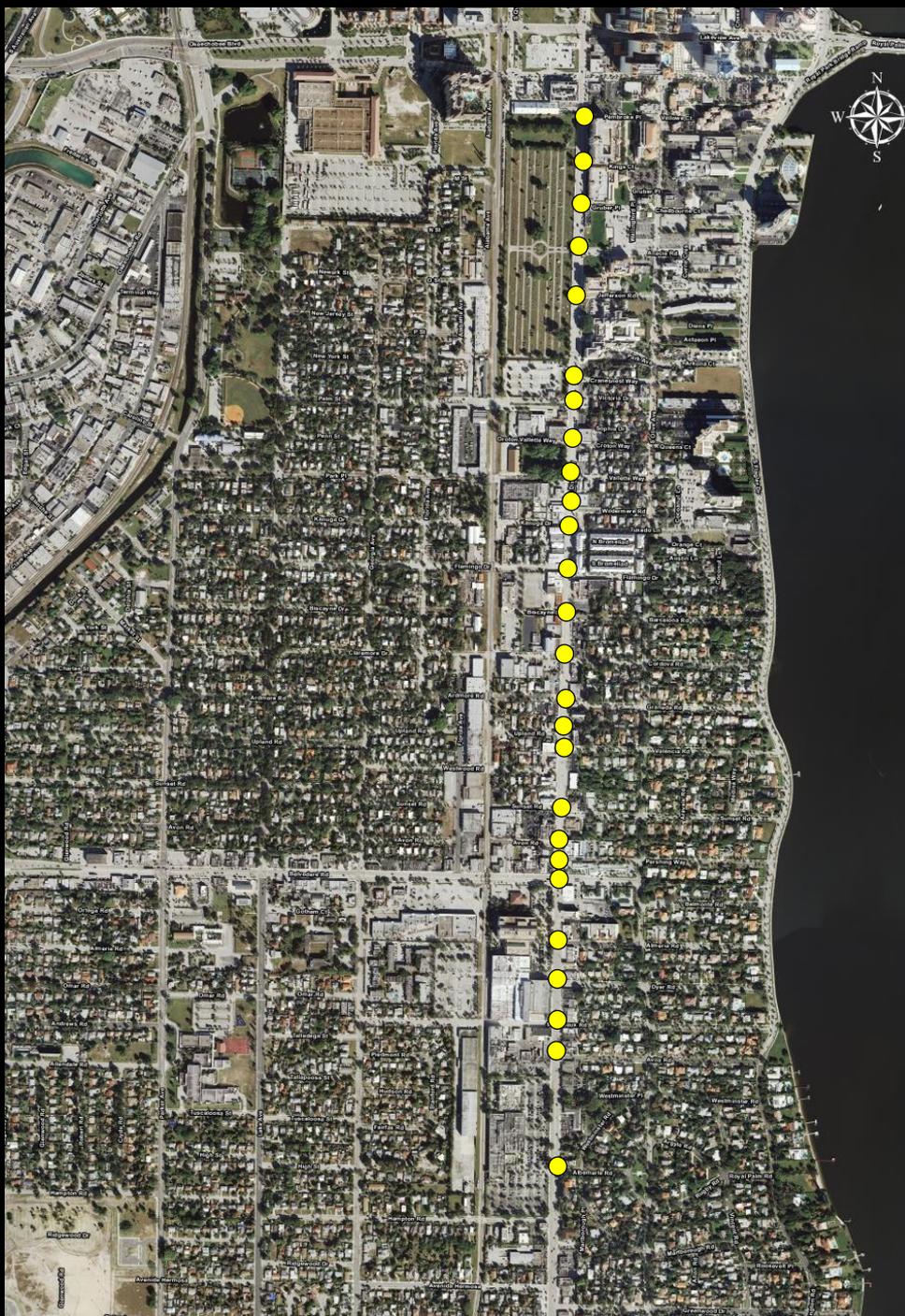
Olive Avenue – Okeechobee to Flamingo = - 40+% since 2005

