Palm Beach County 2070
1000 Friends of Florida
city planning
ˈsidē planiNG/
Noun
the planning and control of the construction, growth, and development of a city or town.
“The main responsibility of city planning and design should be to develop cities that are congenial places for this great range of unofficial plans, ideas, and opportunities to flourish.” – Jane Jacobs
West Palm Beach up to the present time owes more to the popularity and success of Palm Beach and to its own development as a resort than to its commercial development. But West Palm Beach is not merely a resort. Like other cities, it has normal business requirements. Indeed, its importance in the future will be due primarily not to its attractions as a resort but to its commercial opportunities. As a city it must meet the requirements of business and commerce, of transportation and traffic, of education and residence. It must solve as best it can for its present and future population, street and railroad problems, piers and docks, harbor development, parks and parkways, schools and community centers, and the building and extension of the city.
TOWARDS THE LIFE-SIZED CITY.
WHERE WE CAME FROM. WHERE WE NEED TO GO...

TRAFFIC ENGINEERING

ANTHROPOLOGY
DESIGN
URBAN DEMOCRACY
PLANNING

TRAFFIC ENGINEERING
The City has purposely departed from traditional transportation planning and engineering philosophy to achieve its goals. In fact, the City believes that the goals cannot be attained with a traditional automobile-based approach. In other words, the City cannot simultaneously achieve livability, sustainability, and concurrency Downtown. The constraint of transportation concurrency needs to be removed to accommodate the vision that the City is striving towards with its DMP, as well as existing Downtown development trends. TCEAs were created
## WEST PALM BEACH - TCEA -2015
### LINK EVALUATION TABLE
#### MPO VOLUMES

<table>
<thead>
<tr>
<th># OF LINES</th>
<th>LOS STD</th>
<th>FACILITY TYPE</th>
<th>TPS LOS</th>
<th>MPO VOLUMES</th>
<th>MPO VOLUMES</th>
<th>Vol</th>
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<tbody>
<tr>
<td>4LD</td>
<td>D</td>
<td>2</td>
<td>31,100</td>
<td>24,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8LD</td>
<td>D</td>
<td>3</td>
<td>58,000</td>
<td>38,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8LD</td>
<td>D</td>
<td>3</td>
<td>58,000</td>
<td>73,700</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8LD</td>
<td>D</td>
<td>3</td>
<td>58,000</td>
<td>91,200</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8LD</td>
<td>D</td>
<td>3</td>
<td>134,100</td>
<td>81,400</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8LD</td>
<td>D</td>
<td>2</td>
<td>58,000</td>
<td>58,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8LD</td>
<td>D</td>
<td>2</td>
<td>58,000</td>
<td>71,400</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Roadways:**
- **Royal Palm Way**
  - FROM: COUNTY RD
  - TO: COCOANUT ROW
  - # OF LINES: 4LD
  - LOS: D
  - TPS LOS: 31,100
  - MPO VOLUMES: 24,500
- **Royal Palm Way**
  - FROM: COCOANUT ROW
  - TO: FLAGLER DR
  - # OF LINES: 4LD
  - LOS: D
  - TPS LOS: 31,100
  - MPO VOLUMES: 34,300
- **Royal Palm Way**
  - FROM: FLAGLER DR
  - TO: OLIVE AVE
  - # OF LINES: 4LD
  - LOS: D
  - TPS LOS: 31,100
  - MPO VOLUMES: 25,200
- **Okeechobee Blvd**
  - FROM: OLIVE AVE
  - TO: DIXIE HWY
  - # OF LINES: 8LD
  - LOS: D
  - TPS LOS: 58,000
  - MPO VOLUMES: 38,000
- **Okeechobee Blvd**
  - FROM: DIXIE HWY
  - TO: TAMARIND AVE
  - # OF LINES: 8LD
  - LOS: D
  - TPS LOS: 58,000
  - MPO VOLUMES: 73,700
- **Okeechobee Blvd**
  - FROM: TAMARIND AVE
  - TO: AUSTRALIAN AVE
  - # OF LINES: 8LD
  - LOS: D
  - TPS LOS: 58,000
  - MPO VOLUMES: 91,200
- **Okeechobee Blvd**
  - FROM: AUSTRALIAN AVE
  - TO: I-95
  - # OF LINES: 8LD
  - LOS: D
  - TPS LOS: 134,100
  - MPO VOLUMES: 81,400
- **Okeechobee Blvd**
  - FROM: I-95
  - TO: CONGRESS AVE
  - # OF LINES: 8LD
  - LOS: D
  - TPS LOS: 58,000
  - MPO VOLUMES: 58,500
- **Okeechobee Blvd**
  - FROM: CONGRESS AVE
  - TO: PALM BEACH LAKES BLVD
  - # OF LINES: 8LD
  - LOS: D
  - TPS LOS: 58,000
  - MPO VOLUMES: 71,400

