

City of Palm Beach Gardens

CITYWIDE MOBILITY PLAN

MARCH 2025



PALM BEACH
Gardens



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ACKNOWLEDGMENTS

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THE GARDENS AT A GLANCE

Located in South Florida, the City of Palm Beach Gardens offers a unique blend of upscale living, natural beauty, and thriving commerce. Palm Beach Gardens' rich history began not with its incorporation in 1959, but with its connection to the Seminole Native Americans who originally inhabited the area. Over time, the region saw waves of exploration and development, eventually transforming into the vibrant city known today as "The Gardens."

One of the most defining moments in Palm Beach Gardens' history was its vision as a "garden city" under the leadership of John D. MacArthur. MacArthur's dream led to the city's rapid development into a planned community that has become a beacon of residential, recreational, and economic growth. Today, with an estimated population of 61,000 in 2023, Palm Beach Gardens is recognized as one of the most desirable places to live and work in Florida, known for its lush landscapes, world-class golf courses, and strong community identity.

Like many growing cities, Palm Beach Gardens has faced challenges while embracing opportunities for growth. During the late 20th century, the city's development focused on creating a balance between preserving its natural beauty and accommodating modern infrastructure. Landmarks such as the Gardens Mall, Downtown at the Gardens, and PGA National Resort have solidified the city's reputation as a hub for shopping, dining, and leisure. The creation of numerous parks, trails, and recreational facilities further underscores the city's commitment to enhancing quality of life for its residents.

Palm Beach Gardens is also at the forefront of innovation and sustainability. The city has embraced initiatives to expand its multimodal transportation options, enhance connectivity, and promote environmentally friendly practices. With its well-designed streetscapes, bike lanes, and pedestrian-friendly pathways, Palm

Beach Gardens fosters a community that prioritizes accessibility and mobility. Notable projects like the TOD Master Plan highlight the city's dedication to sustainable urban development.

Looking ahead, the City of Palm Beach Gardens Citywide Mobility Plan aims to build upon its rich legacy while embracing a future of innovation and inclusivity. By fostering strategic investments in transportation infrastructure and public spaces, the plan seeks to enhance the quality of life for all residents and visitors. With a focus on sustainability, smart growth, and community engagement, Palm Beach Gardens is poised to continue its trajectory as a premier destination in South Florida, offering an unparalleled blend of natural beauty, cultural vibrancy, and modern amenities.



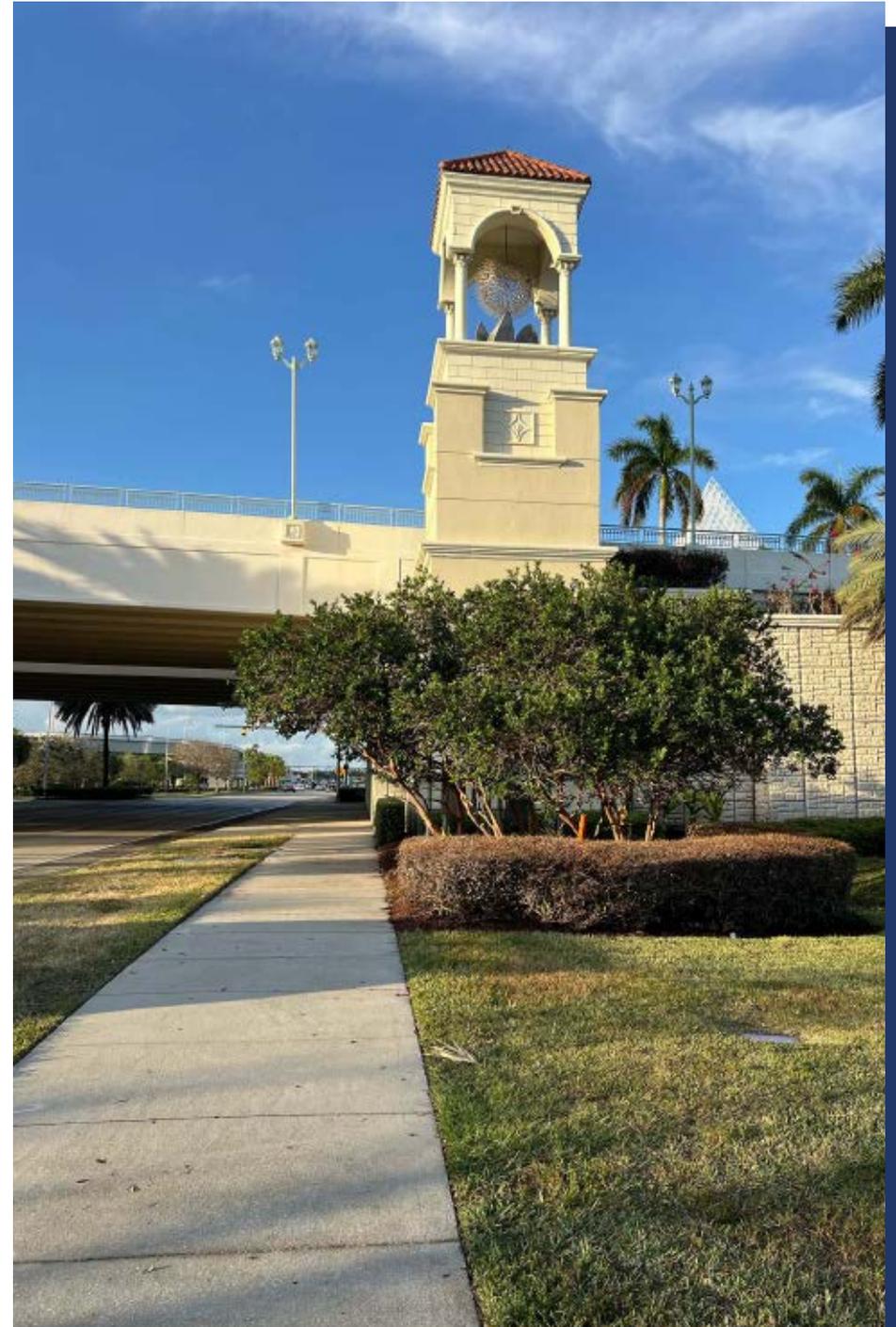
INTRODUCTION

The City of Palm Beach Gardens adopted a Mobility Plan and a Mobility Fee in 2019 for the areas of the city east of the Beeline Highway. In 2020, the City amended its Comprehensive Plan and Land Development Regulations to implement the Mobility Plan and Mobility Fee. The adoption of the Mobility Fee replaced the City's Road Impact Fee, Palm Beach County's Road Impact Fee, and transportation concurrency for areas of the city east of the Beeline Highway.

The City and Palm Beach County have been in a protracted legal battle since the City adopted its Mobility Plan and Mobility Fee. In 2024, the Florida Legislature adopted House Bill (H.B. 479) and the Governor subsequently signed the bill into law. The effect of HB 479 was that it statutorily reaffirmed the ability of any local government to adopt an alternative transportation system as a replacement of transportation concurrency and that only one transportation mitigation fee should be collected by the local government issuing building permits. This is exactly what the adoption of the City's Mobility Plan and Mobility Fee did for areas of the City east of the Beeline Highway.

The update to the City's Mobility Plan and Mobility Fee will extend the alternative transportation system to areas of the City west of the Beeline Highway. The Citywide Mobility Plan identifies mobility projects for all areas of the City. The Citywide Mobility Fee will update the City's existing Mobility Fee east of the Beeline Highway and will replace the City's Road Impact Fee, Palm Beach County's Road Impact Fee, and transportation concurrency for areas of the City west of the Beeline Highway.

The adoption of a Mobility Plan and Mobility Fee for areas of the City west of the Beeline Highway and the update of the City's existing Mobility Plan and Mobility Fee is consistent with the Comprehensive Plan goals, objectives, and policies adopted in 2020.



The following are excerpts from the Transportation Element of the Comprehensive Plan:

Transportation Element Policy 2.1.1.13 states:

“The mobility plan and mobility fee may be implemented and adopted for all areas west of the Beeline Highway or may be adopted only for specific areas or districts within the City west of the Beeline Highway. The repeal and replacement of City and Palm Beach County transportation concurrency, proportionate fair-share and road impact fees shall only occur in areas of the City where mobility plan and mobility fee have been adopted.”

Transportation Element Objective 2.1.2 states:

“To maintain and periodically update the Palm Beach Gardens Mobility Plan dated April 2019 and Palm Beach Gardens Mobility Fee Technical Report dated May 2019, prepared by NUE Urban Concepts, LLC and Pinder Troutman Consulting, Inc to identify and fund improvements for people walking, bicycling, riding transit, driving motor vehicles and utilizing new and shared mobility technology for the City’s multimodal transportation system east of the Beeline Highway.”



Within one year from the date of adoption of the Citywide Mobility Plan and Mobility Fee, the City will need to amend its Comprehensive Plan and Land Development Regulations to reflect the extension of the alternative transportation system Citywide. The City will also need to negotiate, consistent with H.B. 479, an interlocal agreement with Palm Beach County to address transportation mitigation on County Roads based on the Citywide Mobility Plan. The City will also need to continue its cooperative coordinate efforts with the Florida Department of Transportation (FDOT), the Palm Beach Transportation Planning Agency (TPA), adjacent municipalities, and transit providers.

CITYWIDE MOBILITY FEE OVERVIEW

The Palm Beach Gardens Citywide Mobility Fee has been developed to fund mobility projects identified in the Citywide Mobility Plan. The Citywide Mobility Fee will: (1) update the existing City Mobility Fee east of the Beeline Highway; (2) replace the existing City and County Road Impact Fees assessed within the City west of the Beeline Highway; and (3) be the only transportation mitigation fee collected within the City.

Mobility Fees are not: (1) a reoccurring tax; (2) assessed to existing residential or non-residential property; or (3) deposited into general revenue funds of the City.

Mobility Fees are: (1) a streamlined one-time assessment on new development within the City; (2) intended to offset the travel demand impact of new development; and (3) deposited into special revenue funds for mobility fees to be expended within a defined benefit district.

New Development is defined as “new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an increase in person travel demand (aka impact) above the demand generated by the existing use of property. Property includes submerged lands.”

Impact is defined as “any new development that results in an increase in person travel demand above the demand generated by the existing use of property.”

The Citywide Mobility Fee system features a single Assessment Area that includes all portions of the City, east and west of the Beeline Highway. The assessment area defines where new development is assessed a mobility fee. The Citywide Mobility Fee system features a single Benefit District that covers the entire City, along with adjacent areas outside City limits. The benefit district defines where mobility fees collected by the City can be expended on the mobility projects identified in the Citywide Mobility Plan.

The Citywide Mobility Plan, dated March 2025, establishes the mobility projects needed to accommodate future travel demands. The Citywide Mobility Fee Technical Report, dated January 2025, documents the data and methodology used to develop a Mobility Fee to mitigate the impact of new development. The Citywide Mobility Fee Extraordinary Circumstances Study, dated March 2025, establishes the finding of extraordinary circumstances to adopt the Citywide Mobility Fee as the fully calculated rates. The Citywide Mobility Plan and Mobility Fee meet legally established dual rational nexus requirements for “need” and “benefit” and the Mobility Fee is rough proportionality to the impact of new development. The Mobility Plan and Mobility Fee have been developed consistent with the requirements of Florida Statute Sections 164.3164, 163.3180, 163.31801, and Florida Statute Chapter 380.



CITYWIDE MOBILITY PLAN

The Citywide Mobility Plan establishes a framework over the next 20 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 2045, the City’s population is projected to grow to over 87,000 people and the number of jobs in the is projected to exceed 53,000.

PROJECTED GROWTH

YEAR	POPULATION	EMPLOYEES
2024 and 2022 (current data)	62,469	39,643
2045 (Mobility Plan future year)	87,016	53,461
Increase	24,547	13,818

Source: Citywide Mobility Fee Technical Report dated January 2025.



GROWTH IN VEHICLE MILES OF TRAVEL (VMT) & PERSON MILES OF TRAVEL (PMT)

YEAR	VMT ARTERIALS & COLLECTORS	VMT LIMITED ACCESS	PMT ARTERIALS & COLLECTORS
2025*	2,118,970	1,271,930	3,157,265
2045**	3,078,650	1,551,980	4,587,189
Increase***	959,680	280,050	1,429,923

*Mobility Plan base year. **Mobility Plan future year. ***2025 to 2045.

Source: Citywide Mobility Fee Technical Report dated January 2025.

The City is projected to experience an increase in both vehicle and person travel demand over the next 20 years. Vehicle Miles of Travel (VMT) on the major roads (aka arterials and collectors) within the City is projected to increase by almost 960,000. The VMT on Interstate 95 and the Turnpike within the City is projected to increase by over 280,000. The total Person Miles of Travel (PMT) increase on the major roads within the City is projected to increase by over 1.4 million.

The Citywide Mobility Plan identifies the mobility projects needed to accommodate the projected increase in travel demand over the next 20 years. **Mobility projects consist of improvements, programs, and services such as sidewalks, bike lanes, buffered or protected bike lanes, pathways, shared-use paths, new, upgraded, or wider roads, roundabouts, transit circulators, high visibility crosswalks, PD&E and transit corridor studies.**

The existing Mobility Plan and the Citywide Mobility Plan are each comprised of four (4) distinct plans that reflect needed mobility projects:

1. Roads & Intersections Plan
2. Off-Street Multimodal Plan
3. On-Street Multimodal Plan, and
4. Transit Plan.

The Roads & Intersections Plan includes the need for new roads, upgraded roads, the widening of existing roads, currently funded improvements, PD&E studies, and roundabouts.

The Off-Street Multimodal Plan, referenced as the Walking & Bicycling Plan in the existing Mobility Plan, consist of boardwalks, pathways, shared-use paths, sidewalks, and elevated walkways.

The On-Street Multimodal Plan, referenced as the Bicycling Plan in the existing Mobility Plan, consists of bike lanes, buffered bike lanes, separated bike lanes, bicycle boulevards, and protected intersections.

The Transit Plan includes transit circulator routes, dedicated transit ways, and a transit corridor study to identify future transit alternatives from Northlake Boulevard.

The mobility projects identified in the Citywide Mobility Plan: (1) form the basis for the Citywide Mobility Fee; (2) will be used to negotiate an interlocal agreement with Palm Beach County; (3) pursue funding opportunities through FDOT and the Palm Beach TPA; and (4) provide residents, businesses, students, patrons, and visitors with viable mobility choices to travel in Palm Beach Gardens.



The Citywide Mobility Plan is a vision for how the City's transportation system will continue the transition from moving vehicles towards a multimodal system focused on safely moving people, regardless of whether they choose to drive their cars or decide to walk, bicycle, ride transit, or use new mobility technologies.

To enhance safe and convenient multimodal travel, improve connectivity, and provide diverse mobility choices, the Citywide Mobility Plan identifies a network of physical improvements to streets, intersections, the transit system, and localized projects around the City of Palm Beach Gardens.

The Citywide Mobility Plan is organized based on connected and integrated networks of complete streets and multimodal improvements that work together to provide a completed, multimodal transportation system that fills gaps in the existing network, improves safety, comfort, and convenience of travel, and expands healthy and sustainable mobility options for all road users. The overarching goals of the Citywide Mobility Plan are to:

1. create a complete, integrated, multimodal transportation system to move people to, from, and within the City of Palm Beach Gardens;
2. slow vehicle traffic and improve safety for people;
3. reimagine and repurpose existing rights-of-way to encourage alternative modes of transportation; and
4. expand the existing street network in anticipation of new development.

The Citywide Mobility Plan seeks to bring together the existing wealth of identified needs, proposed or programmed projects, plans, and initiatives such as the Comprehensive Safety Action Plan (also known as the Vision Zero Action Plan), into one comprehensive plan to guide the future of mobility in Palm Beach Gardens.





WALKING



BICYCLING

MOVING



TRANSIT & MICROTRANSIT

PEOPLE



MICROMOBILITY

PROVIDING CHOICES



SHARED MOBILITY

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MOTOR VEHICLE

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MULTIMODAL ELEMENTS

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

Palm Beach Gardens Multimodal Elements



MOBILITY: The ability to move people between their starting place (origin) 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, races, 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 (also known as “safety in numbers”).



CONTINUITY: The provision of uninterrupted sidewalks, paths, trails, and bike lanes that maintain consistent 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 people of all ages and abilities.



COMFORT: The sum of all multimodal elements, combined with the overall quality of the built environment, that supports various mobility modes to ensure comfortable travel, trip satisfaction, improved travel choices, and minimized 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 engagement.

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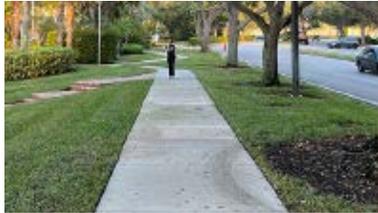
MULTIMODAL INFRASTRUCTURE TYPOLOGIES

The Citywide Mobility Plan incorporates various multimodal facilities to accommodate different types of travel including sidewalks, pathways, shared-use paths, multi-use trails, boardwalks, conventional bike lanes, and buffered and separated bike lanes. The images below illustrate the types of multimodal facilities, both on-street and off-street, that are included in the Citywide Mobility Plan.

OFF-STREET MULTIMODAL TYPOLOGIES:



ADVISORY SIDEWALK: Pavement markings offset 3' to 4' from the edge of pavement on both sides of the street to provide space for people walking while visually narrowing the overall width of vehicle travel lanes.



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.



