TOWN OF LAKE PARK

MOBILITY PLAN & MOBILITY FEE

OCTOBER 2022

NUE URBAN CONCEPTS
LAND USE · MOBILITY · PARKING · FEES

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Further Reading: A technical report is being prepared for documenting the mobility fee

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INTRODUCTION

The City of Lake Park, once known as the "Gateway to the World's Winter Playground," was founded in 1923 by Harry Seymore Kelsey, a wealthy businessman who sold his multimillion-dollar restaurant business to join the Florida land boom and eventually become the largest landowner in Palm Beach County. Originally named Kelsey City, Lake Park was the first zoned municipality in the State of Florida and was intended to be a resort destination. During its time as a nationally recognized, groundbreaking town, the Town's founder commissioned the Olmsted Brothers company, owned and operated by the famous landscape architect Frederick Law Olmsted's sons, to design and landscape the community. Before it could reach its full potential, a combination of factors including a slowing real estate market, the devastating 1928 hurricane, and the Great Depression led to a halt in development for more than a decade. After World War II, the Town experienced an increase in population primarily made of military personnel that catalyzed reinvestment in the Town. Revitalization efforts by the local garden club led to the Town's name change aimed to honor the Town's Olmsted legacy by naming the street grid after flowers and other flora. Today, the Town's development still largely follows the original plan of development:

- Residential area from US Highway 1 to 5th St
- Commercial area from 5th to the FEC railroad
- Industrial area west of the railroad

With more than 9,000 residents, the Town boasts a historic downtown main street, beautiful landscaping and parks, a marina and waterfront promenade, the Kelsey Theater, and the historic Town Hall building listed on the National Register of Historic Places. The 2045 Mobility Plan brings together various City initiatives to enhance Lake Park's history and character as an Olmsted legacy by creating a vibrant, lush oasis. The plan seeks to further emphasize the historic Downtown as a place for people and improve mobility and accessibility for multimodal travel throughout the City.

The Mobility Plan serves as the basis for the establishment of a Mobility Fee system that functions as an alternative to transportation concurrency enacted by the Florida Legislature. The Mobility Fee allows new development and redevelopment to mitigate its transportation impact to Lake Park's transportation system through payment of a one-time fee.

The Town of Lake Park 2045 Mobility Plan is a vision, over the next 22 years, to emphasize the movement of people, versus moving cars. This is done by planning for multimodal transportation projects that provide people choices: whether they want to walk, bicycle, ride transit, use new mobility technology, or continue to drive their cars. The Mobility Plan also proposes innovative programs that will supplement multimodal projects and enhance access to businesses and services within Lake Park and reduce the impact of traffic on neighborhood streets.

The 2045 Mobility Plan consists of two (2) distinct plans: (1) Complete Streets Plan; (2) Streetscape, Street Trees, and Landscape Enhancement Plan. The two plans include sidewalks, complete streets, multimodal improvements (e.g., multi-use trails, shared-use paths, bicycle lanes, curbless shared streets), low speed streets, new roads, and enhanced streetscape, street trees, and landscaping. The Complete Streets Plan addresses both townwide and regional mobility by proposing upgrades to existing regional bus stops. The Plan also identifies several needs on FDOT, Palm Beach County, and neighboring municipality roads, which will require coordination with the relevant agencies.

The Town of Lake Park Mobility Plan and Mobility Fee Technical Report, dated September 2022, documents the data and methodology used to develop a mobility fee that meets legally established dual rational nexus and rough proportionality tests, along with the requirements of Florida Statutes 163.3180.

MOBILITY PLANNING

The Mobility Plan establishes a shared community vision for how people travel that is built on providing mobility choices.

WHAT IS A MOBILITY PLAN?

A Mobility Plan is a forward-looking and progressive approach that sets forth a comprehensive vision of a transportation system that emphasizes the movement of people over cars and provides people with the opportunity to safely, comfortably, and conveniently walk, bicycle, ride transit, drive or use new mobility technology to move around their towns or cities. An effective Mobility Plan identifies transportation improvements such as sidewalks, trails, bike/multimodal lanes (on-street) and multimodal ways (off-street), transit routes and stops, intersection improvements, traffic calming, and low speed streets that connect neighborhoods with important destinations. Mobility Plans may also identify strategic policies and programs that facilitate effective implementation of the proposed infrastructure projects.