Typical 4 – 3 Conversion



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

Road Diet



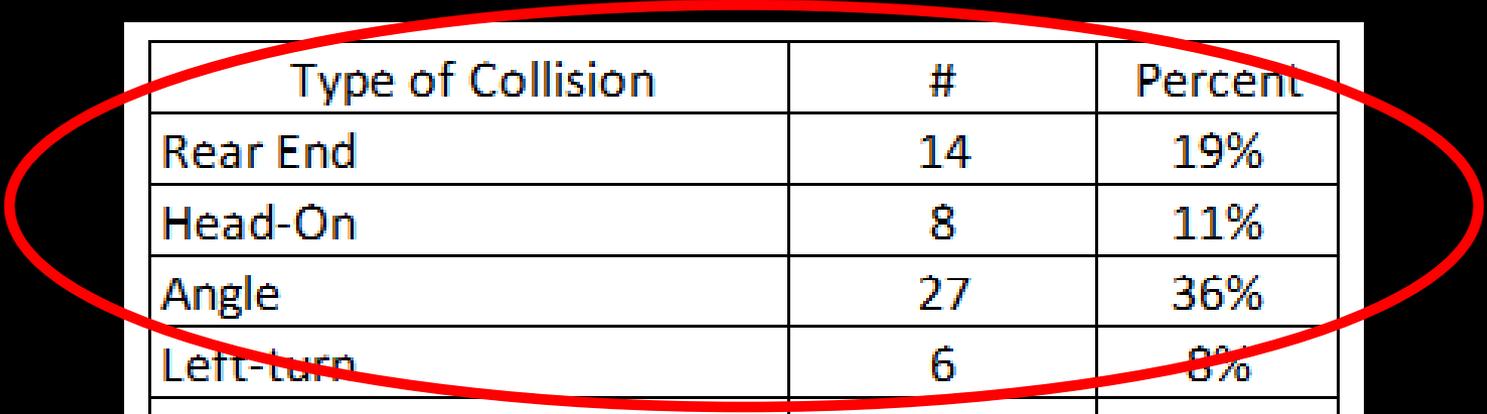
Intersection Frequency

31 Intersections
within Study Area
(Average 1 every 300')

Some are less
than 100' apart

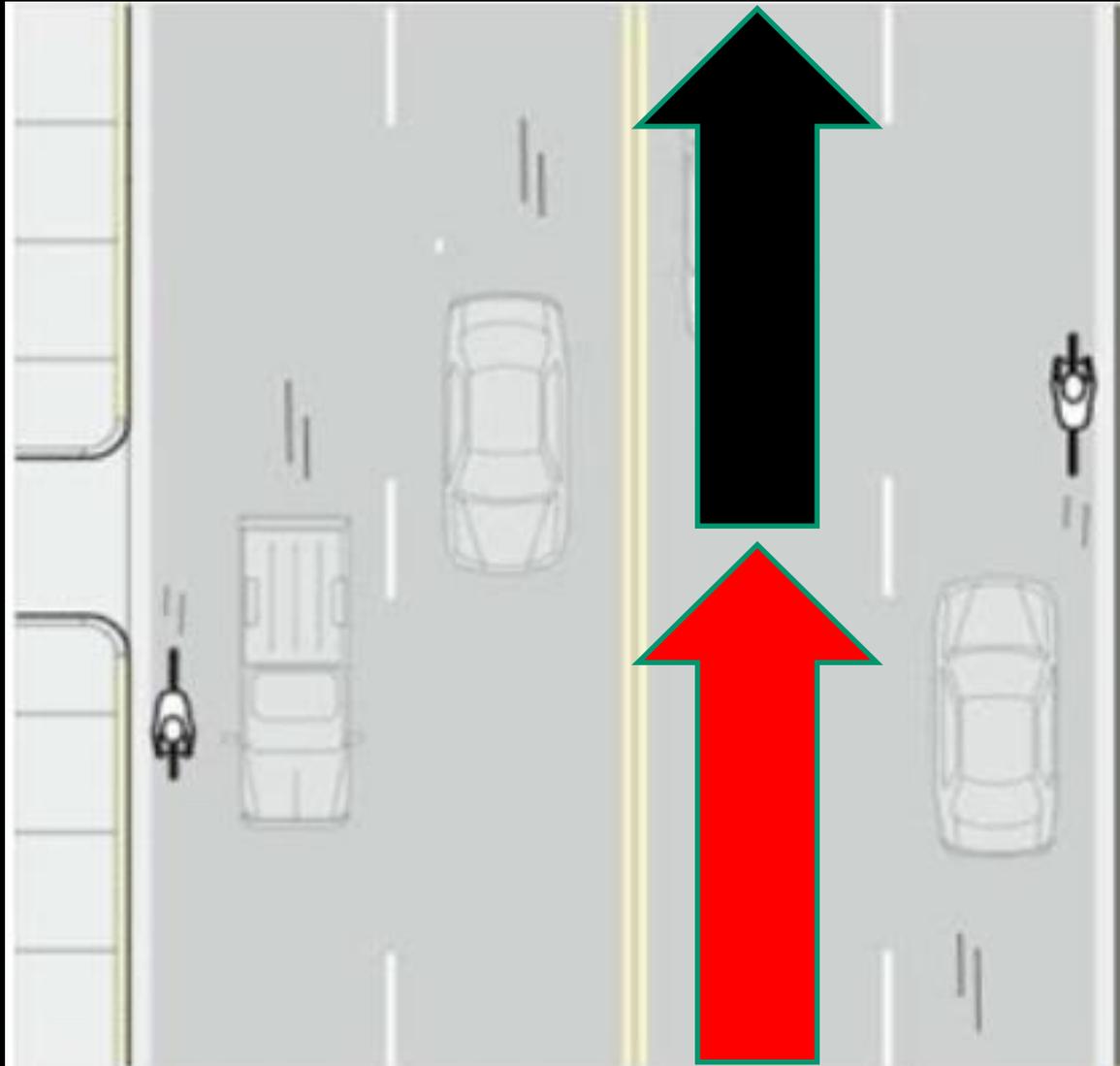
Crash Data

(Study Area 2009-13)



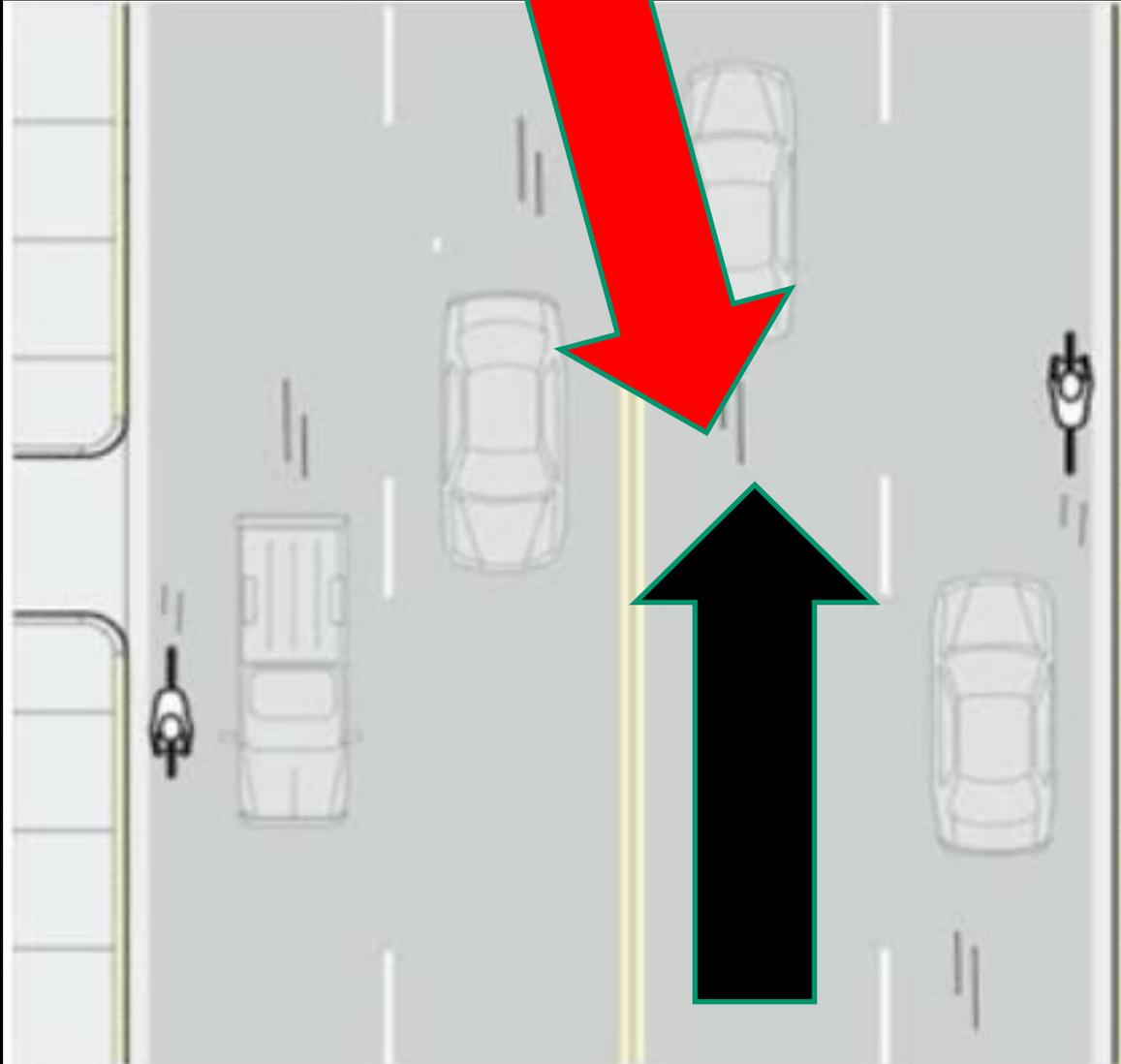
Type of Collision	#	Percent
Rear End	14	19%
Head-On	8	11%
Angle	27	36%
Left-turn	6	8%
Sideswipe	2	3%
Back Into	2	3%
Coll.w/ Parked Car	1	1%
Coll with MV on Road	5	7%
Utility/Light Pole	4	5%
Coll with Fixed Above Road	1	1%
Hit other Fixed Object	1	1%
Other	3	4%
Total	74	100%