PATHWAY: Asphalt path or concrete walkway facility between 7-ft and 9-ft wide. The width provides constraints for a simultaneous use by pedestrians and bicyclists. May or may not be aligned with parallel roadways.



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



BOARDWALK: Raised walkway or trail, made of either composite materials or wood, usually running over a water body or flood-prone area. Varies in width and may be used by people walking, bicycling and riding other mobility devices. May or may not be aligned with parallel roadways.

ON-STREET MULTIMODAL TYPOLOGIES:



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.



BIKE LANE: Paved marked bicycle facility, adjacent to the outer vehicle travel lane and at least 4-ft wide. Bike lanes may be painted green to increase visibility.



BUFFERED BIKE LANE: Paved marked bicycle facility at least 4-ft wide with a double 6-inch white edge line separating the bike lane and the adjacent vehicle travel lane.



SEPARATED BIKE LANE: Paved marked bicycle facility at least 4-ft wide that includes a separation area with a vertical element such as curbing, flexible delineator posts, or on-street parking.



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.

PUBLIC OUTREACH SUMMARY

Two public outreach events took place as part of the planning process for this Citywide Mobility Plan. The Palm Beach Gardens Planning and Zoning Department organized two Mobility Workshops which took place on Wednesday, May 29th 2024. One Mobility Workshop was directed to members of the business community and took place from 9:00 am to 10:30 am. Another Mobility Workshop happened the same day from 6:00 pm to 7:30 pm and was directed to city residents. During these two workshops, attendees were presented with an overview of the Mobility Plan's update and were later offered an opportunity to provide feedback in breakout sessions. The event flyers and photos of this public involvement process are shown below:



CONSTRUCTED PROJECTS

Since the Mobility Plan and Mobility Fee were adopted, the City has utilized mobility fees, grants, and other revenue sources, along with developer coordination, to fund, design, and construct mobility projects. The shared-use path, roundabout, and transit stops along Campus Drive, the construction of Sandhill Crane Drive, and the bike lane and pathway on Kyoto Gardens Drive are examples of completed multimodal projects. The construction of Alton Blvd, Coconut Blvd, and reconstruction of RCA Center Drive are examples of mobility projects coordinated with private development to expand the City's transportation system. The following are several representative photos:

COCONUT BOULEVARD:
NEW ROAD



AVENIR DRIVE:
NEW ROAD



SANDHILL CRANE DRIVE:
NEW ROAD



ALTON ROAD: NEW ROAD
WITH BUFFERED BIKE LANES



CAMPUS DRIVE:
SHARED-USE PATH & TRANSIT STOP



KYOTO GARDENS DRIVE: NEW PATHWAY



RCA CENTER DRIVE: CLOSE PATHWAY GAP



FUNDED PROJECTS

The City has successfully used the Mobility Plan to pursue and secure funding from multiple sources. The mobility projects identified below are programmed or reasonably anticipated to be funded over the next five years from a variety of funding sources:

FACILITY NAME	FROM	TO	JURISDICTION	LENGTH (MILES)	PROJECT DESCRIPTION
Beeline Highway (SR 710)	Northlake Blvd	Blue Heron Blvd (SR 708)	State	3.15	Widen 4 to 6 lanes
Florida Turnpike	Donald Ross Rd	PGA Blvd	State	2.64	Widen 4 to 8 lanes
Florida Turnpike	PGA Blvd	Beeline Highway (SR 710)	State	3.45	Widen 4 to 8 lanes
Interstate 95 & Central Blvd Interchange	Donald Ross	PGA Blvd	State	2.75	New Interchange
Interstate 95 & Northlake Blvd Interchange	Military Trail	Sandtree Drive	State	0.75	Upgraded Interchange
Congress Ave Extension	Alternate A1A	Northlake Blvd	County	0.61	New Road
Kyoto Gardens Dr	Military Trail	Florida Power & Light Access Road	City	0.15	Upgrade Bridge
Coconut Blvd (Widen Road)	78th Place	Northlake Blvd	County	1.40	Widen to 5 lanes
SR 7 (New Road)	60th Street	Northlake Blvd	State	4.05	New 4 lane road
Northlake Blvd	Seminole Pratt Whitney Rd	140th Ave	County	2.00	Widen 2 to 4 lanes
Northlake Blvd	140th Ave	SR 7	Developer	3.95	Widen 4 to 6 lanes
Seminole Pratt Whitney Rd	Key Lime Blvd	Northlake Blvd	County	1.67	Widen 2 to 4 lanes
Kyoto Gardens Drive	Military Trail	+/- 750 feet east of Military Trail	City	0.14	Shared-Use Path
Fairchild Avenue	Campus Drive	Fairchild Gardens Avenue	City	0.38	Pathway
Lilac Street	Military Trail	Plant Drive	City	0.43	Shared-Use Path
Northlake Blvd	Sandtree Drive	Military Trail	County	0.75	Widen Sidewalks
Prosperity Farms Road	Donald Ross Road	Northlake Blvd	County	5.26	New Bike Lanes
US Hwy 1	PGA Blvd	Northlake Blvd	State	2.60	Buffered Bike Lanes
Fairchild Avenue	Fairchild Gardens Avenue	Campus Drive	City	0.38	Buffered Bike Lanes
Burns Road	Military Trail	Alternate A1A	City	0.54	Seperated Bike Lanes
Northlake Blvd	Military Trail	Sandtree Drive	State	0.75	Buffered Bike Lanes
Beeline Hwy	Blue Heron Blvd	Northlake Blvd	State	3.00	Buffered Bike Lanes

City of Palm Beach Gardens

ROADS & INTERSECTIONS PLAN



ROADS & INTERSECTIONS PLAN

The Roads & Intersections Plan includes a mixture of new, upgraded and widened roadways, along with several PD&E studies and roundabouts. The Roads & Intersections Plan also illustrates funded roads either under construction or going through design and engineering.

NEW ROADS:

New roads are proposed within the Transit Oriented Development (TOD) Master Plan to enhance connectivity in conjunction with future infill development and redevelopment. Potential new roads include:

1. an extension of RCA Center Drive south between RCA Blvd and Northcorp Parkway;
2. conversion of drive-aisles to complete streets in Legacy Place; and
3. completion of roads within the County Government Center between PGA Blvd and Fairchild Avenue.

WIDENED ROADS:

To enhance mobility within the TOD Master Plan, RCA Blvd between PGA Blvd and Alt. A1A is proposed to be **widened** to a boulevard with four travel lanes, a landscape median, shared-use paths and bicycle lanes (page 19). The Plan also includes the potential widening of Riverside Dr., as part of future redevelopment, between Northcorp Pkwy and Burns Rd.

UPGRADED ROADS:

The Roads & Intersections Plan includes the **upgrade** of several roads to complete streets, including Ironwood Road between Burns Road and Holly Drive and several roads within Legacy Place. In the western portion of the City, the Plan includes the upgrade of Sandhill Crane Drive between Northlake Blvd and the Sandhill Crane Golf Club to include multimodal and streetscape elements similar to Sandhill Crane Drive.

FUNDED ROADS:

Funded roads have been included in the Roads & Intersections Plan to highlight projects that are currently under construction or are going through various design and engineering. A significant number of roadways are being constructed in and around western Palm Beach Gardens. There are also widenings and interchange reconstruction projects funded for the Florida Turnpike and Interstate 95.

PD&E STUDIES:

Project Development and Environment (PD&E) studies are proposed for RCA Blvd between Alternate A1A and Prosperity Farms Road, PGA Blvd from the C-18 Canal and Beeline Highway, and the potential for a Beeline to Coconut Connector to provide a parallel corridor to Northlake Blvd. The PD&E studies will evaluate various improvements and options for the existing canal on the south side of RCA and the rising water levels on both sides of PGA Blvd. The PD&E study for the Beeline to Coconut Connector will look at context sensitive solutions such as an elevated roadway or a multimodal only corridor.

ROUNDABOUTS:

The Roads & Intersections Plan includes **roundabouts** at the following locations: (1) Kyoto Gardens Drive at Fairchild Gardens Avenue; (2) Garden Lakes Drive at Garden Square Blvd; and (3) RCA Blvd at Northcorp Parkway. The Roads & Intersections Plan also includes the development of an intersections master plan.

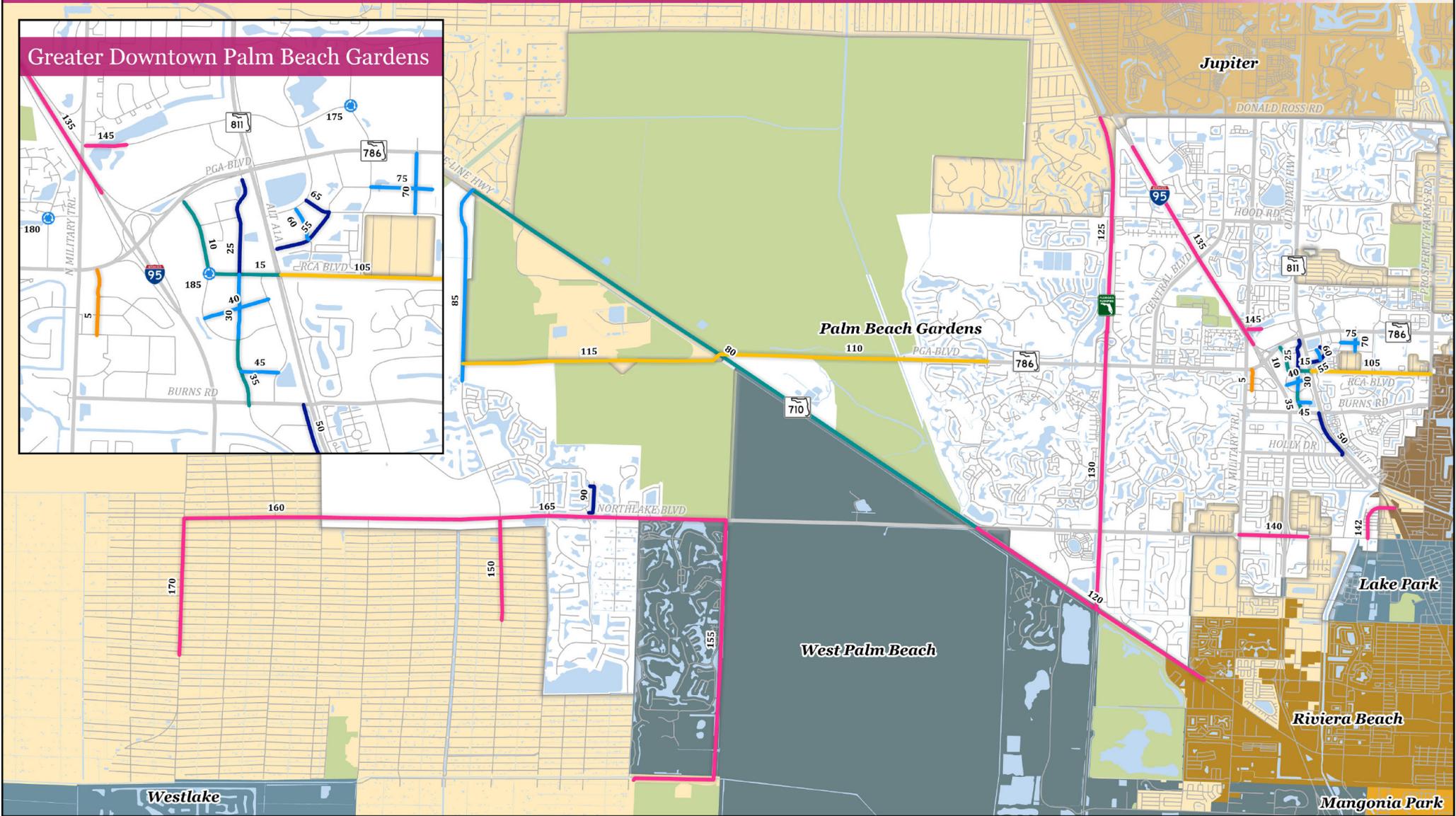
CURBLESS SHARED STREETS:

The Roads & Intersections Plan includes a **Curbless Shared Street** between PGA Blvd and Johnson Dairy Road as a multimodal alternative to Military Trail. Downtown at the Gardens has recently incorporated curbless shared streets as part of its various redevelopment initiatives.



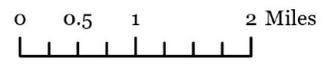
ROADS AND INTERSECTIONS PLAN

City of Palm Beach Gardens Citywide Mobility Plan



- Funded
- Curbless Shared Street
- New Road
- PD&E Study
- Upgrade Road
- Widen Road
- ⊙ Roundabouts
- Natural Areas and Parks
- Unincorporated Palm Beach County
- City Limits

Notes:
 (1) All roadway and intersection improvements will include complete street elements such as: sidewalks, shared-use paths, bike lanes, high-visibility crossings, landscape, lighting, and where applicable, transit facilities.
 (2) Proposed roadway and intersection improvements are subject to change based on factors such as: right-of-way, funding, environmental, stormwater management, topographical, and utility constraints.

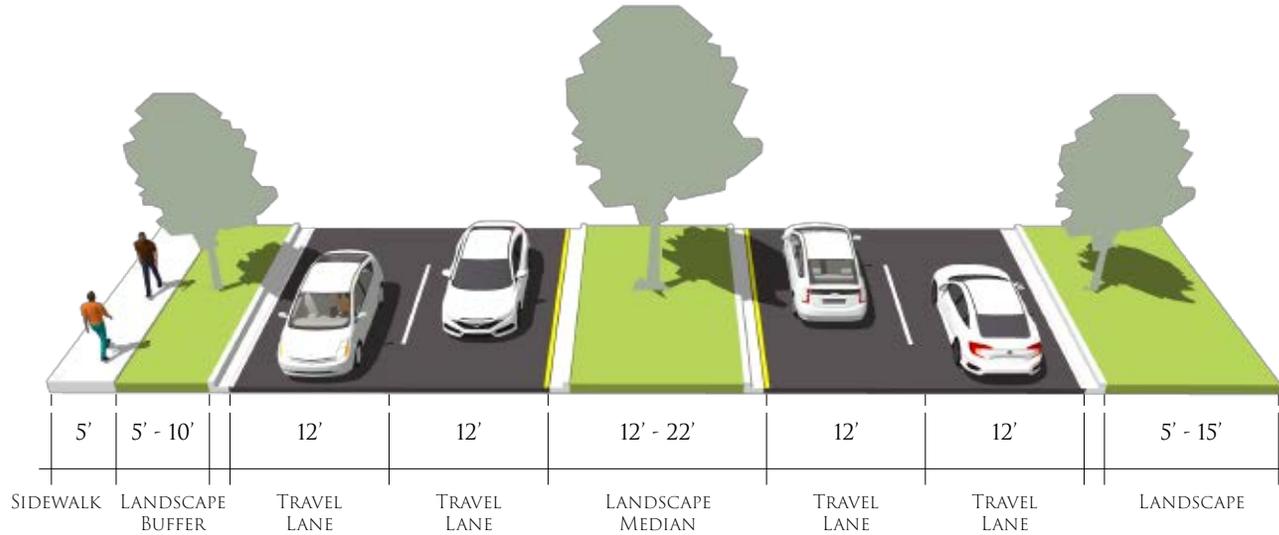


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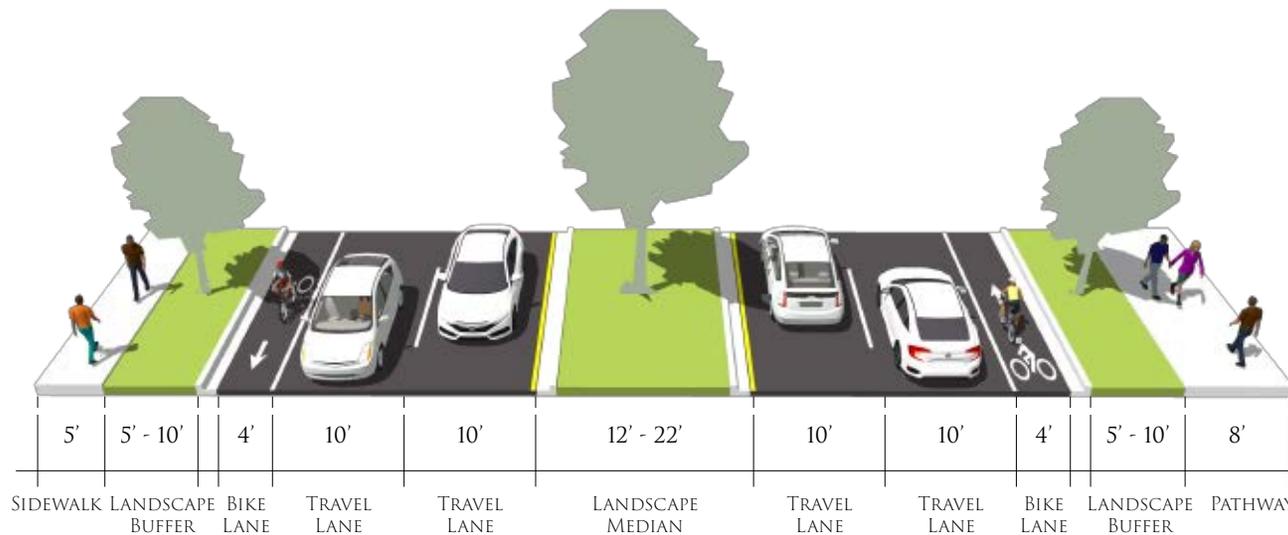
4-LANE TYPICAL CROSS-SECTION