In 2007, the Florida Legislature introduced the concept of Mobility Plans and Mobility Fees as an alternative to transportation concurrency and to provide an equitable way for new development to mitigate (offset) its impact to the transportation system.

In 2013, the Legislature updated the Community Planning Act to encourage and allow local governments to adopt alternative mobility funding systems, such as Mobility Plans and Mobility Fees, as a replacement for transportation concurrency, proportionate share, and road impact fees (Florida Statute 163.3180).

WHY DOES THE TOWN NEED A MOBILITY PLAN?

The Town of Lake Park is projected to experience significant population and employment growth that will add new homes, businesses, and shops to the community over the next 22 years. These new residents and businesses will generate additional traffic and increase the demand for multimodal transportation projects to travel within Lake Park and to and from surrounding cities, communities, and neighborhoods.

The Mobility Plan provides a blueprint for the Town of Lake Park to proactively prioritize multimodal projects. Mobility Plans are different from transportation concurrency and road impact fees because they emphasize addressing travel demand from new growth, not only through new roads and widening of existing roads, but also by providing diverse mobility choices. This approach helps local governments find a balance between reducing congestion and supporting community growth.

Identifying project needs and priorities in the Mobility Plan will help the Town of Lake Park take advantage of additional funding opportunities, such as federal and state assistance programs and grants. In coordination with the Palm Beach County Transportation Planning Agency (TPA), projects in Lake Park's Mobility Plan may also be identified for funding through inclusion in the region's Long Range Transportation Plan.

HOW WAS THE MOBILITY PLAN DEVELOPED?

In 2022, The Town of Lake Park contracted NUE Urban Concepts and DDEC, co-founding members of the Mobility Cohort, to lead in the development of a Mobility Plan and Mobility Fee that would transition Lake Park from a transportation planning and funding process primarily focused on moving cars to a multimodal system that emphasizes people and mobility choices. The development of the Mobility Plan was a collaborative process that brought together Town staff, business and property owners, and interested residents and it included leveraging local knowledge, an analysis of existing conditions, and coordination with current planning initiatives to develop a strategic plan that will best serve the residents and visitors of Lake Park.

The first step in the development of the Mobility Plan was to identify anticipated future developments and to review the Town's Comprehensive Plan and Capital Improvements Program for improvements that are planned and programmed, including the 10th Street & Park Avenue Landscape and Streetscape Plan and the extension of Park Avenue. The team then evaluated existing conditions and held meetings with stakeholders to gain local knowledge that informed the identification of additional projects to fill existing gaps and create a safe, convenient, and integrated transportation system.

The project team provided public information and implemented a communications strategy to promote the development of the Mobility Plan and Mobility Fee and invited residents to contribute their ideas. During the summer of 2022, the Town held two public meetings. The first introduced what a Mobility Plan and Mobility Fee is, presented the draft Mobility Plan, and provided an opportunity to discuss broad topics related to improving multimodal transportation in Lake Park. In the second meeting, the project team presented an updated version that incorporated resident feedback and discussed details of the calculation of the Mobility Fee.

Common themes that came out of the two public meetings included road safety and accessibility. Overall, the Mobility Plan received positive feedback, except for opposition to the proposed road openings on 2nd Street and 3rd Street at Silver Beach Road. Two memos that expand upon the feedback received in each public meeting were prepared and can be referenced in the Town of Lake Park 2045 Mobility Plan & Mobility Fee Technical Report. Input received at the public meetings was used to refine and finalize the project recommendations in the Mobility Plan.

A legal process is necessary to adopt and implement the Mobility Plan and Mobility Fee. The City established legislative intent to consider development of a mobility plan and fee through the 2022 amendment to the Comprehensive Plan. Once legislative intent was established, the Lake Park 2045 Mobility Plan and Mobility Fee was developed. Below is a step-by-step overview of the process used to develop the Mobility Plan and Mobility Fee consistent with legal and statutory requirements. After both are finalized through a community engagement process and the plan is given approval by the Planning & Zoning Board, the Town Commission must adopt an implementing ordinance. The implementing ordinance is followed by an administrative assessment and changes to the comprehensive plan, land development codes, and site access/impact assessment processes.

MOBILITY PLANNING IN LAKE PARK'S COMPREHENSIVE PLAN

In 2021, the Town of Lake Park amended the Transportation Element of its Comprehensive Plan to establish legislative intent to develop a Mobility Fee based on the multimodal projects established in a Mobility Plan.