**Notes:**
- LOS: Level of Service
- STD: Standard
- TPS: Traffic Pattern Score
- MPO: Metropolitan Planning Organization

**Units:**
- LOS: Levels of Service
- TPS: Traffic Pattern Scores
- Volumes: Vehicle Hours of Delay
### Table

<table>
<thead>
<tr>
<th>County Road</th>
<th>Direction</th>
<th>Lane Count</th>
<th>AADT</th>
<th>Speed Limit</th>
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<tbody>
<tr>
<td>COCOANUT ROW</td>
<td>2</td>
<td>4LD D</td>
<td>31,100</td>
<td>35 MPH</td>
</tr>
<tr>
<td>COCOANUT ROW</td>
<td>2</td>
<td>4LD D</td>
<td>31,100</td>
<td>35 MPH</td>
</tr>
<tr>
<td>FLAGLER DR</td>
<td>2</td>
<td>4LD D</td>
<td>21,400</td>
<td>35 MPH</td>
</tr>
<tr>
<td>OKEECHOBEE BLVD</td>
<td>2</td>
<td>4LD D</td>
<td>21,400</td>
<td>35 MPH</td>
</tr>
<tr>
<td>OLIVE AVE</td>
<td>3</td>
<td>8LD D</td>
<td>58,000</td>
<td>35 MPH</td>
</tr>
<tr>
<td>DIXIE HWY</td>
<td>3</td>
<td>8LD D</td>
<td>58,000</td>
<td>35 MPH</td>
</tr>
<tr>
<td>TAMARIND AVE</td>
<td>3</td>
<td>8LD D</td>
<td>58,000</td>
<td>35 MPH</td>
</tr>
<tr>
<td>AUSTRALIAN AVE</td>
<td>3</td>
<td>8LD D</td>
<td>58,000</td>
<td>35 MPH</td>
</tr>
<tr>
<td>I-95</td>
<td>3</td>
<td>8LD D</td>
<td>134,100</td>
<td>35 MPH</td>
</tr>
<tr>
<td>CONGRESS AVE</td>
<td>2</td>
<td>8LD D</td>
<td>58,000</td>
<td>35 MPH</td>
</tr>
<tr>
<td>PALM BEACH LAKES BLVD</td>
<td>2</td>
<td>8LD D</td>
<td>58,000</td>
<td>35 MPH</td>
</tr>
</tbody>
</table>

### Diagram

- **35 MPH Posted Speed**
- **49,000 AADT**
Okeechobee Boulevard

20 YEAR COUNT HISTORY
Okeechobee East of I-95

0.9% Annual Growth Rate

Source: Palm Beach County
### Dixie Highway and Surrounding Roadway Daily Traffic Volumes