5' Sidewalk, 8' Pathway & Bike Lanes

EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

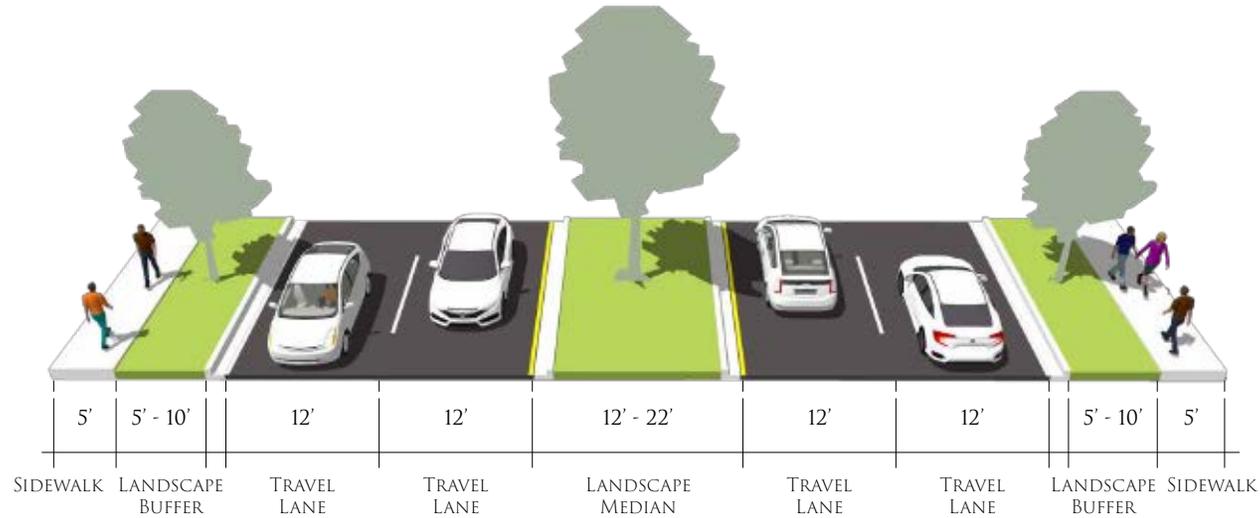


EXISTING CROSS-SECTION SHOWS CURRENT CONDITIONS AT ROADWAYS SUCH AS FAIRCHILD GARDENS AVE AND KEW GARDENS AVE. PROPOSED CROSS-SECTION DESIGN IS CONCEPTUAL AND NOT YET APPROVED BY THE CITY. DESIGN IS SUBJECT TO CHANGE. LANE WIDTH REDUCTIONS MAKE POSTED 25 MPH SPEED LIMITS MORE REALISTIC, VERSUS EXISTING 12' WIDE LANES.

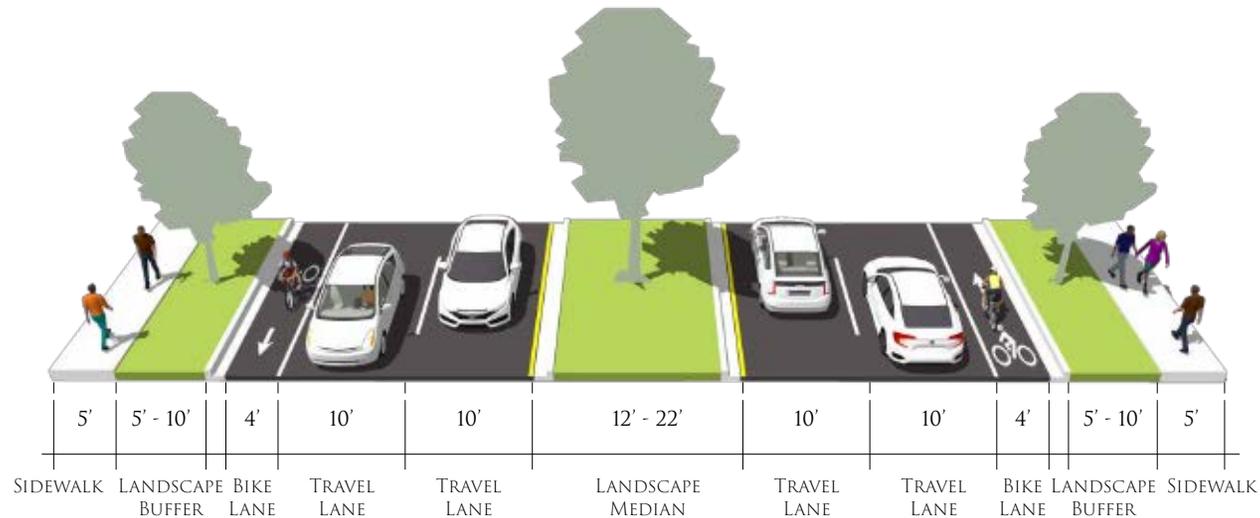
4-LANE TYPICAL CROSS-SECTION

Sidewalks on Both Sides & Bike Lanes

EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION



EXISTING CROSS-SECTION SHOWS CURRENT CONDITIONS AT ROADWAYS SUCH AS KYOTO GARDENS DR AND NORTHCORP PARKWAY. PROPOSED CROSS-SECTION DESIGN IS CONCEPTUAL AND NOT YET APPROVED BY THE CITY. DESIGN IS SUBJECT TO CHANGE. LANE WIDTH REDUCTIONS MAKE POSTED 25 MPH SPEED LIMITS MORE REALISTIC, VERSUS EXISTING 12' WIDE LANES.

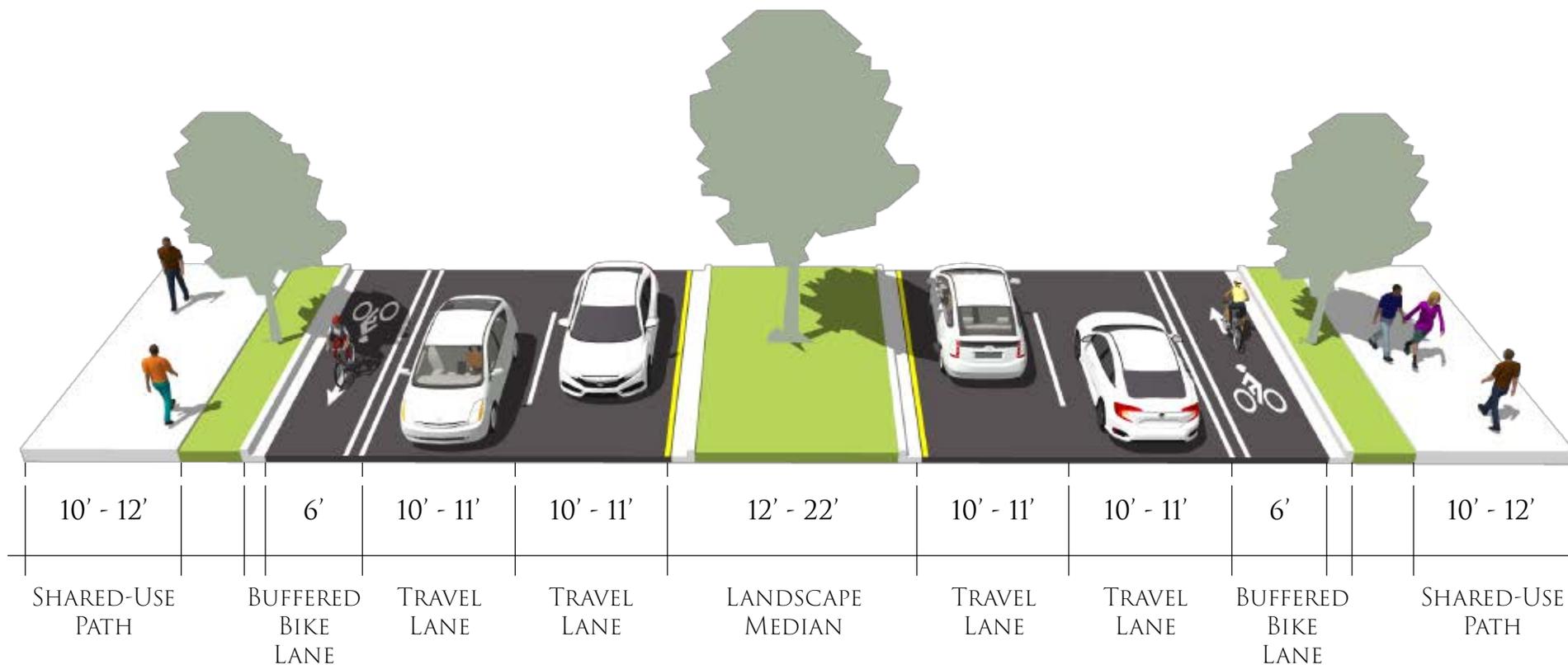
RCA BLVD. (NORTHCORP PKWY. TO ALT. A1A)

Widen to Four Lane Divided Road

Add Shared-Use Paths

Add Buffered Bike Lanes

PROPOSED CROSS-SECTION (OPTION 1)



CROSS-SECTION IS CONCEPTUAL. FINAL DESIGN SUBJECT TO AVAILABLE RIGHT-OF-WAY, STORMWATER MANAGEMENT AND UTILITY CONFLICTS. COORDINATION AND APPROVAL REQUIRED WHERE RIGHT-OF-WAY IS OWNED BY ANOTHER GOVERNMENTAL ENTITY OR RAILROAD.

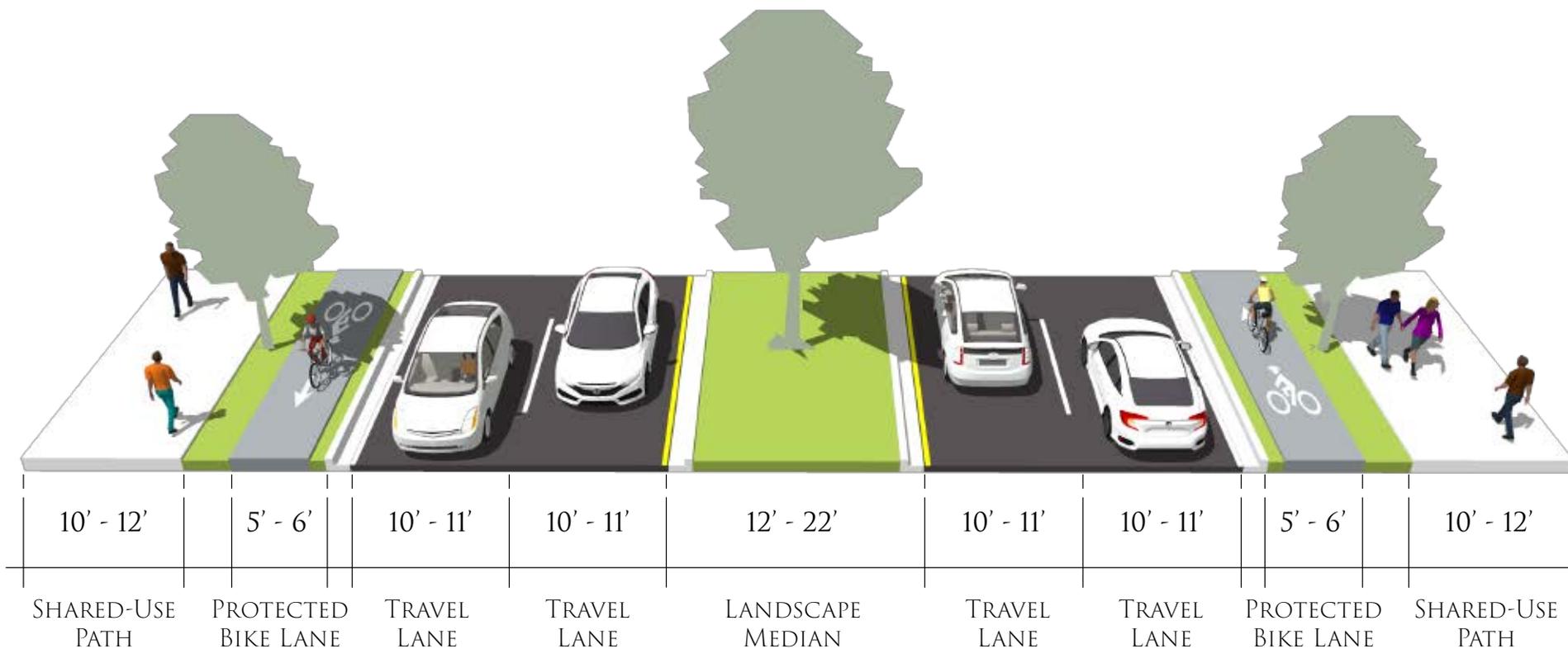
RCA BLVD. (NORTHCORP PKWY. TO ALT. A1A)

Widen to Four Lane Divided Road

Add Shared-Use Paths

Add Protected Bike Lanes

PROPOSED CROSS-SECTION (OPTION 2)



CROSS-SECTION IS CONCEPTUAL. FINAL DESIGN SUBJECT TO AVAILABLE RIGHT-OF-WAY, STORMWATER MANAGEMENT AND UTILITY CONFLICTS. COORDINATION AND APPROVAL REQUIRED WHERE RIGHT-OF-WAY IS OWNED BY ANOTHER GOVERNMENTAL ENTITY OR RAILROAD.

City of Palm Beach Gardens

OFF-STREET MULTIMODAL PLAN



MIND THE GAP:

Anyone who has been fortunate enough to ride the London Underground will recall the familiar warning to “Mind the Gap” as you board the train. The theme for the Off-Street Multimodal Plan is to “Mind the Gap” by identifying gaps in both the parkway and sidewalk system. While the City has done an admirable job ensuring that sidewalks or shared-use paths are provided on at least one side of most arterials and collectors in the City, there are several critical gaps that should be prioritized for funding, design, and construction.

The top priority sidewalk gaps in the City are at the intersection of **Gardens Square Blvd** and **Garden Lakes Drive**. There are a significant number of residents walking from the Garden Lakes neighborhood to the office, restaurant, and retail uses located in Garden Square Shoppes & Mainstreet at Midtown. There is a proposed roundabout at the intersection that could be prioritized along with the sidewalk gaps to greatly enhance mobility (page 31).

The City should also “Mind the Gap” on the following roads:

- 1. Military Trail from Elm Avenue to Garden Lakes Drive:**
sidewalk gap on the west side of the ROW.
- 2. RCA Blvd from Alternate A1A to Fairchild Gardens:**
shared-use path on the south side of ROW.
- 3. Prosperity Farms from south of PGA Blvd to north of Burns Road:**
boardwalk on the west side of ROW.
- 4. Avenue of the Champions from PGA Blvd to +/- 1,300' south of PGA Blvd:**
sidewalk on the west side of ROW.

5. RCA Blvd from PGA Blvd to Alternate A1A:

multiple gaps addressed as part of widening to 4 lanes.

6. Donald Ross:

shared-use path at the approaches to Central Blvd, Alternate A1A, & Evergreen Drive.

ADVISORY SIDEWALKS:

The Off-Street Multimodal Plan identifies several neighborhood streets as potential candidates for the addition of pavement markings offset 3' to 4' from the edge of pavement on both sides of the street to provide space for people walking while visually narrowing the overall width of travel lanes. The City has a partial example of this along **Elm Ave** from Military Trail to Birch Street where pavement markings are offset 2' from the edge of pavement on both sides of the street. This low speed street treatment helps to slow down vehicles and provide places for people to walk, while not impeding first responders. The City should start off with a test pilot project to evaluate the impact and neighbor sentiment.

ELEVATED WALKWAYS:

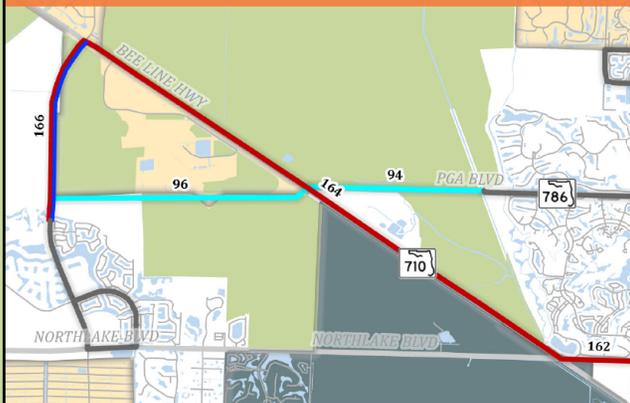
The Off-Street Multimodal Plan identifies two elevated walkways (aka pedestrian bridges) over **Alternate A1A** and **the Florida East Coast (FEC) railway**. The southern elevated walkway would be in close proximity to Lake Victoria Gardens and could be integrated into a future rail station west of Alternate A1A and feature an elevated observation deck over Lake Victoria as part of a circular ramp providing at-grade access. The northern elevated walkway would likely require the construction of towers with elevators or integrated into buildings to provide the necessary height and ADA accessibility to clear the southbound I-95 on-ramp, in addition to Alternate A1A and the FEC railway.