GOAL 4.6.1 of the Transportation Element of Lake Park's Comprehensive Plan is:

"A safe, connected, convenient, and efficient multimodal transportation system that emphasizes the movement of people and goods in a sustainable manner and minimizes environmental and neighborhood impact shall be available to all residents, business, and visitors of the Town."

POLICY 2.1 of the Transportation Element of Lake Park's Comprehensive Plan is:

"The Town shall adopt a mobility plan that addresses impacts to Town, County, and State of Florida transportation facilities within and adjacent to the Town. The multimodal improvements identified in the Mobility Plan shall be based on future person travel demand and multimodal projects necessary to meet the demand as required by the needs test of the dual rational nexus test. The horizon year for the mobility plan shall be either consistent with the Town's Comprehensive Plan or the most recently adopted Palm Beach County TPA Long Range Transportation Plan (LRTP). The Mobility Plan may identify improvements that may be used in the calculation of a Mobility Fee, which may be wholly or partially attributable to new development, or redevelopment.

POLICY 2.3 of the Transportation Element of Lake Park's Comprehensive Plan is:

"The types of projects included in the Mobility Plan shall be consistent with multimodal quality of service standards established therein. At a minimum, the Mobility Plan shall include the identification of improvements for people walking, such as sidewalks and paths, bicycling, such as bike lanes or bike trails, people riding microtransit and transit vehicles, such as multimodal lanes, slow speed (15MPH) lanes, and dedicated lanes, and for people driving, such as upgraded intersections and wider roads, and low speed and shared curbless streets."

POLICY 2.5 of the Transportation Element of Lake Park's Comprehensive Plan is:

"The Town shall evaluate developing complete street policies identified in the Mobility Plan or into its land development regulations. These land development regulations would address the anticipated users of road, including pedestrians, bicyclists, transit, motorists. The land development regulations shall evaluate appropriate designs of roadway cross-sections based upon mobility and accessibility needs"

OBJECTIVE 3 of the Transportation Element of Lake Park's Comprehensive Plan is:

"The Mobility Plan may evaluate the adoption of a Mobility Fee to mitigate the travel demand of persons in and through the Town attributable to future development and redevelopment on the Town, County, and state of Florida roads identified in this Element."

MOBILITY FEES

WHAT IS A MOBILITY FEE?

A Mobility Fee is a one-time fee paid to the Town by development activity (e.g. new or expanded homes and businesses) to off-set (mitigate) any increases in travel demand and pay for its fair share of the multimodal projects adopted as part of the Mobility Plan. Mobility Fees are intended to be an alternative to transportation concurrency and road impact fees. They are not taxes on existing homes and businesses and are only assessed if development activity results in an increase in person travel demand. Mobility Fees are one of the funding sources available and provide the Town with greater flexibility to fund a variety of multimodal projects included in the Mobility Plan.

WHO WOULD PAY IF THE TOWN OF LAKE PARK ADOPTED A MOBILITY FEE?

Any new development activity that requires a building permit and results in an increase in person travel demand above the existing use of property. Mobility Fees are not a tax and they are not charged to existing homes or businesses; unless there is an addition, change of use, expansion, or modification that generates additional person travel demand (impact) above the existing use of the property. If an existing property owner has a vacant lot and applies for a building permit to construct a new home, then they would be required to pay an adopted Mobility Fee. Florida statute exempts governmental uses, along with public and charter schools, from paying Mobility Fees.

HOW ARE THE FEES DETERMINED?

Mobility Fees are determined through an evaluation of the existing and projected population and employment that demonstrates the need for future multimodal projects to accommodate the person travel demand from future growth. Mobility Fees are then calculated based on the cost and person capacity of the multimodal projects adopted as part of the Town's Mobility Plan. A Mobility Fee is based on detailed methodologies designed to meet the dual rational nexus test and rough proportionately test established by case law and Florida Statute.

A detailed technical report has been developed to document how the Mobility Fee is calculated and demonstrate legal and statutory compliance. The results of the detailed technical report will be a simplified table, known as the Mobility Fee Schedule (seen in the detailed technical report). The Mobility Fee Schedule includes different land uses and the Mobility Fee rate assessed for each land use based on a specific unit of measure.