Significant Crash Types



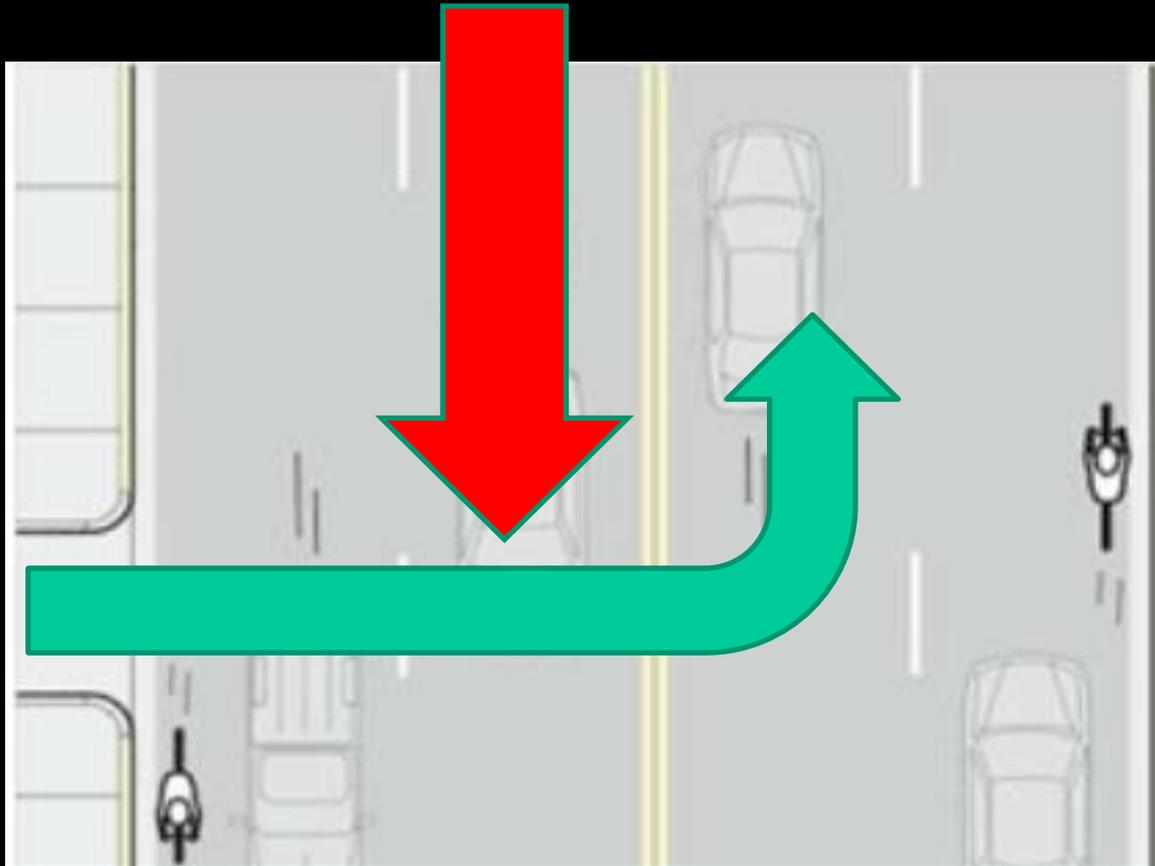
Rear-End
Crashes
14
(19%)

Significant Crash Types



Head-On
Crashes
8
(11%)

Significant Crash Types



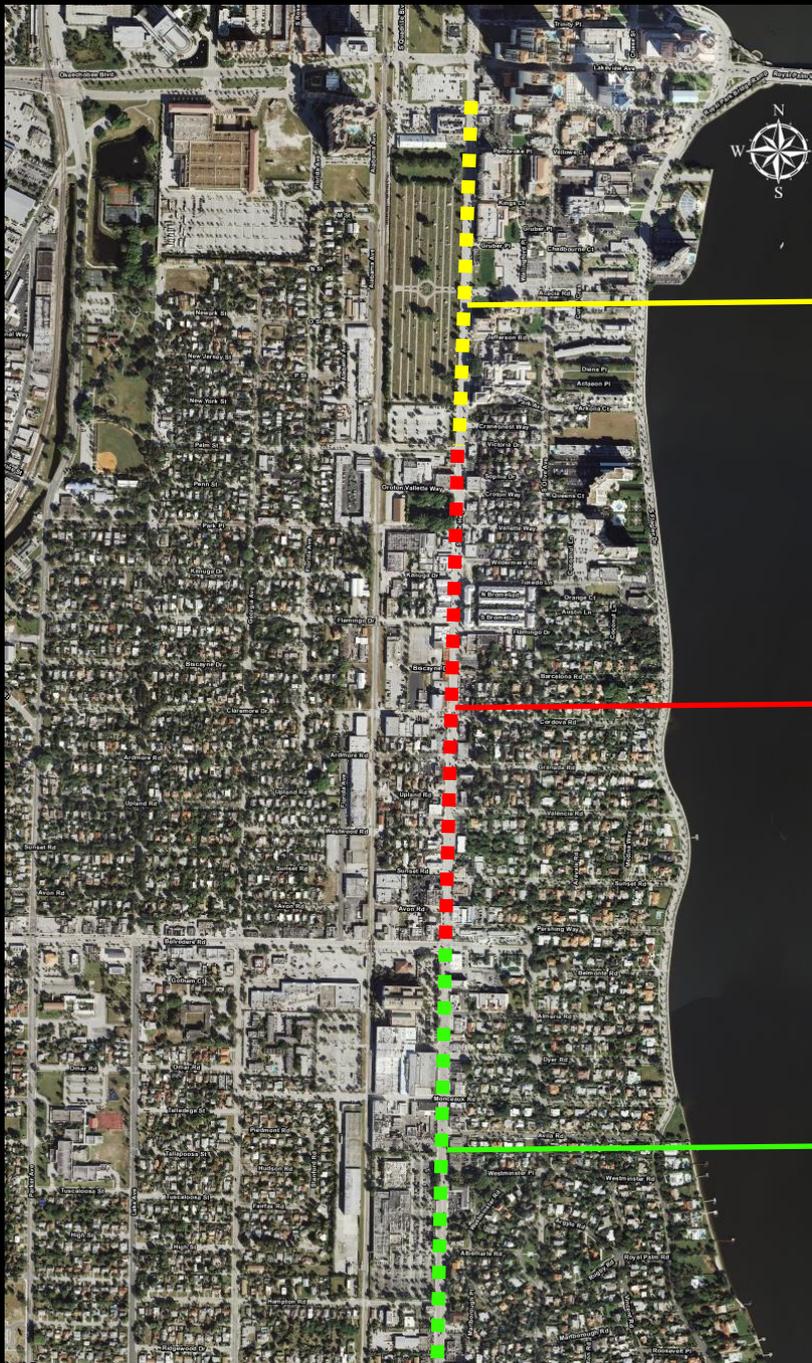
Angle
Crashes
27
(36%)