#### Historic Daily Traffic Volumes from 2005 to 2014

<table>
<thead>
<tr>
<th>Roadway</th>
<th>From/To</th>
<th>Year</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>Growth Absolute</th>
<th>Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Banyan Boulevard</td>
<td>3839 Tamarind Ave to Australian Ave</td>
<td>#</td>
<td>27,573</td>
<td>19,207</td>
<td>22,800</td>
<td>23,200</td>
<td>26,566</td>
<td>309</td>
<td>1.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Belvedere Road</td>
<td>3311 I-95 to Parker Ave</td>
<td>#</td>
<td>29,548</td>
<td>28,706</td>
<td>30,557</td>
<td>29,229</td>
<td>27,495</td>
<td>26,896</td>
<td>25,311</td>
<td>25,373</td>
<td>26,343</td>
<td>25,935</td>
<td>-471</td>
<td>-1.7%</td>
</tr>
<tr>
<td>Belvedere Road</td>
<td>3821 Parker Ave to Dixie Hwy</td>
<td>#</td>
<td>18,851</td>
<td>18,392</td>
<td>16,400</td>
<td>17,788</td>
<td>17,052</td>
<td>16,040</td>
<td>15,658</td>
<td>16,458</td>
<td>15,308</td>
<td>15,572</td>
<td>-413</td>
<td>-2.7%</td>
</tr>
<tr>
<td>Dixie Highway</td>
<td>3866 Monroe Drive to Belvedere Rd</td>
<td>#</td>
<td>21,348</td>
<td>21,138</td>
<td>21,430</td>
<td>20,470</td>
<td>19,028</td>
<td>18,337</td>
<td>17,482</td>
<td>17,866</td>
<td>17,638</td>
<td>-578</td>
<td>-3.3%</td>
<td></td>
</tr>
<tr>
<td>Dixie Highway</td>
<td>3862 Belvedere Rd to Okeechobee Bl</td>
<td>#</td>
<td>18,761</td>
<td>20,406</td>
<td>18,982</td>
<td>18,431</td>
<td>16,816</td>
<td>18,100</td>
<td>20,468</td>
<td>17,165</td>
<td>16,559</td>
<td>-265</td>
<td>-1.6%</td>
<td></td>
</tr>
<tr>
<td>Dixie Highway</td>
<td>384 Okeechobee/Lakeview to Banyan Blvd</td>
<td>#</td>
<td>12,848</td>
<td>13,700</td>
<td>7,019</td>
<td>6,956</td>
<td>6,675</td>
<td>10,862</td>
<td>7,263</td>
<td>7,457</td>
<td>6,905</td>
<td>6,984</td>
<td>-564</td>
<td>-8.1%</td>
</tr>
<tr>
<td>Dixie Highway</td>
<td>383 Banyan Blvd to Palm Beach Lakes Blvd</td>
<td>#</td>
<td>12,641</td>
<td>13,000</td>
<td>8,293</td>
<td>8,718</td>
<td>8,196</td>
<td>9,409</td>
<td>9,981</td>
<td>8,926</td>
<td>7,814</td>
<td>7,872</td>
<td>-431</td>
<td>-5.5%</td>
</tr>
</tbody>
</table>

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#### What Do The Numbers Say?

<table>
<thead>
<tr>
<th>Roadway</th>
<th>From/To</th>
<th>Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dixie Highway</td>
<td>-5.5%</td>
<td></td>
</tr>
<tr>
<td>Olive Avenue</td>
<td>-21.4%</td>
<td></td>
</tr>
<tr>
<td>Flagler Drive</td>
<td>-13%</td>
<td></td>
</tr>
<tr>
<td>Okee east of Rosemary</td>
<td>0 to -3%</td>
<td></td>
</tr>
</tbody>
</table>
Density Supportive of Transit Systems

Combined Population and Job Density (People per Acre) with Typical Transit Systems

- 1 - 8: Local Bus
- 9 - 15: Express Bus and Bus Rapid Transit
- 16 - 40: Bus Rapid Transit and Intercity Rail
- 41 - 60: Commuter Rail and Light Rail
- 61+: Streetcar and Trolley
"PUBLIC INVESTMENT"

"WASTEFUL SUBSIDY"

Ghent/Singer
IF WALKING COSTS YOU $1
SOCIETY PAYS $0.01

IF BIKING COSTS YOU $1
SOCIETY PAYS $0.08

IF BUSSING COSTS YOU $1
SOCIETY PAYS $1.50

IF DRIVING COSTS YOU $1
SOCIETY PAYS $9.20
Downtown is Very Walkable
Most errands can be accomplished on foot.
**Ibis**
$317,117 value per acre

**Riverwalk**
$380,736 value per acre
Outlet Mall (Not updated)
$381,096 value per acre

Brandsmart
$594,673 value per acre

Taxable Value Per Acre
The Boxes

Sam’s Club
$554,184 value per acre
39.7 acres of Magnolia Court Townhouses would equal the 599 acre Riverwalk
Footwear & More (new)
$7,891,150 value per acre

Woolworth’s
$8,806,026 value per acre

Sirkin Building
$2,418,829 value per acre

Walmart
$644,430 value per acre
### Suburban City's Annual Cost, per Household

- Parks & Recreation: $129
- Fire Department: $406
- Transportation: $171
- Culture / Economy: $36
- Sidewalks & Curbs: $194

**Total: $3462**

### Urban City's Annual Cost, per Household

- Parks & Recreation: $69
- Governance: $297
- Libraries: $72
- School Bussing: $87
- Culture / Economy: $19
- Water: $197

**Total: $1416**

For more data and more reports, visit thecostofsprawl.com

Data based on Halifax Regional Municipality.
Cumulative - at year 20

Comparison of 350 housing units
urban vs suburban

$33,921,713

$5,240,408