OFF-STREET MULTIMODAL PLAN

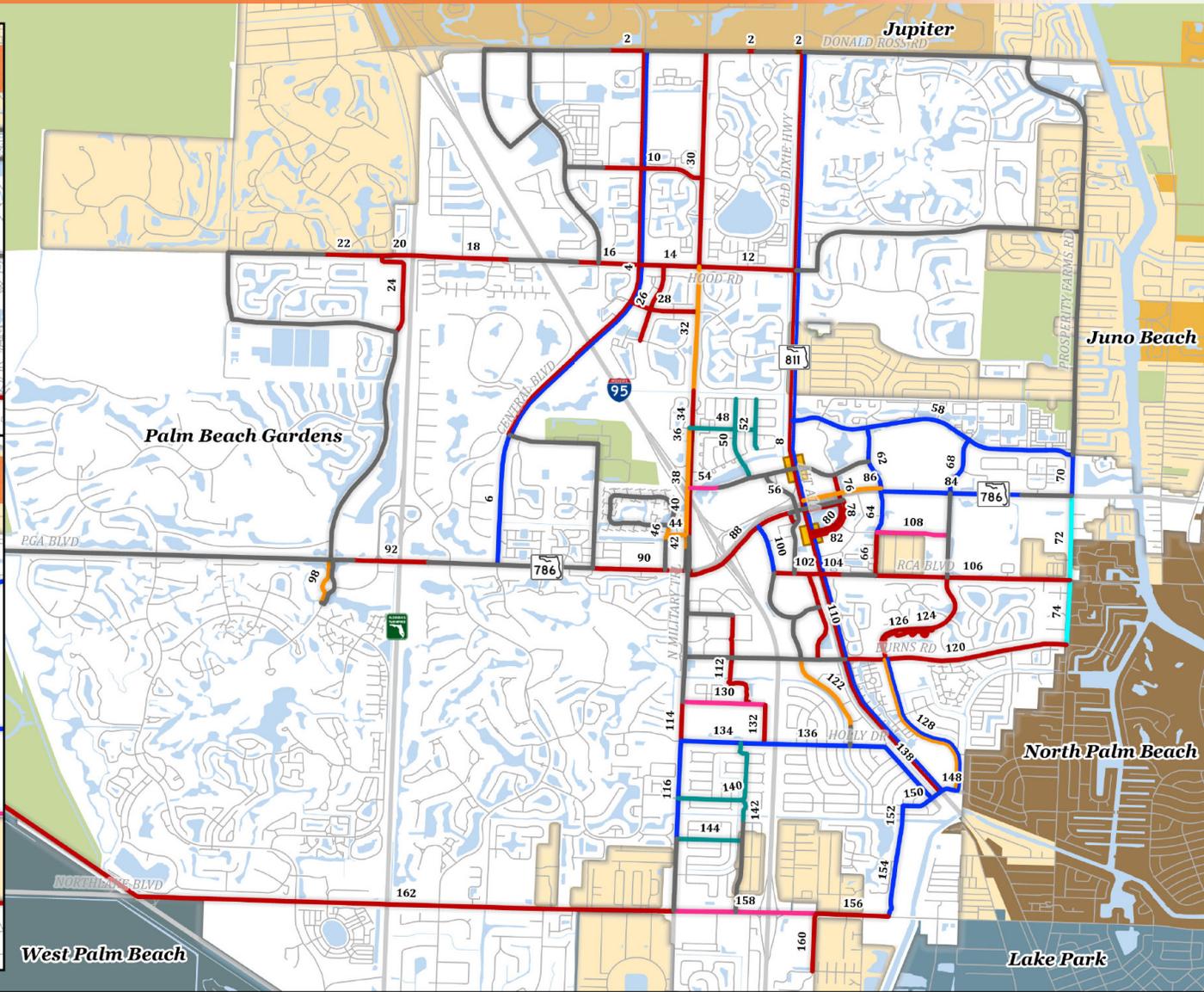
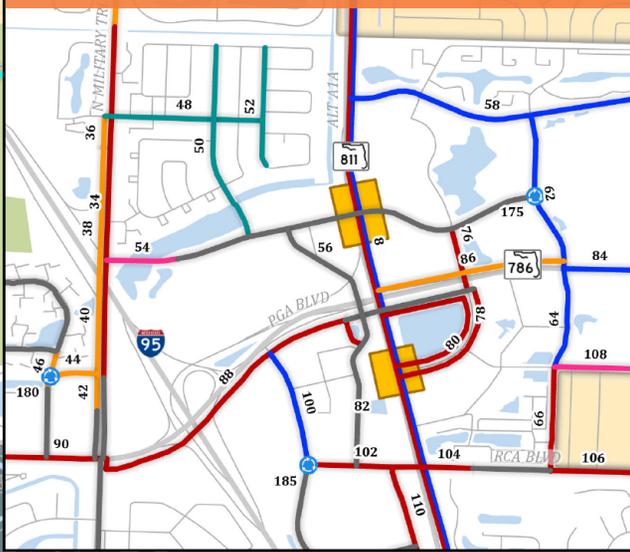
City of Palm Beach Gardens Citywide Mobility Plan



Palm Beach Gardens West of SR 710

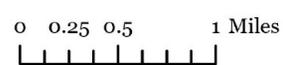


Greater Downtown Palm Beach Gardens



- | | | | |
|-------------------|---------------------------|--------------------------------|----------------------------------|
| Funded | Advisory Sidewalk | Railroad Crossing | Natural Areas and Parks |
| Boardwalk | Pathway & Shared Use Path | Existing Off-Street Multimodal | Unincorporated Palm Beach County |
| Pathway / Parkway | Pathway & Sidewalk | Elevated Walkway Area | City Limits |
| Sidewalk | | | |
| Shared Use Path | | | |

Notes:
 (1) All improvements (i.e., Funded, Boardwalks, Pathways, Sidewalks, Shared Use Paths, Advisory Sidewalks, Railroad Crosswalks, and Elevated Walkway Areas) will include complete street elements such as: high-visibility crossings, hardscape, landscape, lighting, markings and signage as appropriate.
 (2) Proposed improvements (i.e., Funded, Boardwalks, Pathways, Sidewalks, Shared Use Paths, Advisory Sidewalks, Railroad Crosswalk, and Elevated Walkway Areas) are subject to change based on factors such as: right-of-way, funding, environmental, stormwater management, topographical, and utility constraints.



Produced by: NUE Urban Concepts, LLC (2025)
 Source: 2045 Mobility Plan, City of Palm Beach Gardens, and Palm Beach County GIS

PGA BLVD. AT PALM BEACH STATE COLLEGE

Buffered Bike Lane, Raised Crosswalk, Parallel Sidewalks & Restricted Free-Flow Movements

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EXISTING



PROPOSED



DESIGN SUBJECT TO CHANGE.

N MILITARY TRAIL

Split Sidewalks / Shared-Use Path



EXISTING



PROPOSED



DESIGN SUBJECT TO CHANGE. THE IMPROVEMENTS ON MILITARY TRAIL CAN EITHER BE A 10' TO 12' WIDE SHARED-USE PATH OR A SEPARATE PARALLEL 5' TO 6' WIDE SIDEWALK.

DONALD ROSS RD.

Split Sidewalks & Raised Crosswalks



EXISTING



PROPOSED



DESIGN SUBJECT TO CHANGE.

PROSPERITY FARMS (SOUTH OF PGA BLVD.)

Boardwalk on West side of Prosperity Farms

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EXISTING



PROPOSED



DESIGN SUBJECT TO CHANGE.

RCA BLVD. AT ALTERNATE A1A

Shared Use Path on South Side of RCA Blvd

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EXISTING



PROPOSED

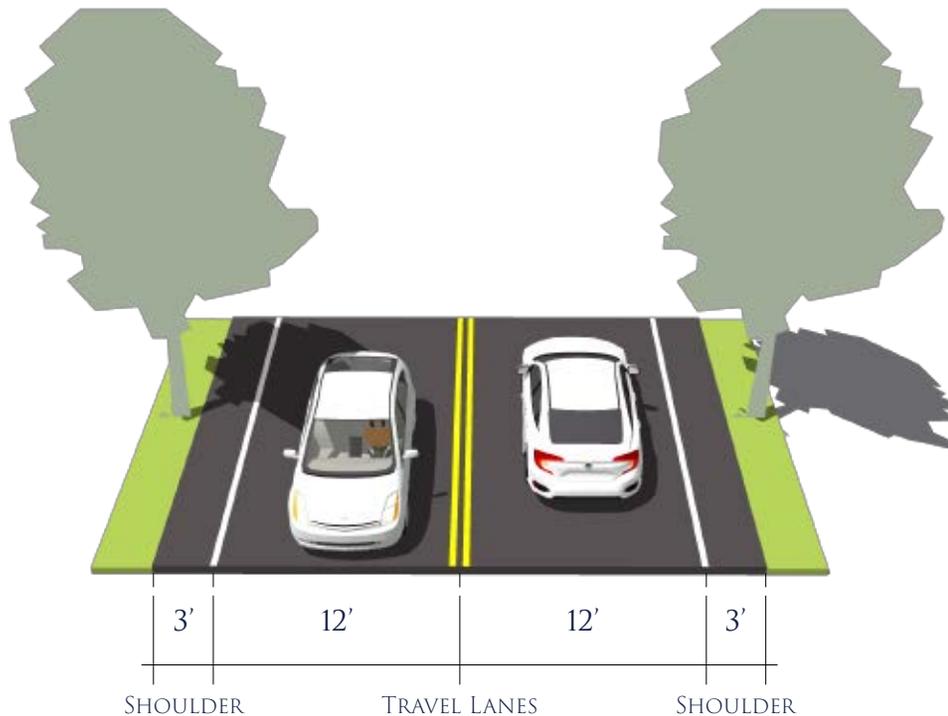


DESIGN SUBJECT TO CHANGE.

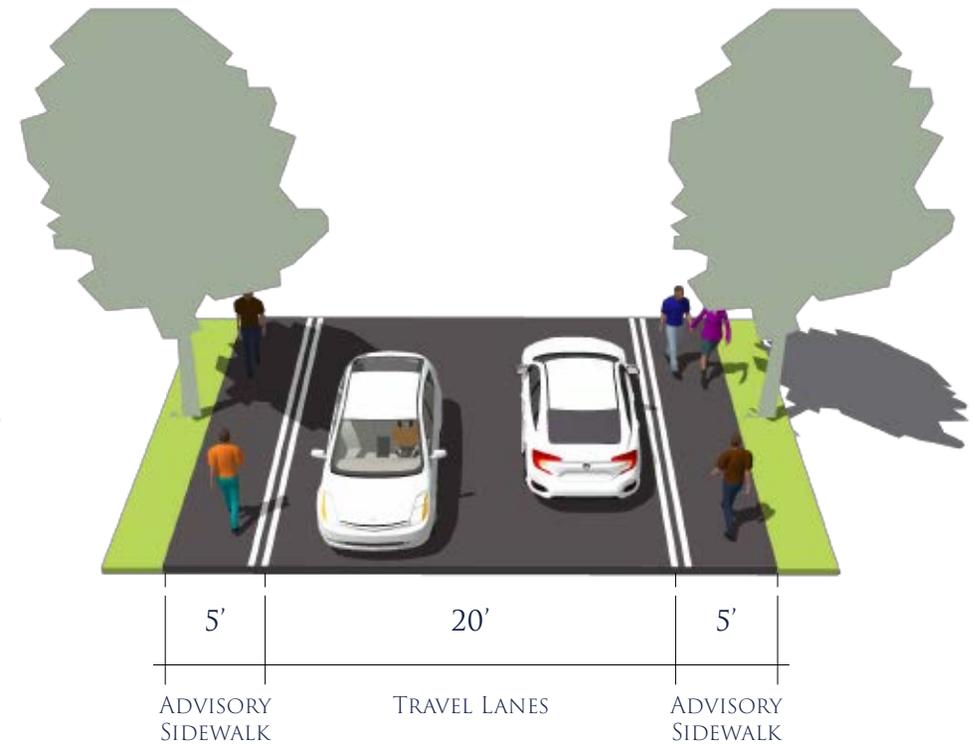
ELM AVE. (EAST OF MILITARY TRAIL)

Advisory Sidewalks

EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION



PROPOSED CROSS-SECTION DESIGN IS CONCEPTUAL AND NOT YET APPROVED BY THE CITY. DESIGN IS SUBJECT TO CHANGE. THE REDUCED TRAVEL LANE WIDTH CAN EITHER BE 20' WIDE WITH NO CENTER LINE MARKING OR INCLUDE CENTERLINE MARKINGS AND FEATURE 10' TRAVEL LANES. DOUBLE LINE ADDED FOR SIDEWALK TO REDUCE USE AS PARKING.

MILITARY TR. AT KYOTO GARDENS DR.

Multimodal Improvements & Elevated Walkway



DESIGN SUBJECT TO CHANGE.

GARDEN LAKES AT GARDENS SQUARE

Raised Crossings, Sidewalks, Roundabout & Shared-Use Path

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DESIGN SUBJECT TO CHANGE.

City of Palm Beach Gardens

ON-STREET MULTIMODAL PLAN



The programmed funding of bike lanes, buffered bike lanes, and separated bike lanes, along with the extensive on-street bike lane network incorporated into the Alton and Avenir developments, will fundamentally alter the viability of travel by bicycle within Palm Beach Gardens. The theme for the On-Street Multimodal Plan is “Creating Connectivity” and building on the rapid expansion of the on-street bike lane network that will occur in the next five years.

Bike lanes, buffered bike lanes, and separated bike lanes are funded for portions of the **Beeline Highway**, **Burns Road**, **Fairchild Avenue**, **Northlake Blvd**, **Prosperity Farms**, and **US Highway 1**. In addition, the recently adopted 2050 Long Range Transportation Plan (LRTP) may provide full or partial funding for several on-street bicycle projects identified on the On-Street Multimodal Plan.

BIKE LANES:

Roads identified with 4' wide bike lanes are primarily those roads where the width of travel lanes or medians would need to be reduced to accommodate on-street bike lanes, such as **Fairchild Gardens Avenue** from Gardens Parkway to Fairchild Gardens Ave, **Lake Victoria Gardens Avenue** from Kyoto Gardens Drive to PGA Blvd, **Kyoto Gardens Drive** from west of Alternate A1A to Fairchild Gardens Avenue, **Kew Gardens Drive** from Gardens Parkway to PGA Blvd, **Military Trail** from Garden Lake Drive to Investment Lane, and **Northcorp Parkway** from RCA Blvd to Riverside Drive.

On-street bike lanes that are planned to be 5' wide are proposed along **Gardens Parkway** between Alternate A1A and Prosperity Farms and on **Hood Road** from west of the Turnpike to Jog Road.

BUFFERED BIKE LANES:

Buffered bike lane between 6' and 7' wide are proposed along a number of corridors such as **Alternate A1A**, the **Beeline Highway**, **Central Blvd**, and **PGA Blvd**.

SEPARATED BIKE LANES:

Separated bike lanes between 5' and 8' wide (per direction) are proposed along portions of **Burns Road** and **Military Trail**. The first separated bike lane in Palm Beach Gardens is funded along Burns Road between Military Trail and Alternate A1A. Several proposed buffered bike lanes could be redesigned as separated bike lanes.

BIKES AT ROUNDABOUTS:

Jog Road between Hood Road and PGA Blvd already has on-street bike lanes. However, the design of the roundabouts was based on old design standards where bicycles would merge with vehicles and assume the travel lane when riding through the roundabout. Current design standards include off-ramps before entering the roundabout, providing access to either wider sidewalks or protected bike lanes located behind the curb. These bike lanes continue uninterrupted around the roundabout, with additional off-ramps leading back to on-street bike lanes upon exiting.

BICYCLE BOULEVARDS:

Bicycle Boulevards with shared pavement markings, slower speeds, and enhanced signage are proposed along several corridors where on-street bicycle lanes are not feasible, and speed limits are lower. Bicycle Boulevards are intended to provide connectivity with existing and planned on-street bicycle lanes.

CORRIDOR STUDIES:

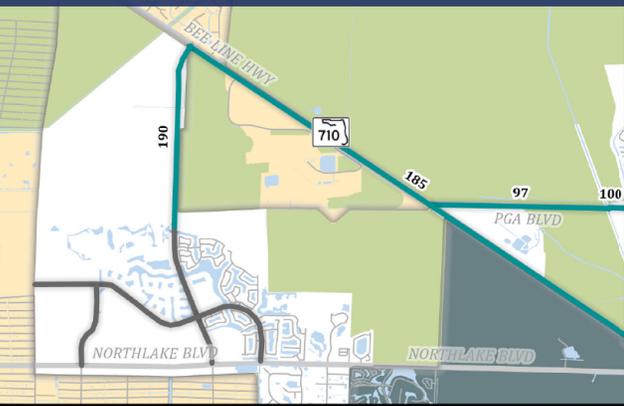
Corridor studies are proposed along portions of **Northlake Blvd** and **PGA Blvd** where ROW is constrained to determine the most appropriate way to accommodate bicycle travel. On-street bike lanes are not feasible along these corridors and the width of sidewalks are at their current maximum. These corridor studies would look at alternative routes or options along both corridors.