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



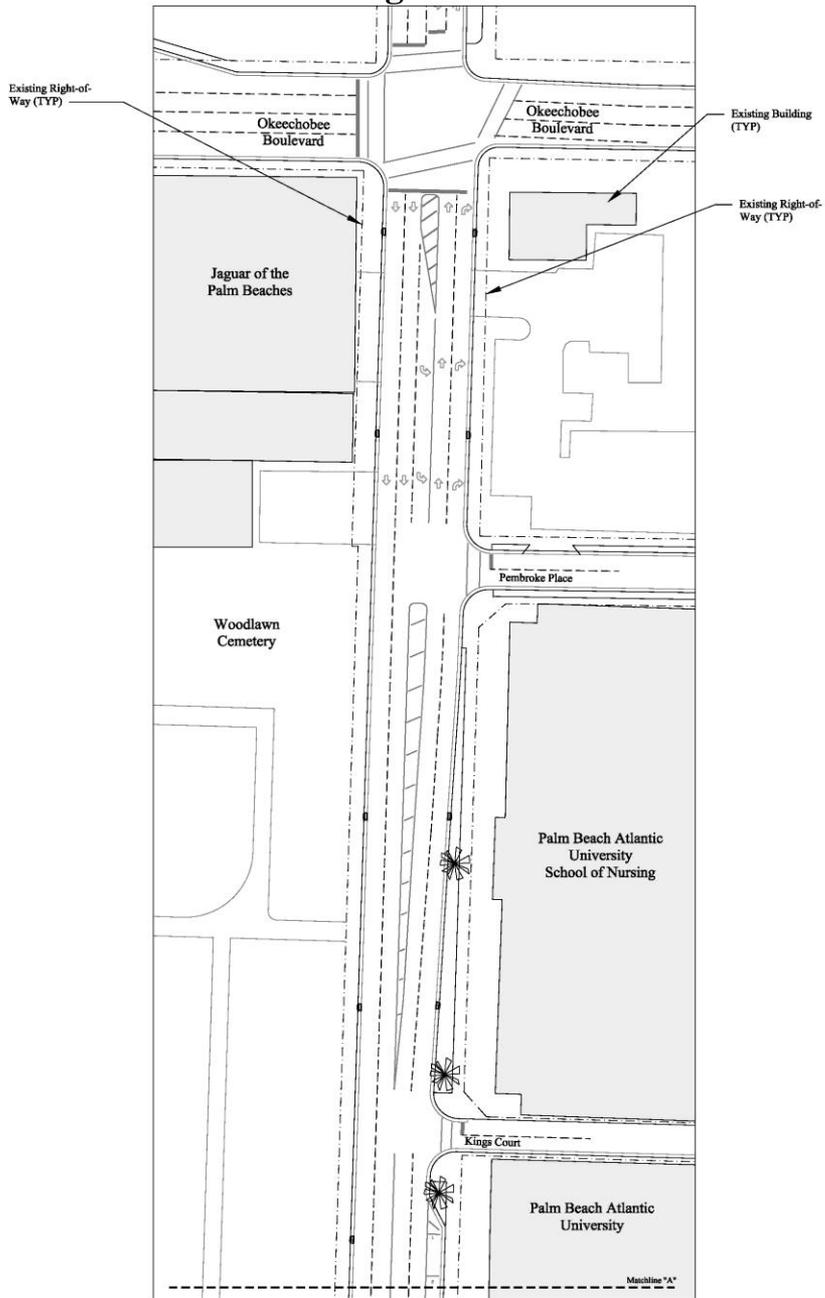


Northern Section
(Okeechobee to Palm Street)
Expanded Sidewalk and Shade Trees

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

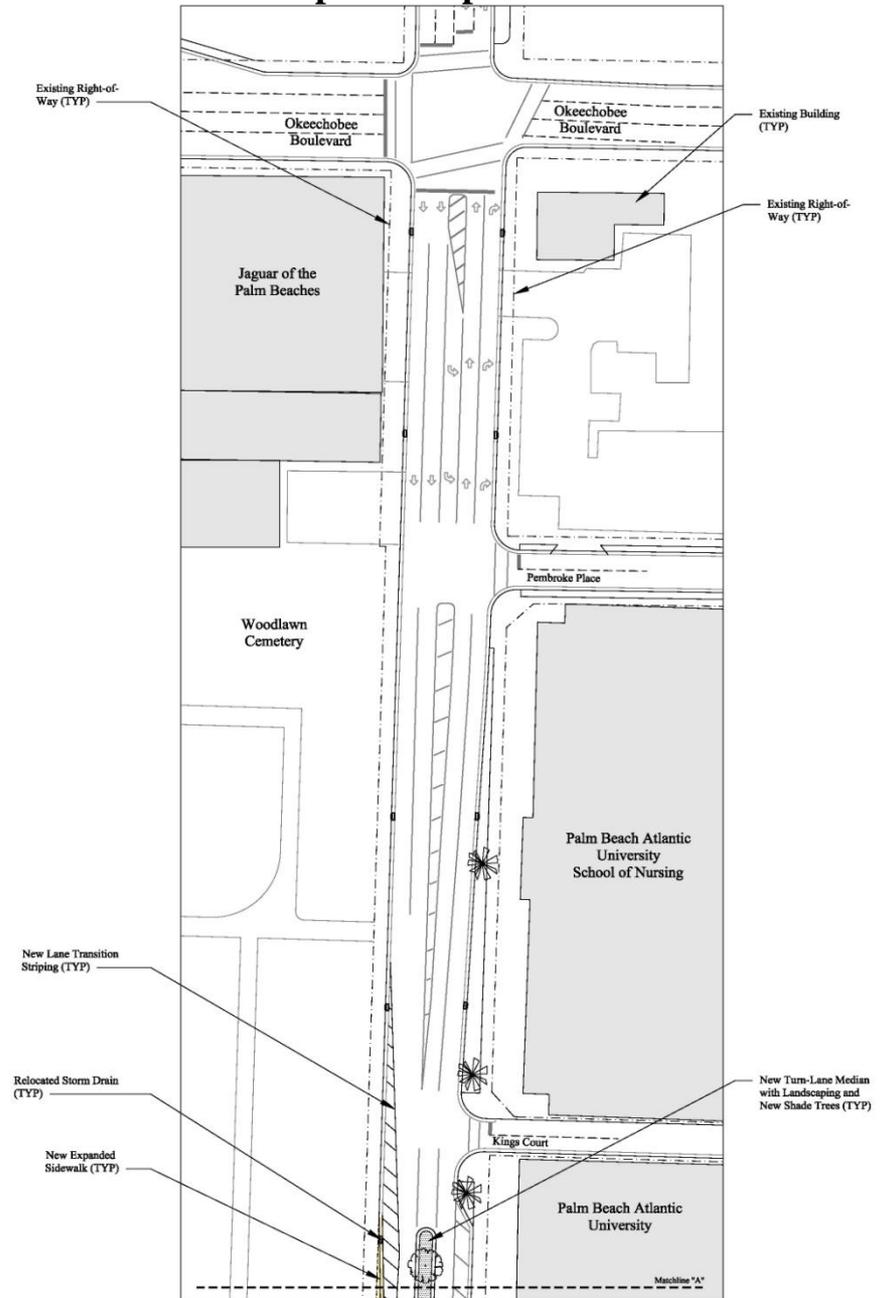
Southern Section
(Belvedere Road to Albemarle)
On-Street Parking, and
Shade Trees

Existing Conditions



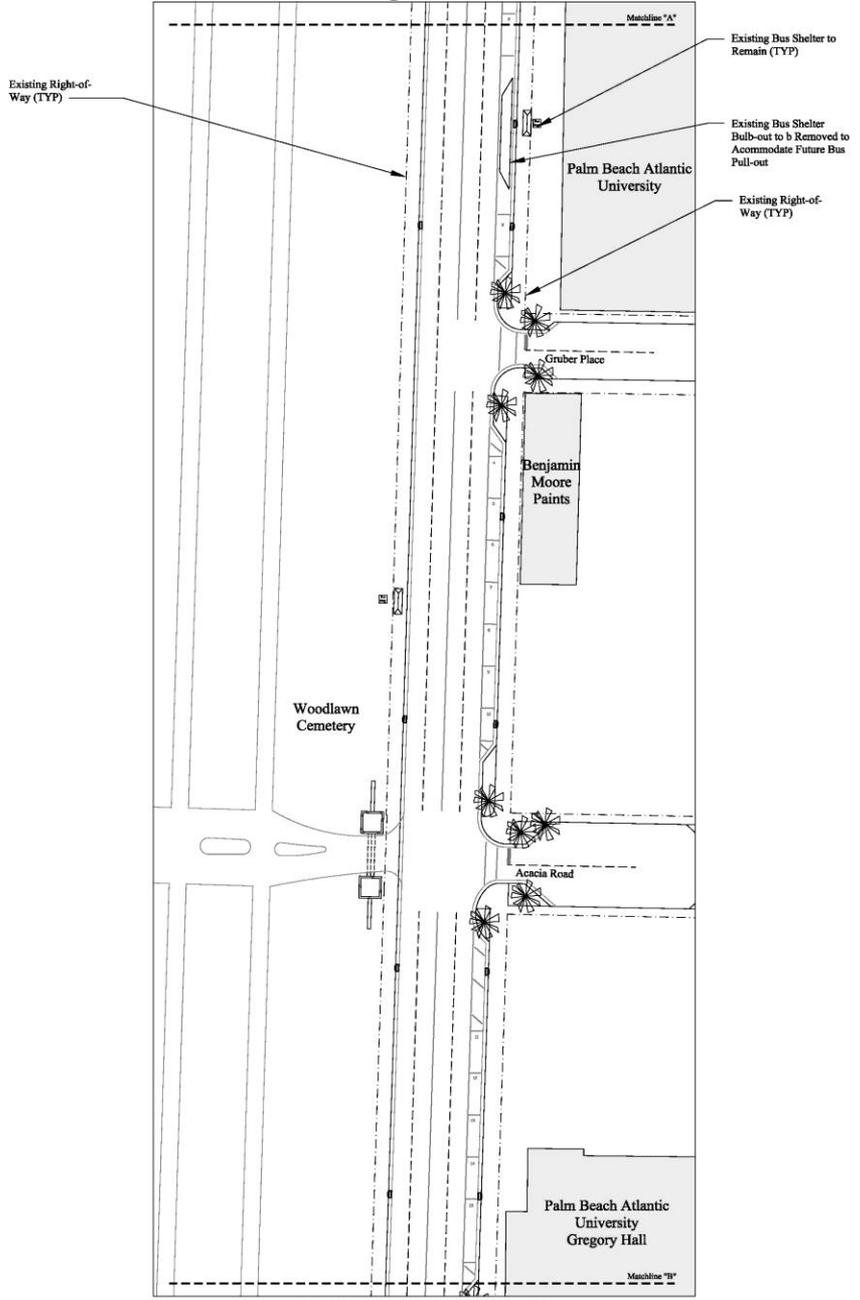
South Dixie Implementation Plan
Existing Conditions
Section A-1 - Scale: 1"=50'

Proposed Improvements



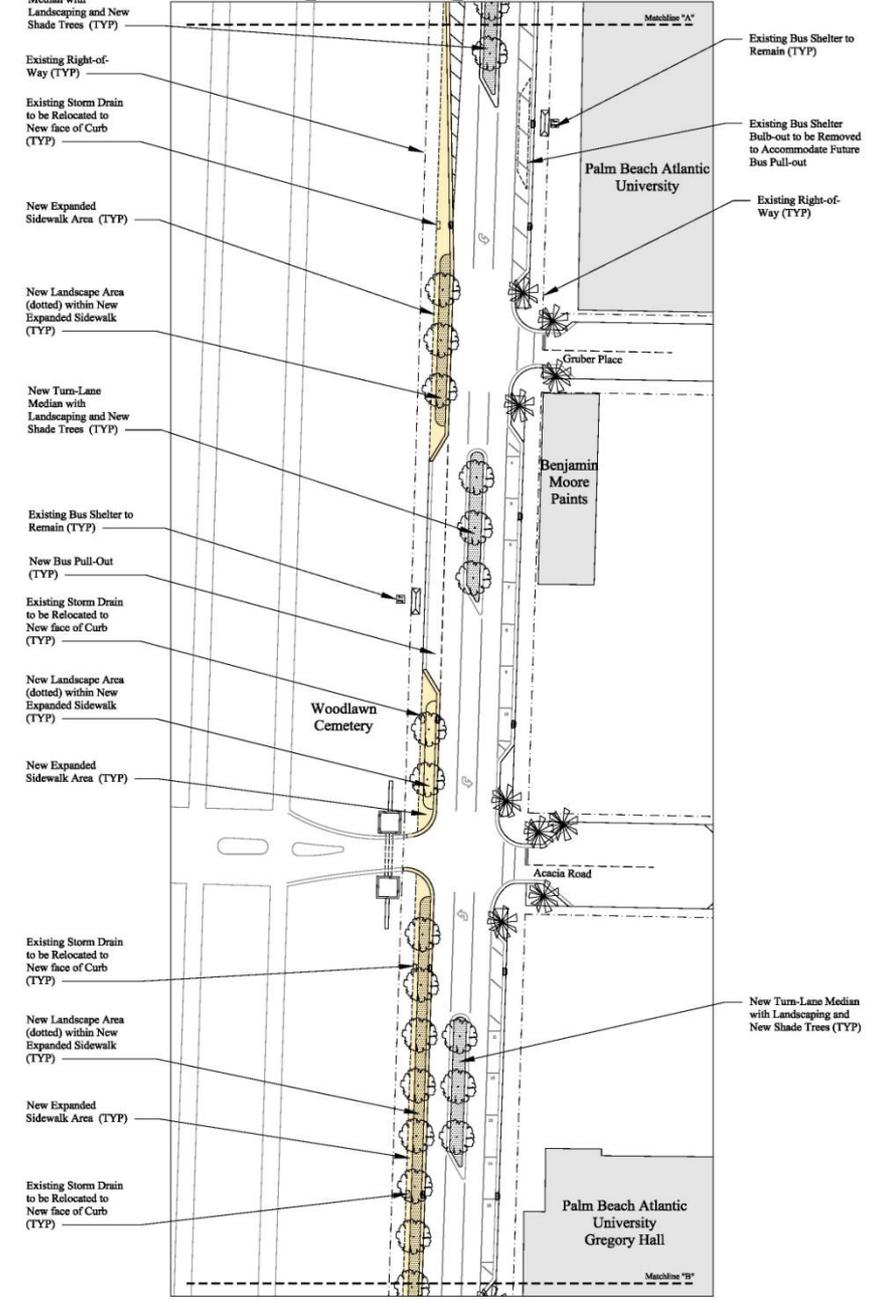
South Dixie Implementation Plan
Proposed Improvements
Section A-1 - Scale: 1"=50'

Existing Conditions



South Dixie Implementation Plan
Existing Conditions
Section A-2 - Scale: 1"=50'

Proposed Improvements



South Dixie Implementation Plan
Proposed Improvements
Section A-2 - Scale: 1"=50'