ON-STREET MULTIMODAL PLAN

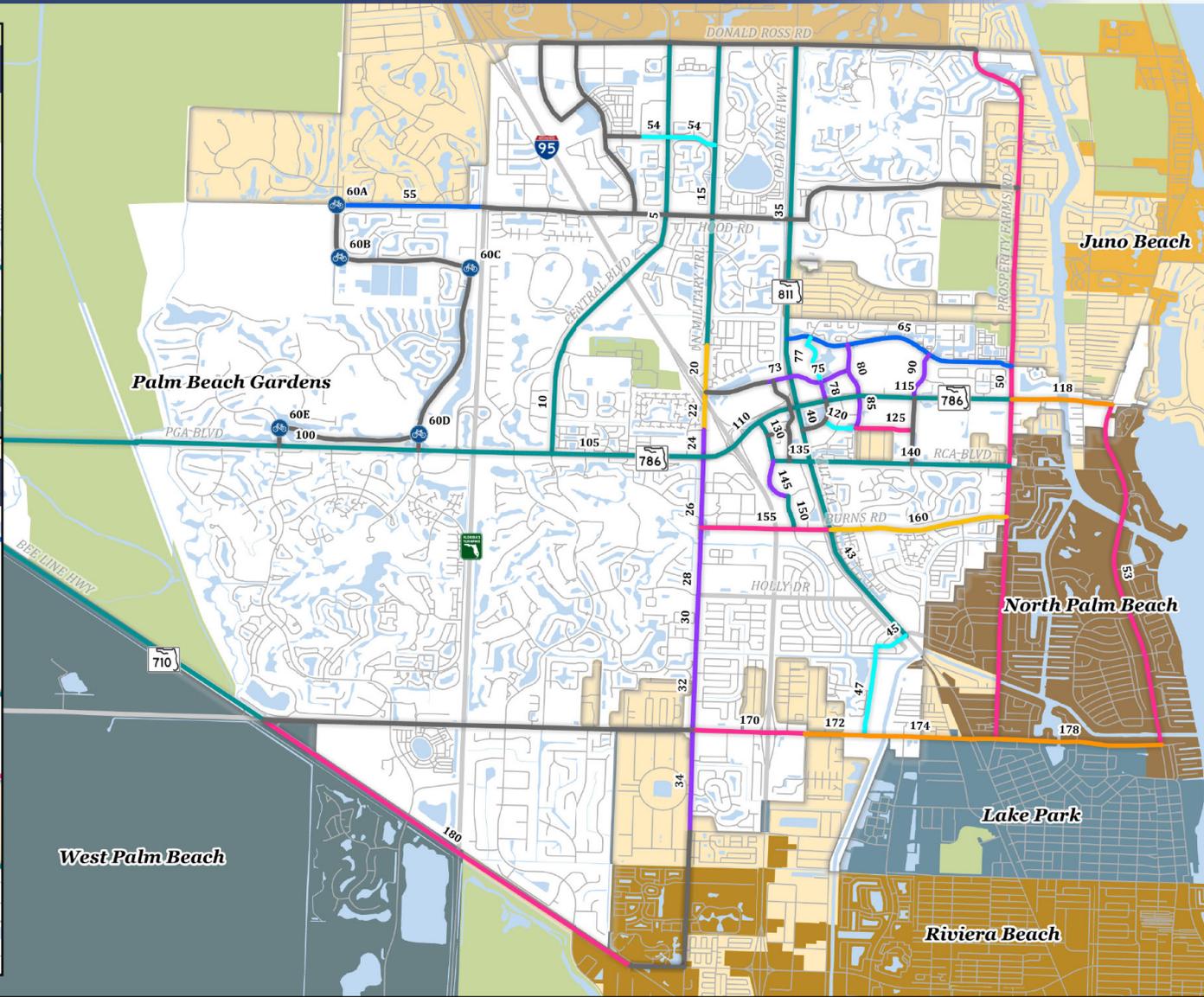
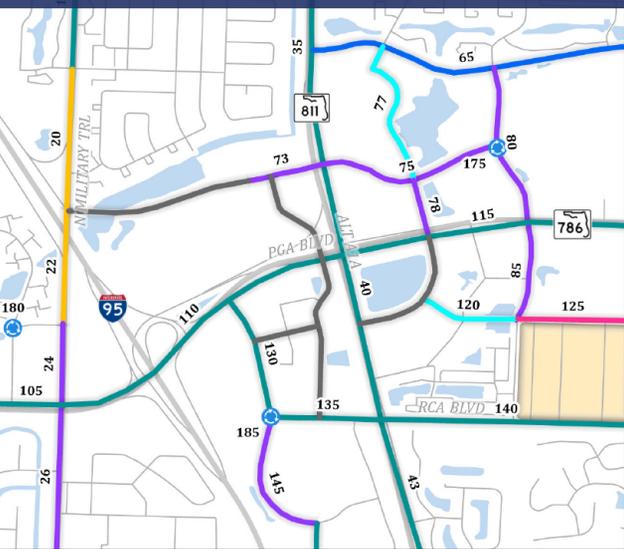
City of Palm Beach Gardens Citywide Mobility Plan



Palm Beach Gardens West of SR 710



Greater Downtown Palm Beach Gardens



- Funded
- 4' Bike Lanes
- 5' Bike Lanes
- Bike Boulevards
- Buffered Bike Lanes
- Corridor Study
- Separated Bike Lanes
- Existing On-Street Multimodal
- Natural Areas and Parks
- Unincorporated Palm Beach County
- City Limits
- Protected Intersections

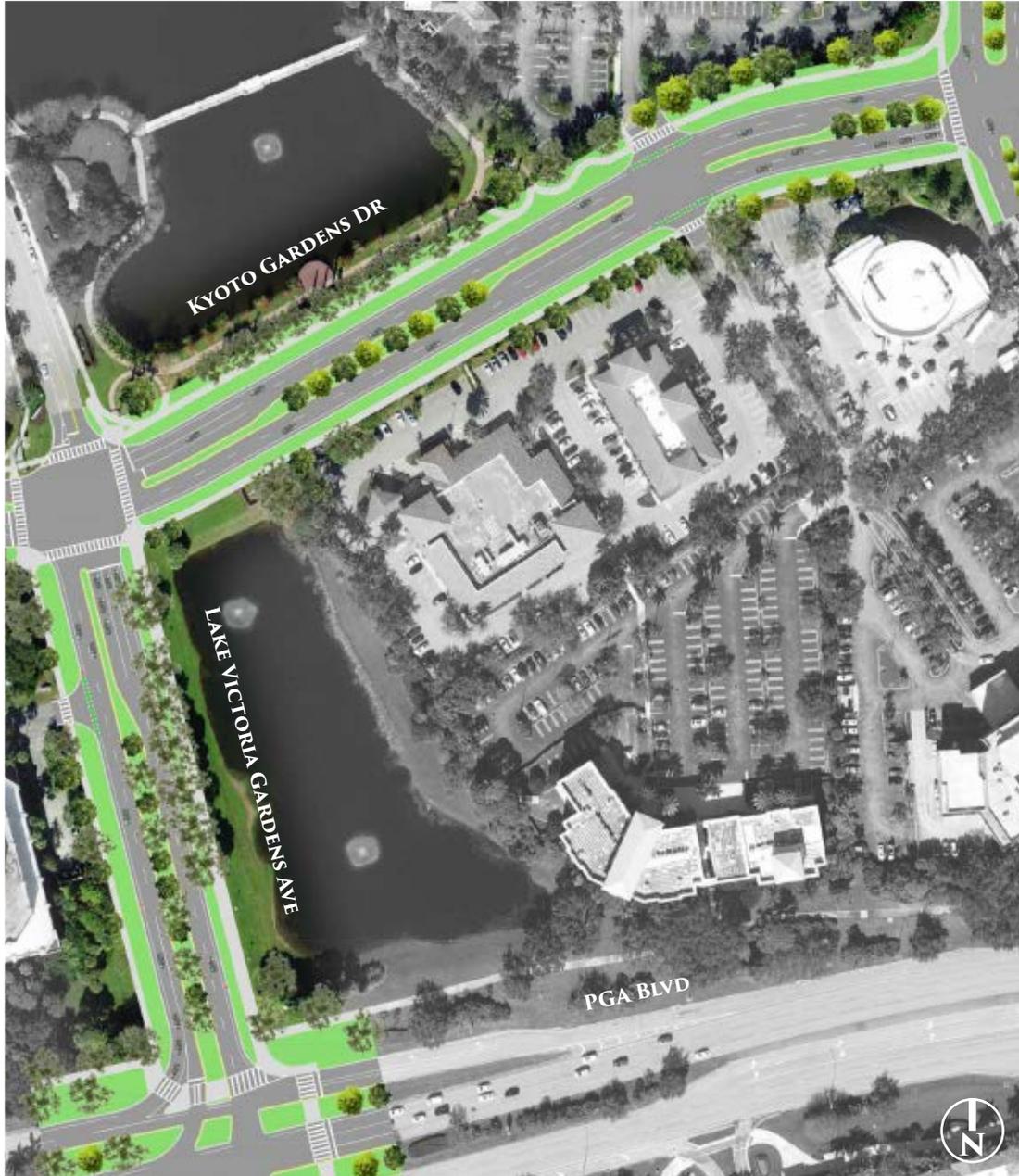
Notes:
 (1) All improvements (i.e., Funded, 4' Bike Lanes, 5' Bike Lanes, Bicycle Boulevards, Buffered Bike Lanes, Corridor Studies, Separated Bike Lanes, and Protected Intersections) will include complete street elements such as: high-visibility crossings, hardscape, landscape, lighting, markings and signage as appropriate.
 (2) Proposed improvements (i.e., Funded, 4' Bike Lanes, 5' Bike Lanes, Bicycle Boulevards, Buffered Bike Lanes, Corridor Studies, Separated Bike Lanes, and Protected Intersections) are subject to change based on factors such as: right-of-way, funding, environmental, stormwater management, topographical, and utility constraints.



Produced by: Nue Urban Concepts, LLC (2025)
 Source: 2045 Mobility Plan, City of Palm Beach Gardens, and Palm Beach County GIS

LAKE VICTORIA & KYOTO GARDENS DR.

Add Bike Lanes



DESIGN SUBJECT TO CHANGE.

EXISTING



PROPOSED



PROSPERITY FARMS (SOUTH OF PGA BLVD.)

Pedestrian Refuge Island

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EXISTING



PROPOSED



DESIGN SUBJECT TO CHANGE.

BURNS RD. (EAST OF ALTERNATE A1A)

Directional Cycle Tracks (aka. Separated Bicycle Lanes)



DESIGN SUBJECT TO CHANGE.

City of Palm Beach Gardens

TRANSIT PLAN



TRANSIT PLAN

The Transit Plan features a mixture of proposed transit circulators, mobility hubs, a future rail station, and a transit corridor study along Northlake Blvd. The intent of the transit plan is to provide first and last mile connectivity to a future rail station within the City's Transit Oriented Development (TOD) Master Plan.

TRANSIT CIRCULATORS:

There are a total of five **Transit Circulator** routes identified on the Transit Plan. The photo is an example of a transit circulator using a low speed vehicle on a dedicated path within the Tradition development in Port St. Lucie. All of the routes serve the future rail station within the TOD Master Plan. The following are the five routes and the major destinations that they are intended to provide transit circulator service:

- 1. East:** Downtown at the Gardens, the Gardens Mall, Palm Beach State College & Legacy Place.
- 2. West:** FPL Headquarters, Midtown, PGA Commons, City Hall & Burns Road Community Center.
- 3. North:** Alton Town Center, Donald Ross Village, Frenchman's Crossing & Downtown at the Gardens.
- 4. South:** Promenade Shopping Plaza, Palm Beach Gardens Medical Center & Palm Beach State College.
- 5. US 1:** PGA Plaza, Palm Beach State College, Prosperity Center, City Centre, Marine Max, Harbor Financial Center, The Gardens Mall & Legacy Place.

Tradition, Port St. Lucie



RAIL STATION:

The existing and updated Transit Plans both identify a **Future Rail Station** within the TOD Master Plan. The future rail station would feature up to 1,000 parking spaces and could be integrated with future mixed-use development within the TOD Master Plan.

TRANSIT WAYS:

The Transit Plan also includes future dedicated **Transit Ways** along portions of Military Trail and Gardens Parkway if future transit frequencies warrant repurposing existing ROW to accommodate transit service.

MOBILITY HUBS:

The existing Mobility Plan had identified Mobility Districts and Mobility Hubs at mixed-use destinations. The City's Comprehensive Plan includes requirements for mixed-use developments within the Mobility Districts. Thus, the districts are not included in the Citywide Mobility Plan. The Citywide Transit Plan does include plans for future **Mobility Hubs** to be coordinated with mixed-use developments and at major destinations within the City where appropriate.

TRANSIT CORRIDOR STUDIES:

The Citywide Transit Plan includes a **Transit Corridor Study** for Northlake Blvd from Mac Arthur Blvd to Coconut Blvd. The Transit Corridor Study will evaluate various transit service including express transit, bus rapid transit, and potentially some form of fixed guideway transit service. The Transit Corridor Study would also include an evaluation to extend the South Transit Circulator route to Northlake Blvd to provide transit access to future rail service within the TOD Master Plan.

TRANSIT PLANS, PROGRAMS & SERVICES:

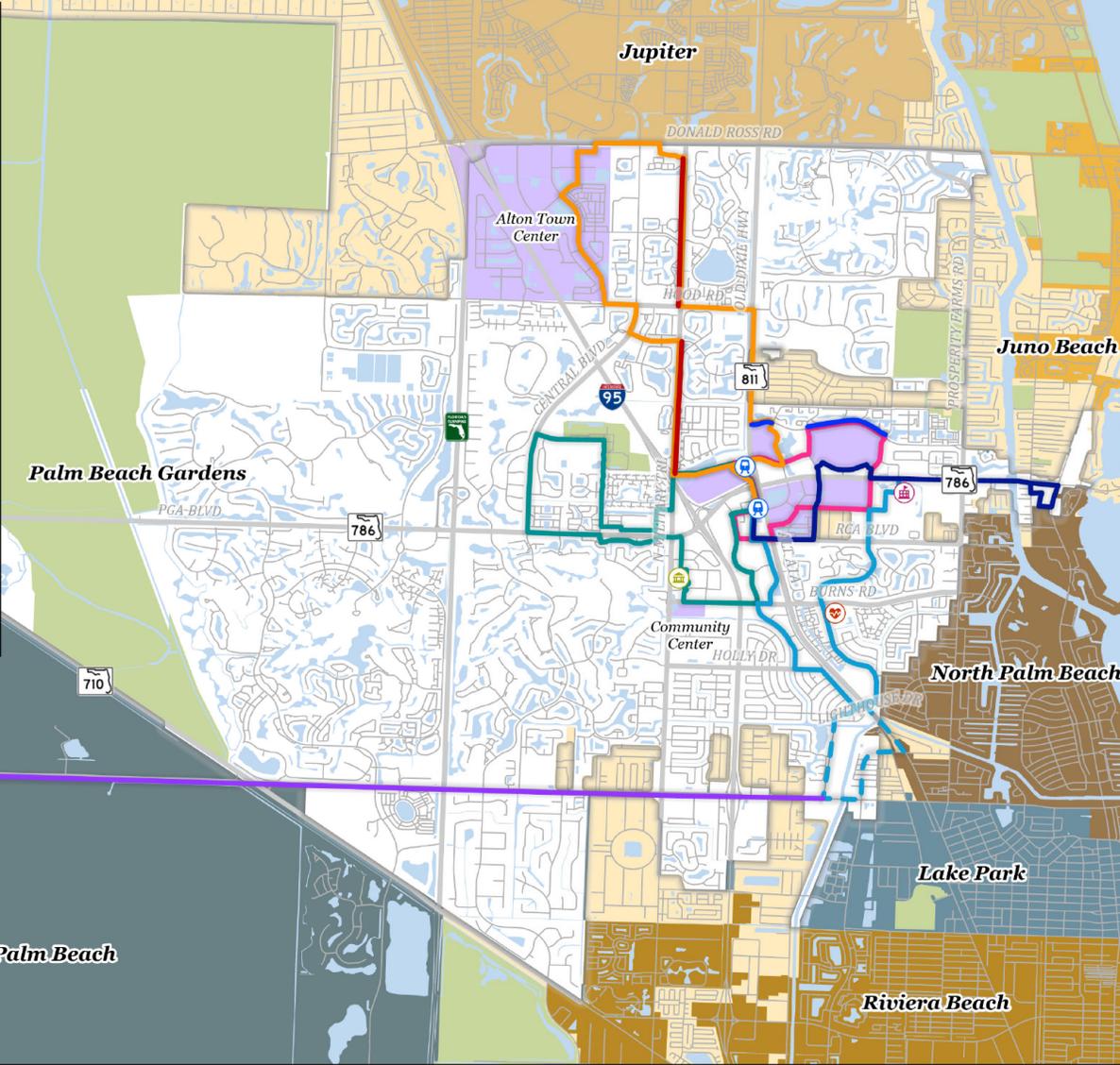
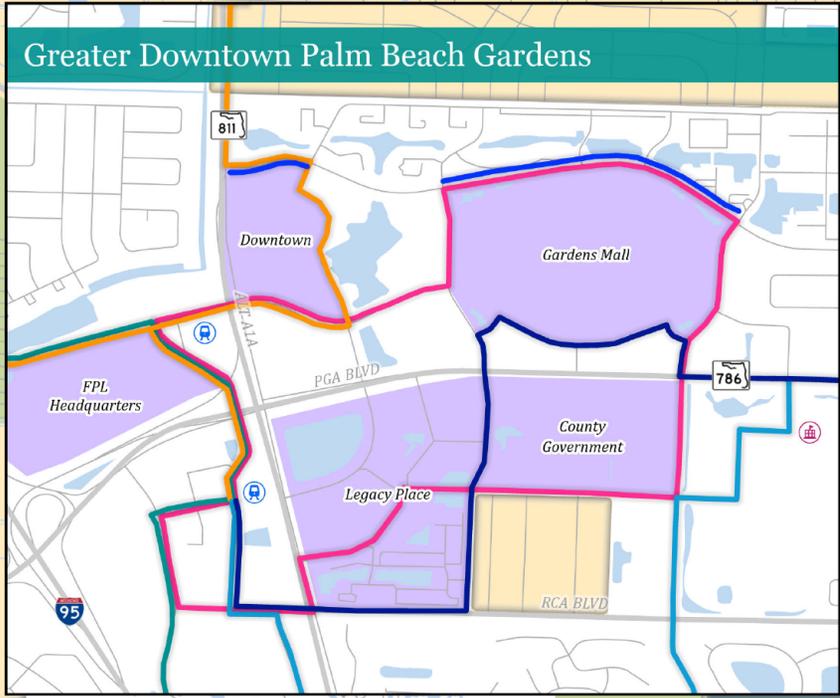
The Transit Plan includes a mobility project for **plans, programs, services and studies** to implement the overall Transit.

TRANSIT PLAN

City of Palm Beach Gardens Citywide Mobility Plan

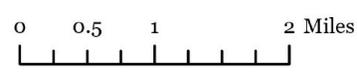


Greater Downtown Palm Beach Gardens



- Transit Circulator East
- Transit Circulator West
- Transit Circulator North
- Transit Circulator South
- Transit Circulator South Extension
- Transit Circulator US 1
- Gardens Parkway Future Dedicated Transit Lane
- Military Trail Dedicated Transit Lane
- Northlake Boulevard Transit Corridor Study

- City Hall
- PBG Medical Center
- Palm Beach State College
- Potential Train Station
- Points of Interest
- Natural Areas and Parks
- Unincorporated Palm Beach County
- City Limits



Produced by: NUE Urban Concepts, LLC (2025)
 Source: 2045 Mobility Plan, City of Palm Beach Gardens, and Palm Beach County GIS

ELEVATED WALKWAY OVER ALT. A1A

Connect Lake Victoria with Design Center Dr.

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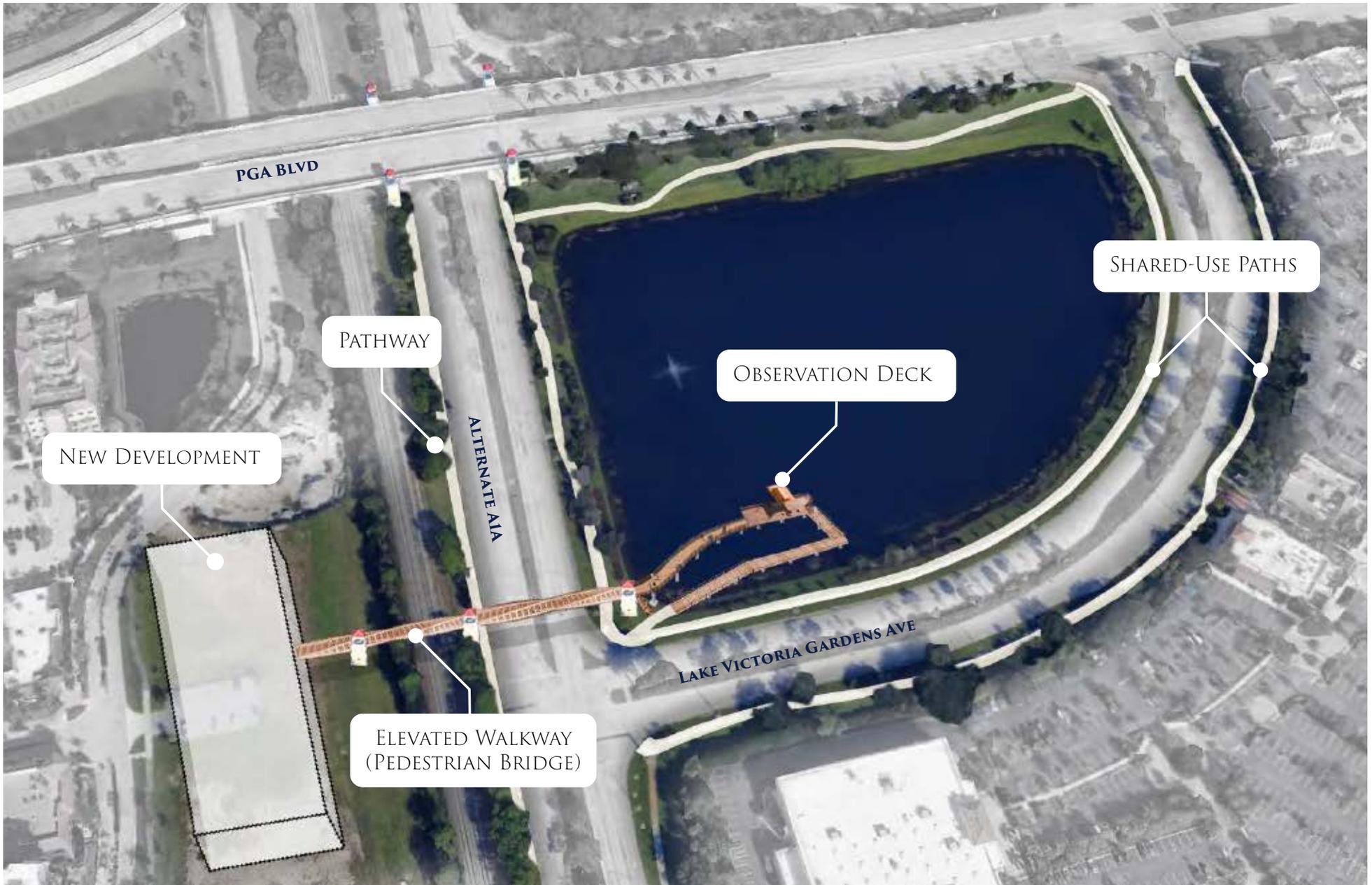
ARTIST'S RENDERING. DESIGN NOT YET APPROVED BY THE CITY AND SUBJECT TO CHANGE.

LAKE VICTORIA (CONCEPTUAL ILLUSTRATION)

Bridge, Deck, Pathway & Shared-Use Paths

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THE DESIGN AND LOCATION OF WALKWAY, OBSERVATION DECK, AND BUILDING ARE ILLUSTRATED FOR CONCEPTUAL PURPOSES ONLY. EACH STRUCTURE WILL BE DESIGNED IN ACCORDANCE WITH APPLICABLE REGULATIONS. BUILDINGS WILL BE DESIGNED BY THEIR RESPECTIVE OWNERS REPRESENTATIVES.

City of Palm Beach Gardens

TABLES OF PROJECTS



ROADS & INTERSECTIONS PLAN / CITYWIDE MOBILITY PLAN

Project type color corresponds to the Roads & Intersection Plan Map.

See Citywide Mobility Fee Technical Report dated January 2025 for further detail related to each mobility project.

ID	FACILITY NAME	FROM	TO	OWNERSHIP	LENGTH (MILES)	PROJECT TYPE
5	Curbless Shared Street	PGA Blvd	Johnson Dairy Road	City	0.25	Curbless Shared Street
10	RCA Blvd	PGA Blvd	Northcorp Parkway	City	0.30	Widen Road
15	RCA Blvd	Northcorp Parkway	Alternate A1A	City	0.25	Widen Road
25	RCA Center Drive	PGA Blvd	RCA Blvd	City	0.38	Upgrade Road
30	RCA Center Drive Extension	RCA Blvd	Northcorp Parkway	City / Developer	0.25	New Road
35	Riverside Drive	Northcorp Parkway	Burns Road	City	0.25	Widen Road
40	Northcorp Parkway to Park Dr Connector	Northcorp Parkway	Park Dr	City / Developer	0.25	New Road
45	Riverside Dr to Park Dr Connector	Riverside Dr	Park Dr	City / Developer	0.13	New Road
50	Ironwood Road	Burns Rd	Holly Drive	City	0.58	Upgrade Road
55	Legacy Ave	Alternate A1A	Fairchild Ave	City / Developer	0.25	Upgrade Road
60	Legacy Crossing Extension	Lake Victoria Gardens Ave	Legacy Ave	City / Developer	0.13	New Road
65	Fairchild Ave	Lake Victoria Gardens Ave	Legacy Ave	City / Developer	0.10	Upgrade Road
70	Gardens Drive Extension (fka Government Center Rd or Mall Rd)	PGA Blvd	Fairchild Ave	City	0.30	New Road
75	Legacy Ave Extension (fka Government Center Rd)	Fairchild Gardens Ave	Terminus of existing road +/- 750 feet west of Campus Dr	City / Government Entity	0.22	New Road
80	Beeline Highway (SR 710)	Northlake Blvd	Coconut Blvd	State	6.90	Widen Road
85	Coconut Blvd	Current Terminus (Avenir Conservation Area)	Beeline Highway (SR 710)	City	2.30	New Road
90	Sandhill Crane Dr (aka Vavrus Ranch Rd)	Ancient Tree Dr	Sandhill Crane Dr	City	0.40	Upgrade Road
105	RCA Blvd	Alternate A1A	Prosperity Farms Rd	City	1.35	PD&E Study
110	PGA Blvd	Jog Rd	Beeline Highway (SR 710)	City / State	2.95	PD&E Study
115	PGA Blvd Extension	Beeline Highway (SR 710)	Coconut Blvd	City / State	2.80	PD&E Study
120	Beeline Highway (SR 710)	Northlake Blvd	Blue Heron Blvd (SR 708)	FDOT	3.15	Funded
125	Florida Turnpike	Donald Ross Rd	PGA Blvd	FDOT	2.64	Funded
130	Florida Turnpike	PGA Blvd	Beeline Highway (SR 710)	FDOT	3.45	Funded

ID	FACILITY NAME	FROM	TO	OWNERSHIP	LENGTH (MILES)	PROJECT TYPE
135	Interstate 95 & Central Blvd Interchange	Donald Ross	PGA Blvd	FDOT	2.75	Funded
140	Interstate 95 & Northlake Blvd Interchange	Military Trail	Sandtree Drive	FDOT	0.75	Funded
142	Congress Ave Extension	Alternate A1A	Northlake Blvd	County	0.61	Funded
145	Kyoto Gardens Dr	Military Trail	Florida Power & Light Access Road	City	0.15	Funded
150	Coconut Blvd	78th Place	Northlake Blvd	County	1.40	Funded
155	SR 7	60th Street	Northlake Blvd	State	4.05	Funded
160	Northlake Blvd	Seminole Pratt Whitney Rd	140th Ave	County	2.00	Funded
165	Northlake Blvd	140th Ave	SR 7	Developer	3.95	Funded
170	Seminole Pratt Whitney Rd	Key Lime Blvd	Northlake Blvd	County	1.67	Funded
175	Kyoto Gardens Dr @ Fairchild Garden Ave	--	--	City	0.25	Roundabout
180	Garden Lake Dr @ Garden Square Blvd	--	--	City	0.25	Roundabout
185	RCA Blvd @ Northcorp Parkway	--	--	City	0.25	Roundabout
190	Citywide Minor Intersection Improvements	--	--	City / Other Government	0.57	Not Mapped
192	Citywide Major Intersection Improvements	--	--	City / Other Government	0.76	Not Mapped
194	Low Speed Streets Pilot Program	--	--	City	10.00	Not Mapped
196	Multimodal Plans, Programs, Services & Studies	--	--	City / Other Government	--	Implementation

[end of Roads & Intersections Plan Tables of Projects]

OFF-STREET MULTIMODAL PLAN / CITYWIDE MOBILITY PLAN

Project type color corresponds to the Off-Street Multimodal Plan Map.

See Citywide Mobility Fee Technical Report dated January 2025 for further detail related to each mobility project.

ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	OWNERSHIP	PROJECT TYPE
2	Donald Ross Road (Priority Gap)	I-95	Prosperity Farms Road	0.25	County	Shared Use Path (Parkway)
4	Central Blvd	Donald Ross Road	117th Court North	2.51	County	Pathway (Parkway)
6	Central Blvd	117th Court North	PGA Blvd	0.78	County	Shared Use Path (Parkway)
8	Alternate A1A	Donald Ross Road	Lighthouse Drive	4.58	State	Pathway (Parkway)
10	Grandiflora Rd	Military Trail	Buccaneer Way	0.51	City	Shared Use Path
12	Hood Rd	Alternate A1A	Military Trail	0.26	County	Shared Use Path (Parkway)
14	Hood Rd	Military Trail	Central Blvd	0.30	County	Shared Use Path (Parkway)
16	Hood Rd	Central Blvd	Cross Pointe Rd	0.32	County	Shared Use Path (Parkway)
18	Hood Rd	Mediterranean Circle	Golden Eagle Circle	0.40	County	Shared Use Path (Parkway)
20	Hood Rd	Golden Eagle Circle	Eastpointe Blvd	0.39	County / State	Shared Use Path (Parkway)
22	Hood Rd	Eastpointe Blvd	+/- 1,120 feet west of Eastpointe Blvd	0.20	County	Shared Use Path (Parkway)
24	Ibizzia Dr	Hood Rd	Jog Rd	0.50	City	Shared Use Path
26	Elm Ave	Hood Road	Pacifico Court	0.45	City	Shared Use Path
28	Victoria Falls Blvd	Military Trail	Central Blvd	0.34	City	Shared Use Path
30	Military Trail	Donald Ross Road	Hood Rd	1.25	County	Shared Use Path
32	Military Trail	Hood Rd	+/- 1,200 feet north of Elm Ave	0.70	County	Sidewalk
34	Military Trail	+/- 1,200 feet north of Elm Ave	Garden Lakes Drive	0.85	County	Shared Use Path
36	Military Trail (Phase 1) (Priority Gap)	Elm Avenue	Nova Southeast Driveway	0.06	County	Sidewalk
38	Military Trail (Phase 2) (Priority Gap)	Nova Southeast Driveway	Kyoto Gardens Drive	0.26	County (FDOT ROW)	Sidewalk
40	Military Trail (Phase 3) (Priority Gap)	Kyoto Gardens Drive	Garden Lakes Drive	0.30	County	Sidewalk
42	Military Trail (Priority Gap)	Garden Lakes Drive	+ / - 435 feet south of Garden Lakes Dr	0.08	County	Sidewalk
44	Garden Lakes Drive (Priority Gap)	Military Trail	Garden Square Blvd	0.10	City	Sidewalk
46	Garden Square Blvd (Priority Gap)	Garden Lake Circle	+/- 150 feet south of Garden Lakes Dr	0.10	City	Sidewalk

ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	OWNERSHIP	PROJECT TYPE
48	Elm Ave	Military Trail	Birch St	0.33	City	Advisory Sidewalk (or Low Speed Street)
50	Banyan Street	Linden Avenue	Kyoto Gardens Drive	0.48	City	Advisory Sidewalk (or Low Speed Street)
52	Birch Street	Linden Avenue	Beech Ave	0.30	City	Advisory Sidewalk (or Low Speed Street)
54	Kyoto Gardens Drive	Military Trail	+/- 750 feet east of Military Trail	0.14	City	Funded
56	Kyoto Gardens Drive	west of Alternate A1A	east of Alternate A1A	0.10	City	Elevated Walkway (aka Pedestrian Bridge)
58	Gardens Parkway (Phase 1)	Alternate A1A	Prosperity Farms Road	1.56	City	Pathway
60	Gardens Parkway (Phase 2)	Alternate A1A	Prosperity Farms Road	--	City	Crossing
62	Fairchild Gardens Avenue	Gardens Parkway	PGA Blvd	0.38	City	Pathway
64	Fairchild Gardens Avenue	PGA Blvd	Fairchild Avenue	0.25	City	Pathway
66	Fairchild Gardens Avenue	Fairchild Avenue	RCA Blvd	0.26	City	Shared Use Path
68	Kew Gardens Drive	Gardens Parkway	PGA Blvd	0.34	City	Pathway
70	Prosperity Farms Road	Gardens Parkway	PGA Blvd	0.25	County	Pathway
72	Prosperity Farms Road (Priority Gap)	+/- 790' south of PGA Blvd	RCA Blvd	0.35	County	Boardwalk
74	Prosperity Farms Road (Priority Gap)	RCA Blvd	+/- 490' north Burns Road	0.29	County	Boardwalk
76	Lake Victoria Gardens Ave	Kyoto Gardens Drive	PGA Blvd	0.10	City	Shared Use Path
78	Lake Victoria Gardens Ave (Phase 1 - north side)	PGA Blvd	Alternate A1A	0.45	City	Shared Use Path
80	Lake Victoria Gardens Ave (Phase 2 - south side)	PGA Blvd	Alternate A1A	0.30	City	Shared Use Path
82	Lake Victoria Gardens Ave	east of Alternate A1A	west of Alternate A1A	0.10	City	Elevated Walkway (aka Pedestrian Bridge)
84	PGA Blvd	+ / - 1,320 feet west of Prosperity Farms Rd	Fairchild Gardens Avenue	0.74	State	Pathway (Parkway)
86	PGA Blvd	Fairchild Gardens Avenue	Alternate A1A	0.40	State	Sidewalk (Parkway)
88	PGA Blvd	Alternate A1A	Military Trail	0.75	State	Shared Use Path (Parkway)
90	PGA Blvd	Military Trail	Shady Lakes Drive	0.50	State	Shared Use Path (Parkway)
92	PGA Blvd	+ / - 590 feet west of Old Palm Drive	+ / - 620 feet east of Mirasol Dr	0.42	State	Shared Use Path (Parkway)