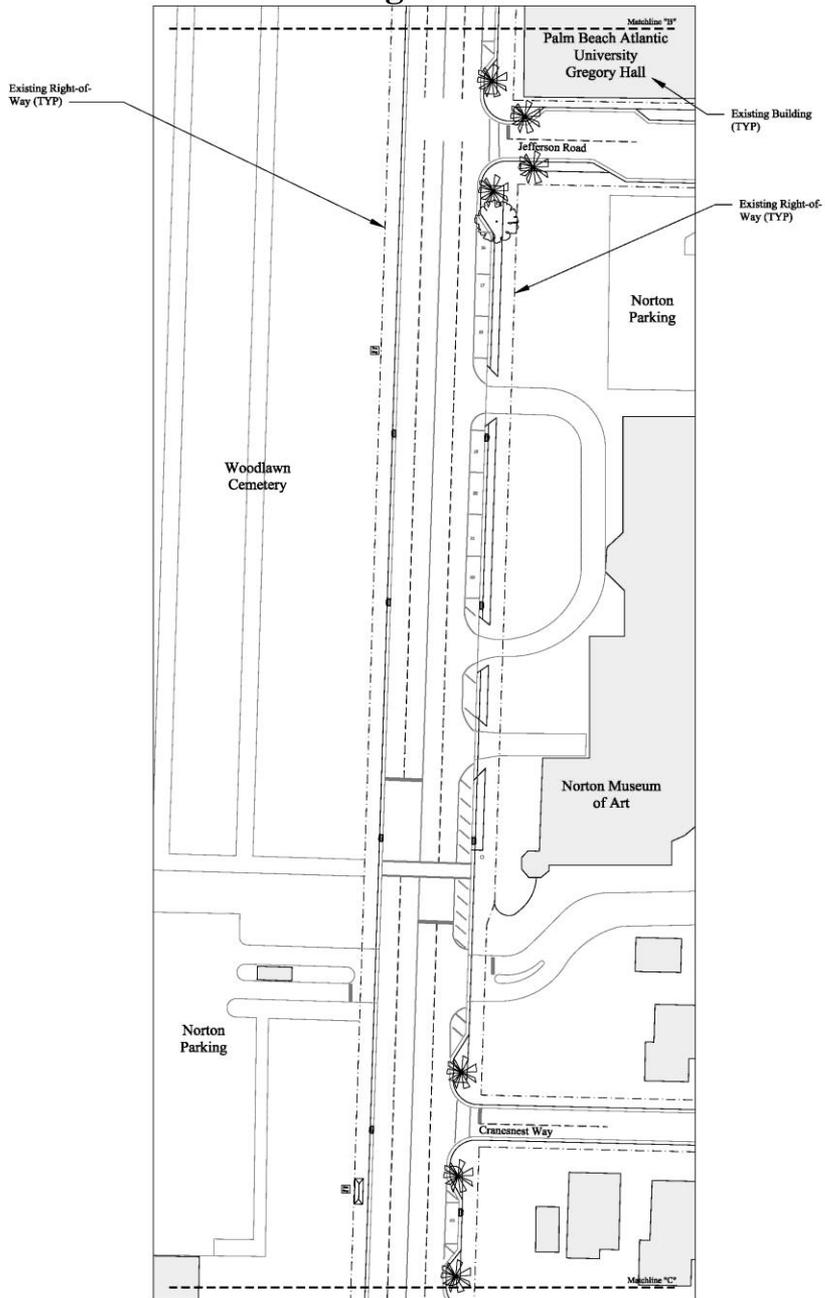
Dixie Highway Looking Northbound





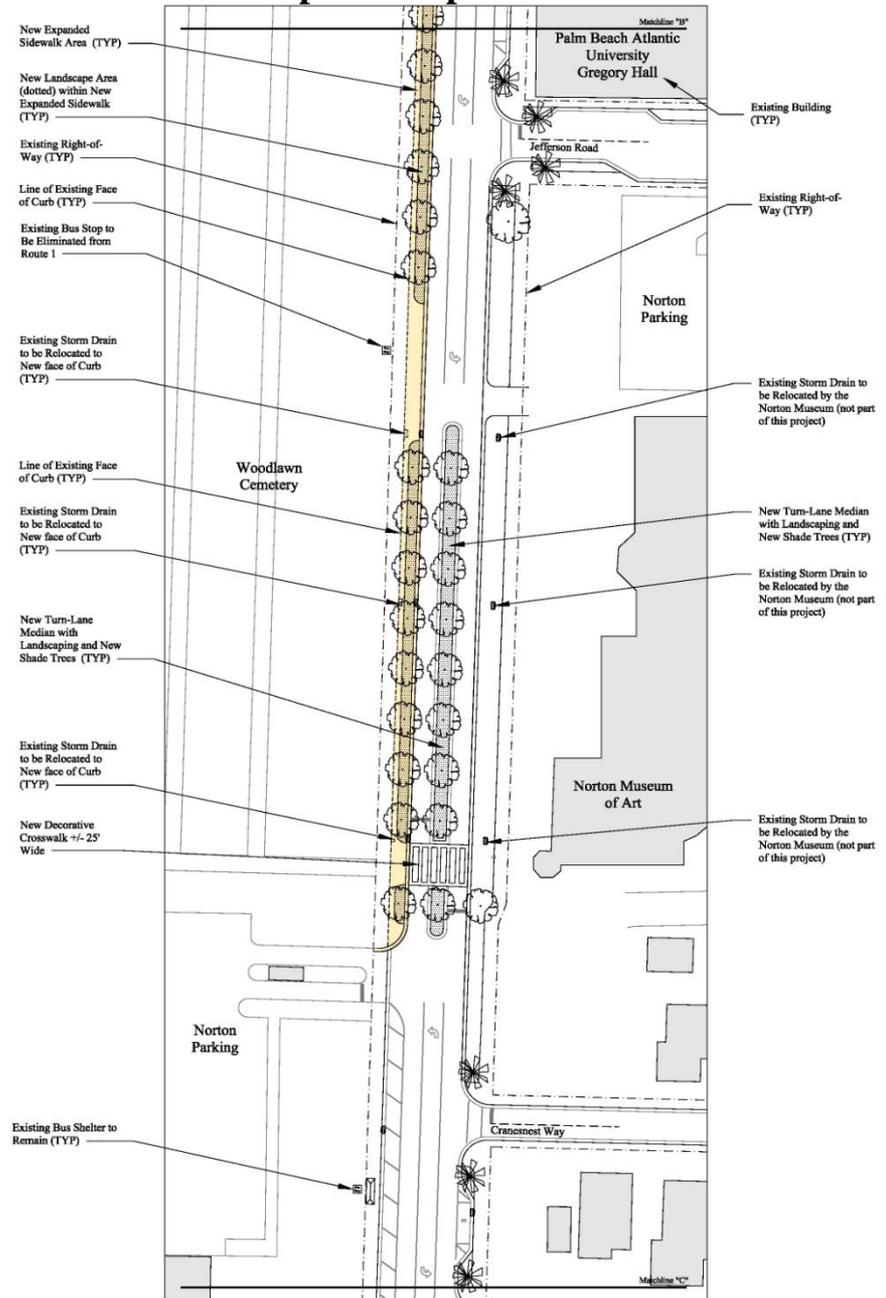
Proposed Concept

Existing Conditions



South Dixie Implementation Plan
Existing Conditions
Section A-3 - Scale: 1"=50'

Proposed Improvements



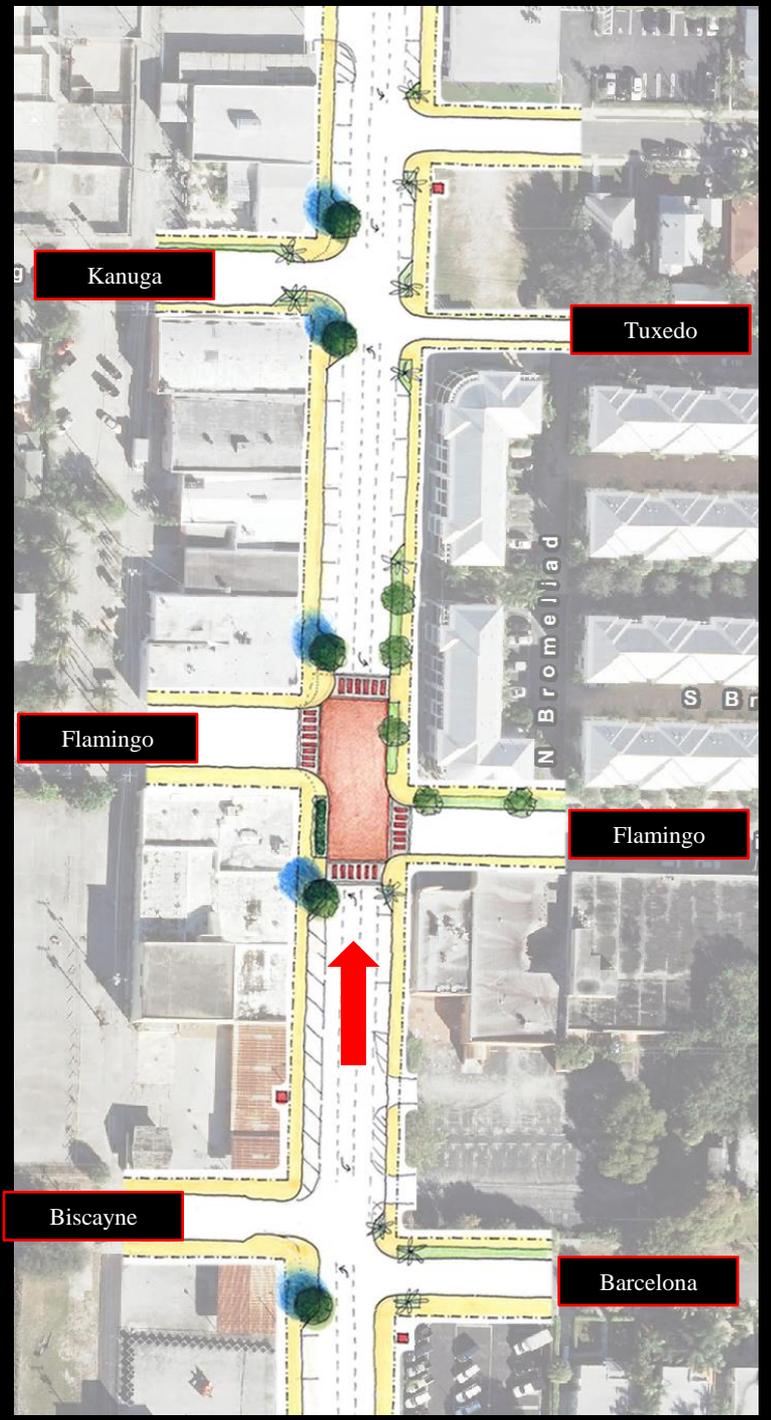
South Dixie Implementation Plan
Proposed Improvements
Section A-3 - Scale: 1"=50'

Dixie Highway Looking Southbound





Proposed Concept

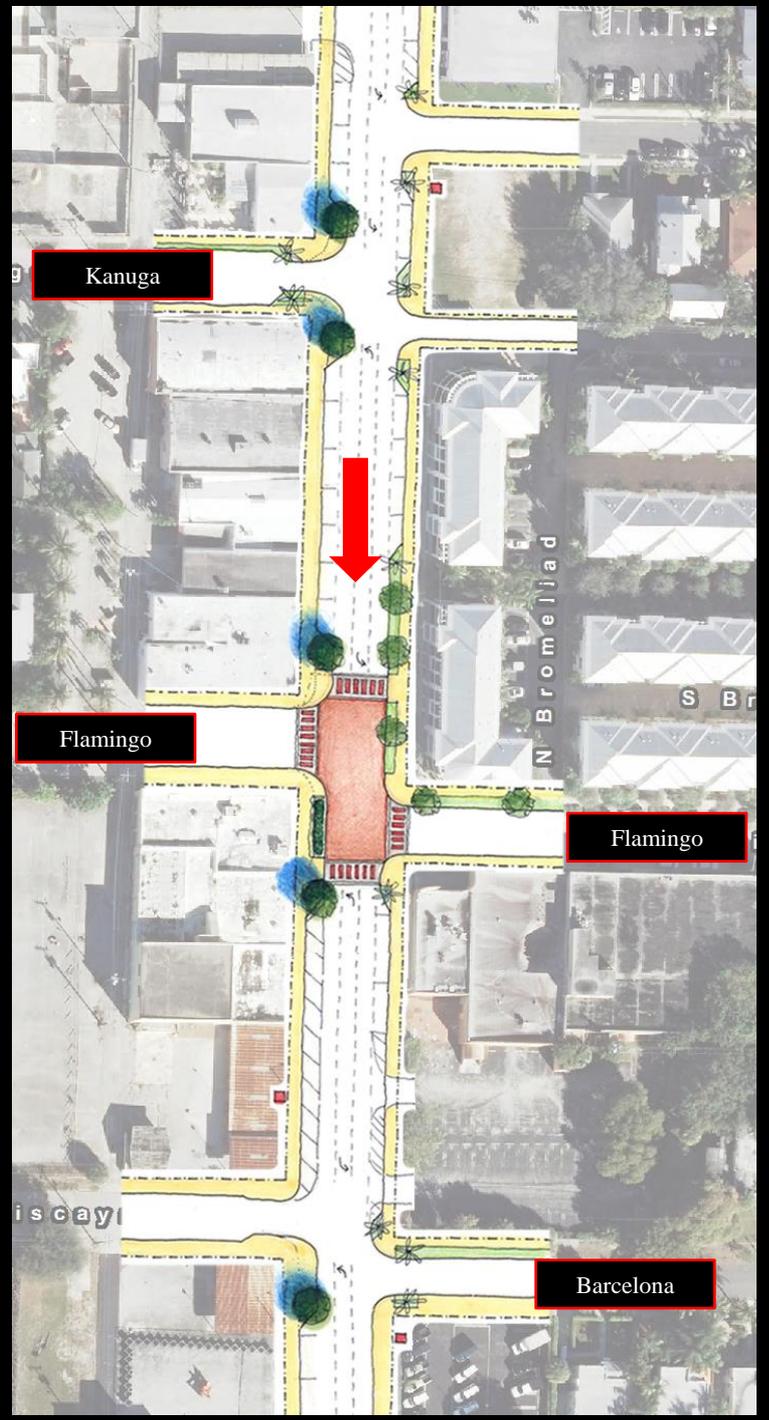


Dixie Highway Looking Northbound





Proposed Concept



Dixie Highway Looking Southbound





Proposed Concept

Dixie Highway Looking Southbound





Proposed Concept

Biking Considerations

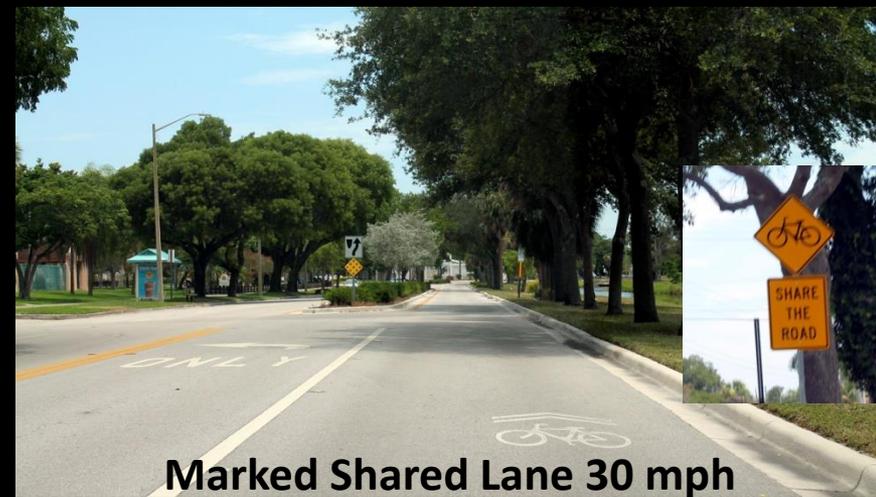


Providing Adequate Multi-Modal Facilities (Bike) is Important in the L.E. Considerations for Dixie





Is South Dixie Highway Best Suited for
Bicycle Facilities?