OFF-STREET MULTIMODAL PLAN / CITYWIDE MOBILITY PLAN

ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	OWNERSHIP	PROJECT TYPE
94	PGA Blvd	C-18 Canal (Sandhill Crane Park)	Beeline Hwy	2.00	State	Boardwalk (Parkway)
96	Beeline to Coconut Boardwalk	Beeline Hwy	Coconut Blvd	2.80	City	Boardwalk
98	Avenue of the Champions (Priority Sidewalk Gap)	PGA Blvd	+/- 1,300 feet south of PGA Blvd	0.25	City	Sidewalk
100	RCA Blvd	PGA Blvd	Northcorp Parkway	0.30	County	Pathway
102	RCA Blvd	Northcorp Parkway	Alternate A1A	0.25	County	Shared Use Path
104	RCA Blvd (Priority Gap)	Alternate A1A	+/- 580 feet east of Alternate A1A	0.10	County	Shared Use Path
106	RCA Blvd	Fairchild Gardens Avenue	Prosperity Farms Road	1.20	County	Shared Use Path
108	Fairchild Avenue	Campus Drive	Fairchild Gardens Avenue	0.38	City	Funded
110	East Park Drive	RCA Blvd	Burns Road	0.53	City	Shared Use Path
112	City Government Center Multimodal Path (fka Military Trail Multimodal Bypass)	Johnson Dairy Road	Lilac Street	0.60	City	Shared Use Path
114	Military Trail	Lilac Street	Holly Drive	0.22	State	Shared Use Path
116	Military Trail	Holly Drive	Crestdale St	0.58	State	Pathway
118	Burns Road	Military Trail	Alternate A1A	--	City	Crossing
120	Burns Road	Alternate A1A	Prosperity Farms Road	1.19	City	Shared Use Path
122	Riverside Drive	Burns Road	+/- 600 feet north of Holly Drive	0.41	City	Sidewalk
124	Gardens East Drive	Burns Road	RCA Blvd	0.77	City	Shared Use Path
126	Gardens East Drive	+/- 415 feet southwest of Fall Oaks Dr	+/- 650 feet north of Burns Rd	0.33	City	Shared Use Path
128	Gardens East Drive	RCA Blvd	Lighthouse Drive	0.95	City	Pathway Sidewalk
130	Lilac Street	Military Trail	Plant Drive	0.43	City	Funded
132	Plant Drive	Lilac Street	Holly Drive	0.24	City	Shared Use Path
134	Holly Drive	Military Trail	Plant Drive	0.44	City	Pathway
136	Holly Drive	Plant Drive	Riverside Drive	0.46	City	Pathway
138	Holly Drive	Riverside Drive	Lighthouse Drive	0.58	City	Pathway
140	Gardenia Drive	Holly Drive	Military Trail	0.70	City	Advisory Sidewalk (or Low Speed Street)
142	Ilex Circle	Gardenia Drive	Keating Drive	0.12	City	Advisory Sidewalk (or Low Speed Street)

ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	OWNERSHIP	PROJECT TYPE
144	Crestdale St	Military Trail	Bellwood St	0.28	City	Advisory Sidewalk (or Low Speed Street)
146	Lighthouse Drive	Holly Drive	Alternate A1A	0.07	City	Pathway
148	Lighthouse Drive	Alternate A1A	Gardens East Drive	0.07	City	Pathway
150	Lighthouse Drive	Holly Drive	Garden Blvd	0.17	City	Pathway
152	Garden Blvd	Lighthouse Drive	Mac Arthur Blvd	0.13	City	Pathway
154	Mac Arthur Blvd	Garden Blvd	Northlake Blvd	0.53	City	Pathway
156	Northlake Blvd	Congress Ave	Sandtree Drive	0.66	County	Shared Use Path
158	Northlake Blvd	Sandtree Drive	Military Trail	0.75	County	Funded
160	Sandtree Drive	Northlake Blvd	Gander Way	0.32	City	Shared Use Path
162	Northlake Blvd	Military Trail	Beeline Hwy	2.85	County	Shared Use Path
164	Beeline Hwy	PGA Blvd	Coconut Blvd	3.30	State	Shared Use Path (Parkway)
166	Coconut Blvd	Avenir Conservation Area	Beeline Hwy	2.30	City	Pathway
						Shared Use Path
170	Citywide Neighborhood Sidewalk Connections			4.00	City	Sidewalk
172	Citywide High Visibility Multimodal Crossings			--	City	Crossing
174	ADA Curb Ramp Retrofit Program			--	City	Crossing
176	Vision Zero Action Plan Implementation			--	City	Implementation
178	Multimodal Plans, Programs, Services & Studies			--	City	Implementation
180	Citywide wayfinding and signage plan			--	City	Implementation

[end of Off-Street Multimodal Plan Tables of Projects]

ON-STREET MULTIMODAL PLAN / CITYWIDE MOBILITY PLAN

Project type color corresponds to the On-Street Multimodal Plan Map.

See Citywide Mobility Fee Technical Report dated January 2025 for further detail related to each mobility project.

ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	OWNERSHIP	PROJECT TYPE
5	Central Blvd	Donald Ross Road	117th Court North	2.55	County	Buffered Bike Lanes
10	Central Blvd	117th Court North	PGA Blvd	0.77	County	Buffered Bike Lanes
15	Military Trail	Donald Ross Road	Elm Avenue	2.25	County	Buffered Bike Lanes
20	Military Trail	Elm Avenue	Kyoto Gardens Avenue	0.35	County	Separated Bike Lanes
22	Military Trail	Kyoto Gardens Avenue	Garden Lakes Drive	0.29	County	Separated Bike Lanes
24	Military Trail	Garden Lakes Drive	PGA Blvd	0.19	County	4' Bike Lanes
26	Military Trail	PGA Blvd	Lilac St	0.75	State	4' Bike Lanes
28	Military Trail	Lilac St	Holly Dr	0.25	State	4' Bike Lanes
30	Military Trail	Holly Dr	Gardenia Dr	0.35	State	4' Bike Lanes
32	Military Trail	Gardenia Dr	Northlake Blvd	0.65	State	4' Bike Lanes
34	Military Trail	Northlake Blvd	Investment Lane	0.75	State	4' Bike Lanes
35	Alternate A1A	Donald Ross Road	Kyoto Gardens Drive	2.47	State	Buffered Bike Lanes
40	Alternate A1A	Kyoto Gardens Drive	RCA Blvd	0.65	State	Buffered Bike Lanes
43	Alternate A1A	RCA Blvd	Lighthouse Drive	1.47	State	Buffered Bike Lanes
45	Lighthouse Drive	Alternate A1A	Mac Arthur Blvd	0.23	City	Bicycle Blvd
47	Mac Arthur Blvd	Lighthouse Drive	Northlake Blvd	0.65	City	Bicycle Blvd
50	Prosperity Farms Road	Donald Ross Road	Northlake Blvd	5.26	County	Funded
53	US Hwy 1	PGA Blvd	Northlake Blvd	2.60	State	Funded
54	Grandiflora Rd	Buccaneer Way	Military Trail	0.50	City	Bicycle Blvd
55	Hood Road	Jog Road	Turnpike	0.98	County	5' Bike Lanes
60	Jog Road	PGA Blvd	Hood Road	1.40	County	Protected Intersections
65	Gardens Parkway (Phase 1)	Alternate A1A	Prosperity Farms Road	1.57	City	5' Bike Lanes
70	Gardens Parkway (Phase 2)	Alternate A1A	Prosperity Farms Road	1.57	City	Separated Bike Lanes (Not Mapped)
73	Kyoto Gardens Drive	RCA Center Drive	Alternate A1A	0.20	City	4' Bike Lanes
75	Kyoto Gardens Drive	Alternate A1A	Fairchild Gardens Avenue	0.42	City	4' Bike Lanes

ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	OWNERSHIP	PROJECT TYPE
77	Lake Victoria Gardens Ave	Gardens Parkway	Kyoto Gardens Drive	0.38	City	Bicycle Blvd
78	Lake Victoria Gardens Ave	Kyoto Gardens Drive	PGA Blvd	14	City	4' Bike Lanes
80	Fairchild Gardens Avenue	Gardens Parkway	PGA Blvd	0.40	City	4' Bike Lanes
85	Fairchild Gardens Avenue	PGA Blvd	Fairchild Avenue	0.25	City	4' Bike Lanes
90	Kew Gardens Drive	Gardens Parkway	PGA Blvd	0.35	City	4' Bike Lanes
97	PGA Blvd	Beeline Highway	C-18 Canal	1.95	State	Buffered Bike Lanes
100	PGA Blvd	C-18 Canal	Turnpike	2.26	State	Buffered Bike Lanes
105	PGA Blvd	Turnpike	Military Trail	1.53	State	Buffered Bike Lanes
110	PGA Blvd	Military Trail	Alternate A1A	0.76	State	Buffered Bike Lanes
115	PGA Blvd	Alternate A1A	Prosperity Farms Road	1.43	State	Buffered Bike Lanes
118	PGA Blvd	Prosperity Farms Road	US Hwy 1	0.65	State	Corridor Study
120	Fairchild Avenue (Within Legacy Crossing)	Lake Victoria Blvd	Fairchild Gardens Avenue	0.22	City	Bicycle Blvd
125	Fairchild Avenue	Fairchild Gardens Avenue	Campus Drive	0.38	City	Funded
130	RCA Blvd	PGA Blvd	Northcorp Parkway	0.30	City	Buffered Bike Lanes
135	RCA Blvd	Northcorp Parkway	Alternate A1A	0.25	City	Buffered Bike Lanes
140	RCA Blvd	Alternate A1A	Prosperity Farms Road	1.30	City	Buffered Bike Lanes
145	Northcorp Parkway	RCA Blvd	Riverside Drive	0.34	City	4' Bike Lanes
150	Riverside Drive	Northcorp Parkway	Burns Road	0.25	City	Buffered Bike Lanes
155	Burns Road	Military Trail	Alternate A1A	0.54	City	Funded
160	Burns Road	Alternate A1A	Prosperity Farms Road	1.20	City	Separated Bike Lanes
170	Northlake Blvd	Military Trail	Sandtree Drive	0.75	State	Funded
172	Northlake Blvd	Sandtree Drive	Mac Arthur Blvd	0.40	County	Corridor Study
174	Northlake Blvd	Mac Arthur Blvd	Alternate A1A	0.75	County	Corridor Study
178	Northlake Blvd	Alternate A1A	US Hwy 1	1.25	State	Corridor Study
180	Beeline Hwy	Blue Heron Blvd	Northlake Blvd	3.00	State	Funded
185	Beeline Hwy	Northlake Blvd	Coconut Blvd	6.90	State	Buffered Bike Lanes
190	Coconut Blvd	Avenir Conservation Area	Beeline Hwy	2.30	City	Buffered Bike Lanes

[end of On-Street Multimodal Plan Tables of Projects]

Project color corresponds to the Transit Plan Map.

See Citywide Mobility Fee Technical Report dated January 2025 for further detail related to each mobility project.

CIRCULATOR ROUTE	FROM	TO	LENGTH (MILES)	ROUTE DETAIL
East Route (Phase 1)	Future Rail Station	The Gardens Mall	3.90	Destinations served: The proposed transit circulator service would connect Downtown at the Gardens, the Gardens Mall, Palm Beach State College, & Legacy Place. RCA Center Drive & Design Center Drive are the primary access connections to Future Rail Station for the East Route. East route runs in a counterclockwise direction.
West Route (Phase 1)	Future Rail Station	City Hall	7.00	Destinations served: The proposed transit circulator service would connect FPL Headquarters, Midtown, Gardens North County Park, Duncan Middle School, Timber Trace Elementary School, PGA Commons, City Hall, & Burns Road Community Center. RCA Center Drive & Design Center Drive are the primary access connections to Future Rail Station for the West Route. West route runs in a counterclockwise direction.
North Route (Phase 2)	Future Rail Station	Alton Town Center	8.50	Destinations served: The proposed transit circulator service would connect FPL Headquarters, Alton Town Center, Benjamin High School, Dwyer High School, Donald Ross Village, Frenchmans Crossing, & Downtown at the Gardens. RCA Center Drive & Design Center Drive are the primary access connections to Future Rail Station for the North Route. North route runs in a clockwise direction.
South Route (Phase 2)	Future Rail Station	Palm Beach State College	4.70	Destinations served: The proposed transit circulator service would connect Palm Beach Gardens Elementary, Promenade Shopping Plaza, Palm Beach Gardens Medical Center, Oaks Park, & Palm Beach State College. RCA Center Drive & Design Center Drive are the primary access connections to Future Rail Station for the South Route. South route runs is a bi-directional route first running counterclockwise, then running back to the future rail station in a clockwise direction.
US 1 Route (Phase 3)	Future Rail Station	US 1 / A1A	3.50	Destinations served: The proposed transit circulator service would connect PGA Plaza, Palm Beach State College, Prosperity Center, City Centre, Marine Max, Harbor Financial Center, The Gardens Mall, & Legacy Place. RCA Center Drive & Design Center Drive are the primary access connections to Future Rail Station for the South Route. South route runs counterclockwise. Alignment subject to change with any future Mall redevelopment.

OFF-STREET & ON-STREET TRANSIT WAYS (DEDICATED OR PRIORITY TRANSIT FACILITY)

CIRCULATOR ROUTE	FROM	TO	LENGTH (MILES)	ROUTE DETAIL
Gardens Parkway (Phase 2)	Alternate A1A	Kew Gardens Avenue	0.73	Transit circulator route for portions of East and North routes. Convert curbside lane to either a dedicated transit lane or transit priority lane per the following: (1) Westbound curbside lane from Fairchild Gardens Ave to Kew Gardens Ave; (2) Eastbound curbside lane from Alternate A1A to Lake Victoria Gardens Avenue; (3) Operate directionally during AM, PM and Mid-Day peaks.
Military Trail (Phase 2)	Kyoto Gardens Drive	Donald Ross Road	2.17	Transit circulator route for portions of North route. Convert curbside lane to either a dedicated transit lane or transit priority lane per the following (will require County coordination): (1) Northbound curbside lane from Kyoto Gardens Avenue to Victoria Falls Blvd; (2) Southbound curbside lane from Shops at Donald Ross to Hood Road; and (3) Operate directionally during AM, PM and Mid-day peaks.

TRANSIT CIRCULATOR IMPLEMENTATION PROJECTS

PROJECT	LOCATION	LENGTH (MILES)	PROJECT DETAIL
Transit Circulator Vehicles	Transit Circulator Routes	--	Provide a total of 6 transit circulators and 16 neighborhood electric vehicles.
Future Rail Station	Transit Oriented Development (TOD) Master Plan	--	Add a multimodal transit center with 1,000 parking spaces, a Park & Ride and ride-hailing drop-off and pick-up location, along with spaces for car, bike and scooter sharing, car rental, a transit and microtransit transfer point.
Mobility Hubs	Mixed-Use Developments & Community Destinations	--	Construct up to 10 mobility hubs at various attractors and destinations along the transit circulator routes. The City will develop criteria for mobility hubs that serve local and community travel. Mobility hubs may include parking spaces, EV Charging Stations, Transit Shelters with varying amenities, pick-up and drop-off zones, and micromobility devices or mobility share programs. The City may develop criteria in its land development code to allow for parking reductions for the construction of on-site mobility hubs.
Northlake Blvd Transit Corridor Study	From MacArthur Blvd to Coconut Blvd	10.9	Conduct a transit corridor study to determine the type and frequency of transit service to provide to development in the western portion of Palm Beach Gardens. The transit study would also evaluate connectivity to the future rail station either through the southern transit circulator route or direct transit service to future rail service. The study would also evaluate the feasibility of a transit corridor along PGA Blvd and the corridor for the PGA Blvd Beeline to Coconut PD&E study.
Multimodal Plans, Programs, Services & Studies	Citywide	--	Conduct and / or transit circulator route plans and studies, develop count program for transit ridership, pursue matching grant fund opportunities through County, FDOT, Federal, State, Palm Tran, and TPA Funding Programs, update mobility plan and fee, develop transit circulator standards.

[end of Transit Plan Tables of Projects]

City of Palm Beach Gardens

NEXT STEPS

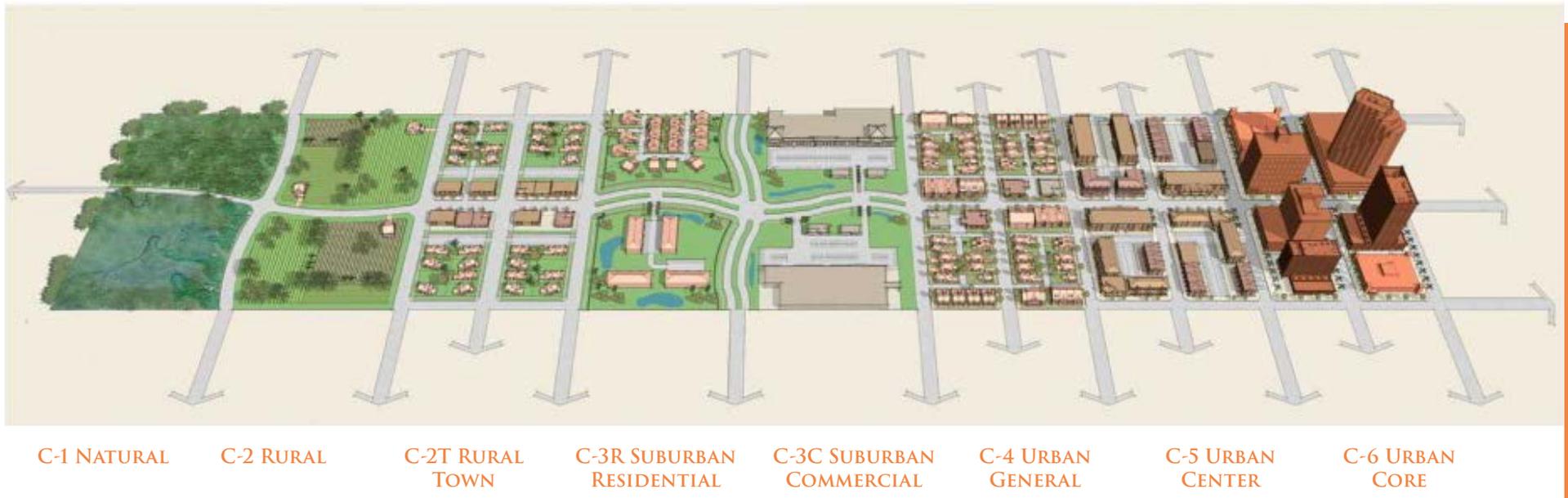


NEXT STEPS RECOMMENDATIONS

COMPREHENSIVE PLAN AMENDMENT:

Within one year from the date of adoption of the Mobility Fee Ordinance, the City will need to amend the Comprehensive Plan to recognize the adoption of the Citywide Mobility Plan and Mobility Fee and amend applicable goals, objectives, and policies. The amendments should also further evaluate the integration of street, multimodal, and transit quality of service (QOS) standards into the Comprehensive Plan. The City would utilize the most recent multimodal data and QOS standards to consider establishing baseline existing conditions as part of the Data, Inventory, and Analysis to develop performance measures. The City should also consider implementing FDOT's Context Classification and expand on the initial application of FDOT's Context Classification that has already been undertaken as part of the Mobility Plan.

FDOT CONTEXT CLASSIFICATION



MOVING BEYOND LEVEL OF SERVICE

The City of Palm Beach Gardens started the process to move beyond roadway level of service with the establishment of areawide roadway level of service (LOS) standards and multimodal quality of service (QOS) standards for people walking, bicycling, and riding transit as part of the existing Mobility Plan for all areas of the City east of the Beeline Highway. The City was one of the first local governments in Florida to incorporate areawide roadway LOS and multimodal QOS standards into its Comprehensive Plan.

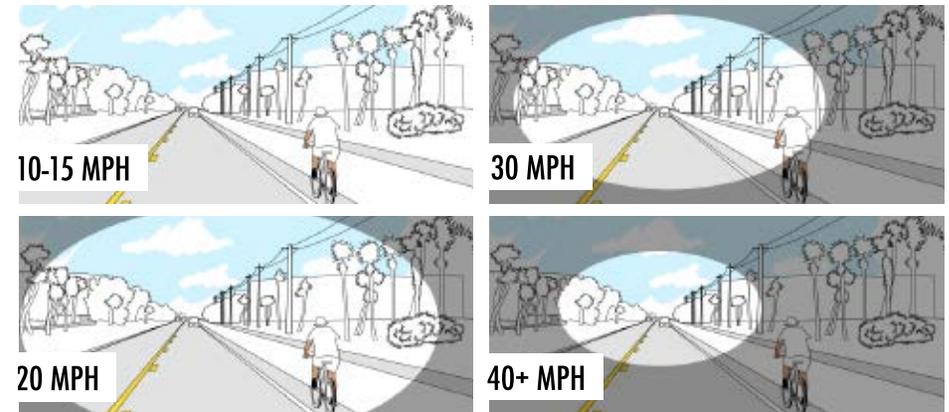
Since the adoption of the existing Mobility Plan, more local governments throughout Florida have moved forward with the adoption of QOS standards. Further, several local governments have also moved beyond roadway LOS standards and adopted Street QOS standards based on posted speeds. The intent of Street QOS standards is simple: **design speed equals posted speed**.

Currently, the design of most roads is based on how fast people are likely to travel, not the posted speed limit of the road. Typically, roads are designed for speeds that are 5 to 10 MPH greater than posted speed limits. The establishment of Street QOS standards allows for the design and redesign of roads that best reflects how fast a community desires vehicles to travel on a given roadway.

The speed that a vehicle is traveling has the largest impact on the severity of injuries and likelihood of fatalities when there is motor vehicle crash. Studies have shown there is a direct correlation between the speed of vehicle travel and the severity of crashes. As speed increases, so does the probability that a crash involving vulnerable road users (people walking, bicycling, scooting, in wheelchairs, etc.) and motorists will result in one or more fatalities:



The primary factor in determining vehicle speed is the design of the roadway. Regardless of the posted speed limit, most drivers will travel at a speed that feels comfortable. This comfortability is largely determined by design factors such as lane width, road alignment (straight or curved), turning radii, the presence of multimodal infrastructure, the degree to which modes are mixed or separated, and visual friction (the density and variability of roadside development). Higher speeds reduce not only the sight distance but also the reaction time a driver needs to avoid a collision:



The City will need to undertake a Comprehensive Plan Amendment to extend areawide LOS and QOS standards to roads west of the Beeline Highway. The Comprehensive Plan Amendment process will also be an opportunity for the City to further explore the establishment of Street QOS as either a complement to areawide LOS standards or a replacement of areawide LOS east of the Beeline Highway and roadway specific LOS standards of “D” for areas west of the Beeline Highway. The City will also explore the update of existing multimodal QOS standards with the following on-street and off-street multimodal and transit QOS standards consistent with the types of mobility projects established in the Citywide Mobility Plan.

STREET QUALITY OF SERVICE

Just because a lower speed limit is posted, does not mean cars will slow down. Slowing down cars requires physical changes to the street right-of-way (ROW) that will result in people driving slower and people feeling more comfortable walking and bicycling. Changes in speed limits and street QOS standards are intended to be phased in over time as part of: **(1)** designing new mobility projects; **(2)** reimagining and repurposing existing right-of-way to emphasize the safe movement of people, versus the quick movement of cars; and **(3)** as part of neighborhood traffic calming projects to improve safety and potentially reduce cut through traffic:

MOVING TOWARDS VISION ZERO SAFER STREETS FOR ALL

City of Palm Beach Gardens

STREET QUALITY OF SERVICE STANDARDS



STREET QUALITY OF SERVICE (QOS) STANDARDS INTENT: POSTED SPEED = DESIGN SPEED	POSTED SPEED LIMIT	APPLICABLE LOCATIONS
Quality of Service (QOS) A*		Local, Residential & Select Streets with ROW modifications to slow vehicles
Quality of Service (QOS) B		Local, Residential, & Select Streets. Also includes: Select Collectors & Arterials with ROW modifications to slow vehicles
Quality of Service (QOS) C		Select Local Streets, Minor & Major Collectors, & Select Arterials with modifications to slow vehicles
Quality of Service (QOS) D		Major Collectors, Minor Arterials, & Select Streets
Quality of Service (QOS) E**		Select Streets & Principal Arterials

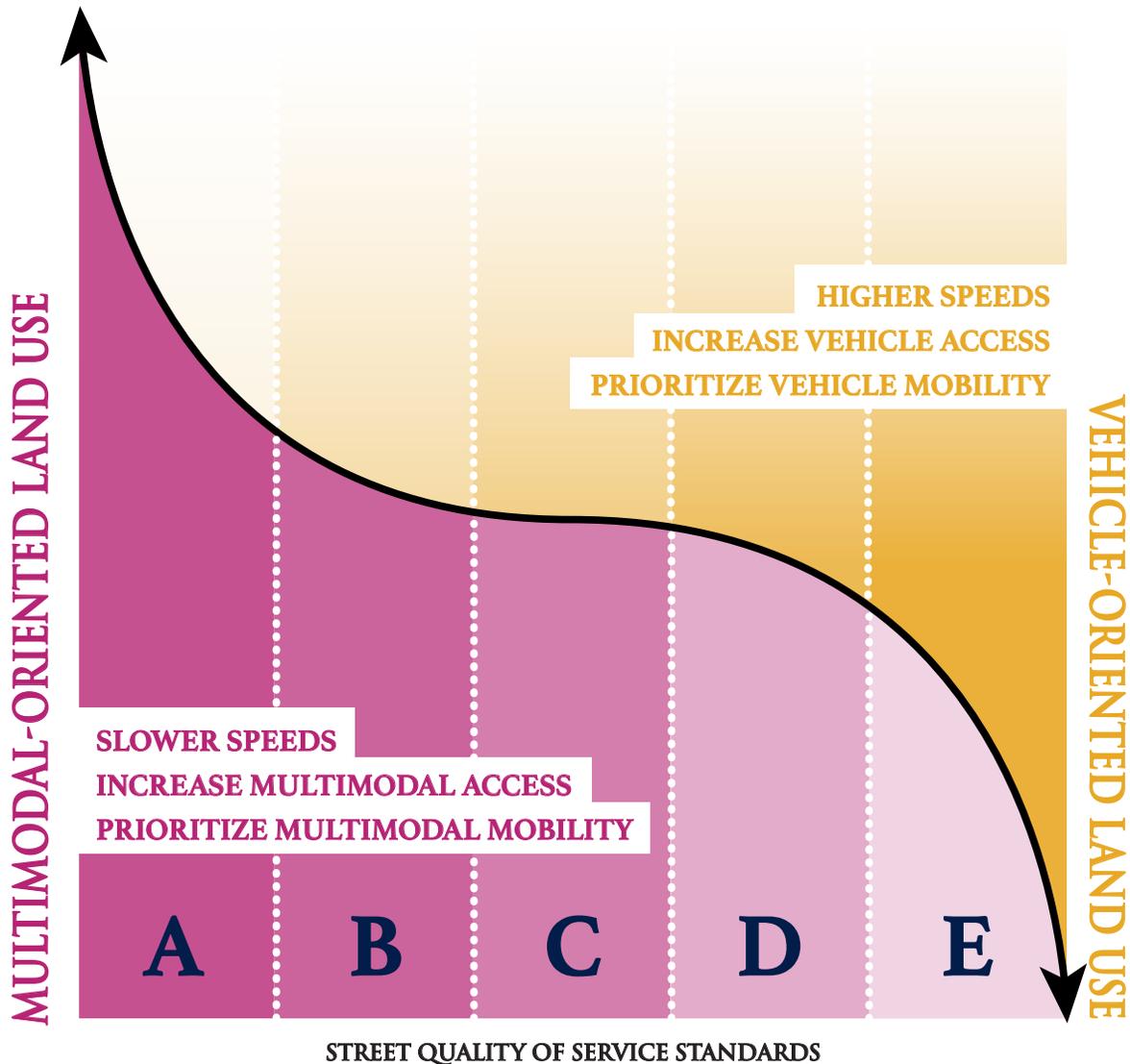


* 20 MPH IS THE MAXIMUM SPEED LIMIT
** 40+ MPH IS THE MINIMUM SPEED LIMIT

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SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC

Street QOS standards can work in conjunction with, or a replacement of, areawide roadway LOS standards. Street QOS standards are intended to allow for lowering vehicle speed limits and increasing flexibility to design roads at the desired speed of travel.

SPEED, ACCESSIBILITY & MOBILITY



The lower the design speed of a street, the greater the emphasis on the safe movement of people, whether they are walking, bicycling, accessing transit, or driving. Establishing Street QOS standards based on posted speed limits more accurately reflects:

1. the intended purpose of a street;
2. the desired level of multimodal access; and
3. the type of access to adjacent land uses.

The lower the speed limit, the greater the accessibility to adjacent land uses by people walking, bicycling, and riding transit. The higher the speed limit, access to adjacent land uses becomes more restrictive, with a greater emphasis on the movement of vehicles and access to those uses via driving, versus walking, bicycling, and transit. Streets with higher speed limits will likely require the need for additional turn lanes, off-street parking, and vehicle circulation at adjacent land uses, as most people will access the land use by driving.

OFF-STREET MULTIMODAL QUALITY OF SERVICE

The Off-Street Multimodal QOS improves for sidewalks, pathways, shared-use paths, and boardwalks the further people walking and bicycling are separated and / or protected from vehicle travel lanes. The description of off-street multimodal facilities has been updated to be consistent with the Palm Beach County Transportation Planning Agency (TPA).

MOVING TOWARDS VISION ZERO SAFER STREETS FOR ALL

City of Palm Beach Gardens OFF-STREET MULTIMODAL QUALITY OF SERVICE STANDARDS



OFF-STREET MULTIMODAL QOS STANDARD

ROW FEATURES (SEE NOTES FOR ROW WITH MULTIPLE FEATURES)

FACILITY TYPE	LIMITED SEPARATION	LANDSCAPE STREET TREES	ON-STREET PARKING OR PHYSICAL BARRIER	LANDSCAPE BUFFER	SPEED LIMIT 25 MPH OR LESS
Boardwalk, Shared-Use Path, or Sidewalk (10' or wider)	B	A	A	A	A
Pathway or Sidewalk (8' to 9' wide)	C	B	B	B	B
Sidewalk (6' to 7' wide)	D	C	C	C	C
Sidewalk (4' to 5' wide)	E	D	D	D	D

SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC

INTENT: MOBILITY PLANNING AND MEASURE PERFORMANCE OF MULTIMODAL PROJECTS OVER TIME.

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Off-Street Multimodal QOS Standards are intended for mobility planning and to measure performance of mobility projects over time. Limited separation is the baseline QOS. The QOS increases depending on the presence of ROW features. The presence of two ROW features, except for limited separation, such as on-street parking and street trees would result in an increase in one letter grade above the highest letter grade. For example, an eight (8) foot wide pathway with those two ROW features would increase from a QOS of “C” to a QOS of “A”. The presence of three ROW features, except for limited separation, such as a landscape buffer with street trees and a posted speed limit of 25 MPH would result in an increase in two letter grades above the highest letter grade. For example, a five (5) foot wide sidewalk with those three ROW features would increase from a QOS of “E” to a QOS of “B”.

ON-STREET MULTIMODAL QUALITY OF SERVICE

The On-Street Multimodal QOS for bicycle lanes improves the further people bicycling and scooting are separated and / or protected from vehicle travel lanes. The description of on-street multimodal facilities has been updated to be consistent with the Palm Beach County Transportation Planning Agency (TPA).

MOVING TOWARDS VISION ZERO SAFER STREETS FOR ALL

City of Palm Beach Gardens ON-STREET MULTIMODAL QUALITY OF SERVICE STANDARDS



ON-STREET MULTIMODAL QOS STANDARD

ROW FEATURES (SEE NOTES FOR ROW WITH MULTIPLE FEATURES)

FACILITY TYPE	LIMITED SEPARATION	SEPARATED	BUFFERED	ENHANCED VISIBILITY	SPEED LIMIT 25 MPH OR LESS
Bike Lane (6' or wider)	B	A	A	A	B
Bike Lane (5' wide)	C	A	B	B	B
Bike Lane (4' wide)	D	B	C	C	C
Paved Shoulder (aka Undesignated Bike Lane)	E	--	D	--	C
Bicycle Boulevard (with sharrows)	C	--	--	B	C

SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC
INTENT: MOBILITY PLANNING AND MEASURE PERFORMANCE OF MULTIMODAL PROJECTS OVER TIME.

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On-Street Multimodal QOS Standards are intended for mobility planning and to measure performance of mobility projects over time. Separated bicycle lanes include protected or raised bicycle lanes or cycle tracks. Buffered bicycle lanes include double 4” or 6” white edge lines separating bike lanes from adjacent travel lanes. Ideally the buffer is at least three (3) feet wide for roads with speed limits of 40 MPH or greater and at least two (2) feet wide for roads with speed limits of 30 to 35 MPH. Flex post, raised pavement markings, or vertical deflection barriers should be provided within the buffer where feasible. Enhanced Visibility means the use of green pavement markings, contrast boxes behind sharrows and bicycle symbols, on-street pavement markings with speed limits or share the road. The presence of two ROW features, except for limited separation, would result in an increase in one letter grade. For example, a four foot wide bike lane with enhanced visibility and a posted speed limit of 25 MPH would result in an increase from a QOS of “D” to a QOS of “B”.

TRANSIT QUALITY OF SERVICE

Transit QOS improves based on the types of transit service provided and the frequency of transit service. Transit QOS standards are only for corridors with existing or future transit service. Frequency of service for rail and buses is determined by the regional transit provider. The City does have greater ability to pursue higher frequency for microtransit service and transit circulators.

MOVING TOWARDS VISION ZERO SAFER STREETS FOR ALL

City of Palm Beach Gardens TRANSIT QUALITY OF SERVICE STANDARDS



FREQUENCY OF SERVICE	REGIONAL TRANSIT PROVIDERS		REPRESENTATIVE OF CITY TRANSIT	
	FUTURE RAIL	BUS	MICROTRANSIT	CIRCULATOR
10 minutes or less	A	A	A	A
15 minutes	A	A	B	A
20 minutes	A	B	C	B
30 minutes	B	C	D	C
45 minutes	C	D	E	D
60 minutes	D	E	E	E

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Transit QOS Standards are intended for mobility planning and to measure performance of mobility projects over time. Limited separation is the baseline QOS. To achieve higher QOS standards requires dedicated facilities such as rail, dedicated lanes, or shared-use paths that allow for use by microtransit (low speed vehicles).

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