Marked Shared Lane 30 mph



Unmarked Shared Lane 25 mph





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”*

WELCOME TO THE OFFICIAL WEB PORTAL FOR
FLORIDA TRANSPORTATION MODELING

Southeast Florida Regional Planning Model 7.0



*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%)

“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)

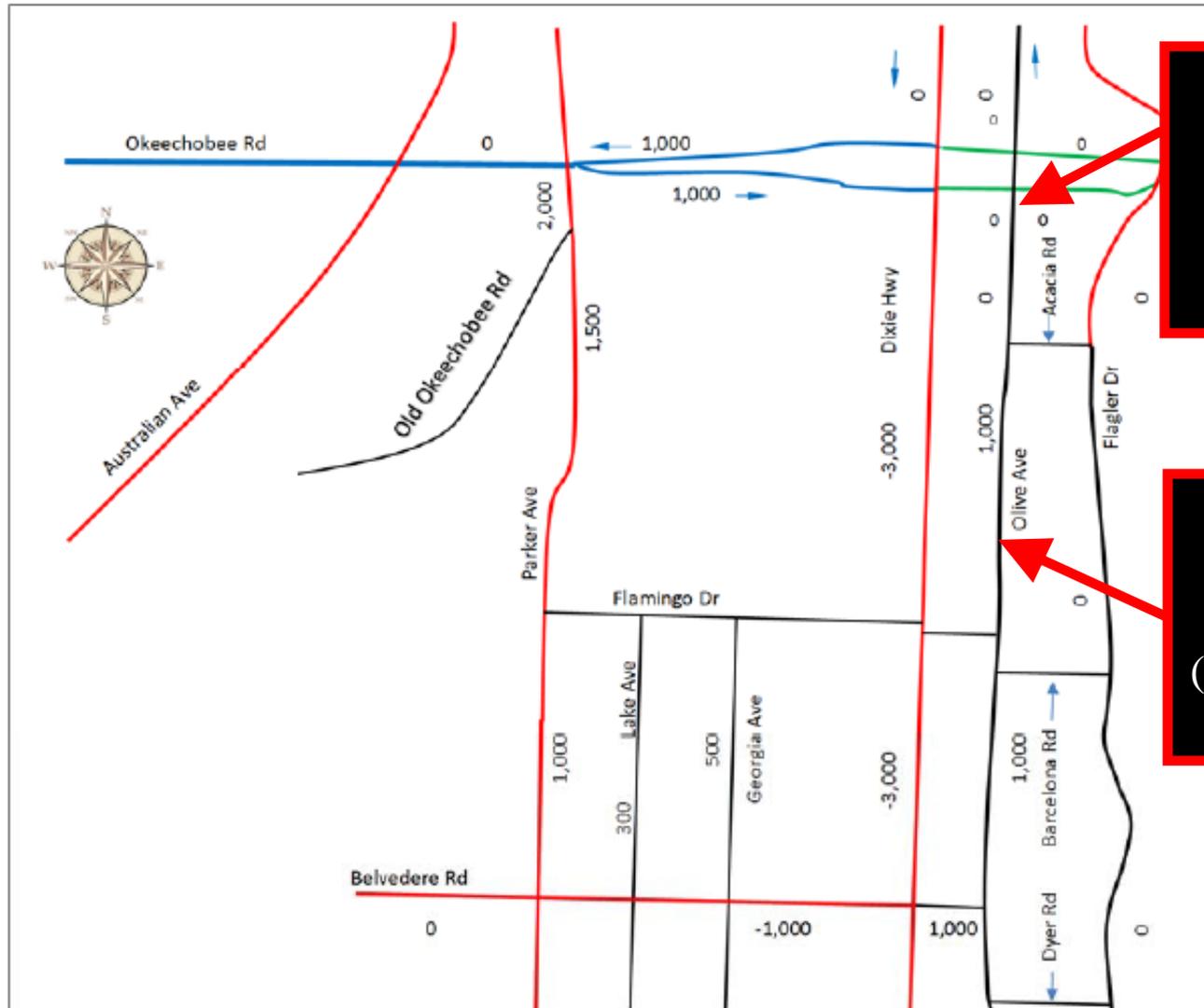
Parker has a slight increase of ADT (+/- 11% = +/- 1,500 trips)

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



Bus Stop Analysis

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

Southbound Bus Stop Usage - Afternoon (3/4/16)

Stop	7:25	7:45	8:10	8:27	9:09	9:47	10:03	10:27	11:06	3:12	3:44	4:08	4:45	5:04	5:33	Total
A					25"			15"			18"	34"	16"	16"	56"	7
B														14"		1
C					17"										14"	2
D	16"	25"						20"	16"			13"				5
E			10"			18"							21"			3
F		18"	15"										24"			3
G										20"					33"	2
H																0
I	30"	17"				19"		22"	22"	14"	43"	13"	20"	35"	21"	11
J	25"	19"	18"			5"	29"	34"	48"	15"			33"	32"	20"	11
Total Delay	1'11"	1'19"	43"	0	42"	42"	29"	1'31"	1'26"	49"	43"	1'0"	1'54"	1'37"	2'24"	

Northbound Bus Stop Usage - Morning (3/4/16)

Northbound Bus Stop Usage - Afternoon (3/4/16)

Stop	7:15	7:38	7:58	8:18	8:37	9:35	9:52	10:18	10:52	3:38	4:00	4:38	4:54	5:23	5:49	Total
1		16"			16"			19"	13"	13"	24"				18"	7
2						21"							21"	40"		3
3				18"						22"		25"				3
4							25"	17"			10"	45"				4
5		15"	16"							17"						3
6		24"	20"	18"	18"		45"				20"		18"			7
7	14"		16"					21"	35"	16"	27"	20"	20"	76"	31"	10
8	18"	14"				17"					31"	17"		24"		6
9																0
10				20"			18"	25"	20"	31"	19"	16"	24"	15"	14"	10
Total Delay	32"	1'09"	52"	56"	34"	38"	1'28"	1'22"	1'08"	1'39"	2'11"	2'03"	1'23"	2'35"	1'03"	



The Key Question...
Do the Potential Benefits
Outweigh the Potential Burdens?



*The Initial Model Results Indicate this is
Achievable from a Traffic Perspective*

Local Initiatives Grant



WEST PALM BEACH

- 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

	Cost
Design	\$ 481,000.00
Construction	\$ 2,402,042.50
Construction Inspection (CEI)	\$ 289,000.00
Contingency	\$ 481,000.00
Total	\$ 3,653,042.50

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

Letter of Support – dated March 28, 2016

Sunshine Park Neighborhood Association

Letter of Support – dated March 30, 2016

Palm Tran

Letter of Support – dated September 30, 2016

A photograph of a street scene with a 'Thank You!' message overlaid. The street is lined with buildings and trees. A white pickup truck is parked on the left, and a silver SUV is driving in the middle of the road. The text 'Thank You!' is written in a yellow, cursive font across the center of the image.

Thank You!