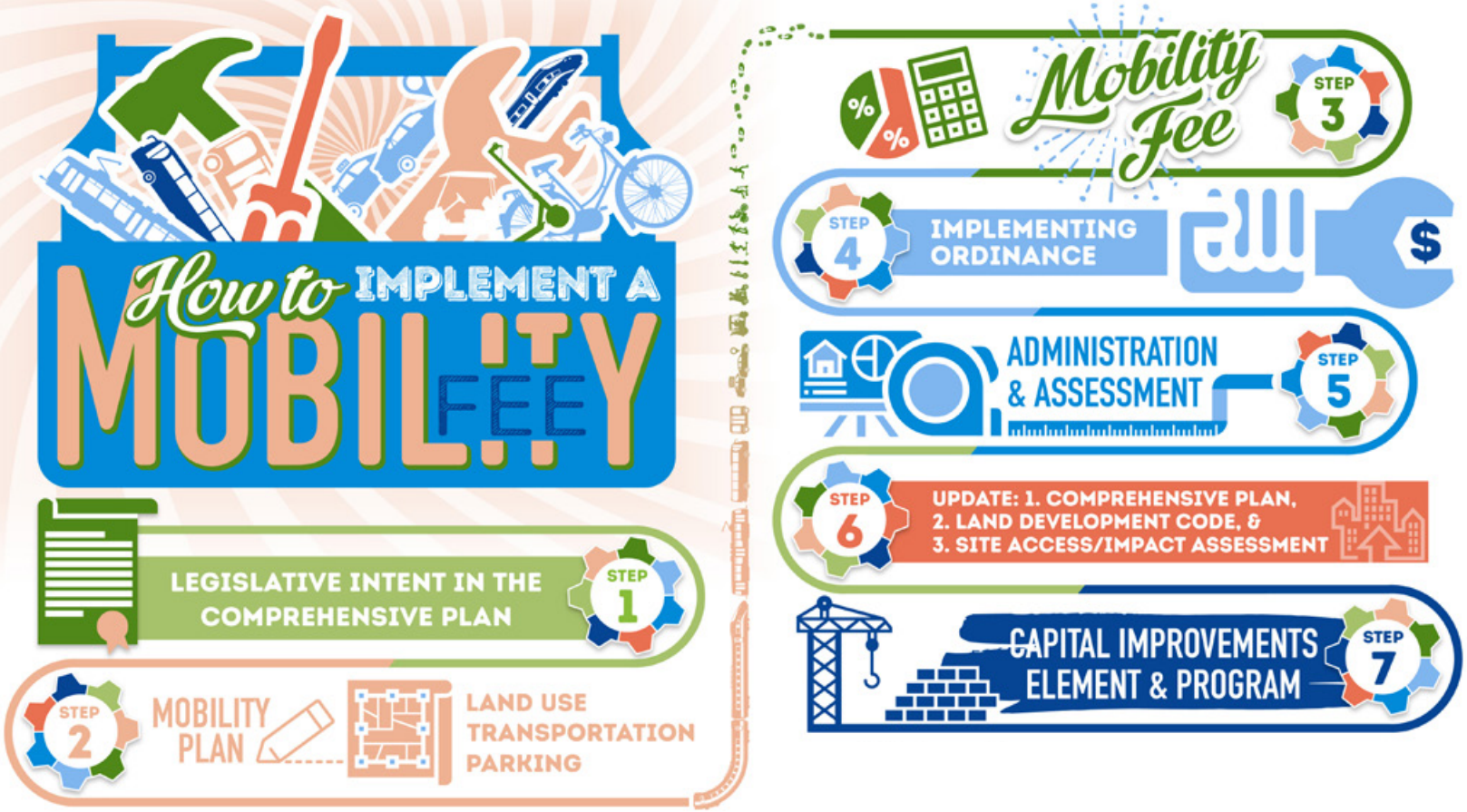
HOW WILL THE TOWN FUND MOBILITY PLAN PROJECTS?

Beyond Mobility Fees, the multimodal projects identified in the Town's Mobility Plan can be funded through a variety of sources, such as Federal and State earmarks, funds, grants, and programs through the Palm Beach County TPA. While the County does collect gas taxes, the majority of those funds are used to maintain current infrastructure. If the County adopted an infrastructure sales tax, a portion of those funds could be used to fund Mobility Plan projects.

The Town could also consider the use of special assessments, Community Redevelopment Area (CRA) funds, property taxes, and tourist development taxes to help fund Mobility Plan projects. Services and programs such as shared micromobility and low speed electric vehicle programs may also charge user fees to pay for the program and services. The identification of multimodal projects as part of a mobility plan provides the Town with the means to proactively pursue appropriations and additional funding opportunities that frequently become available to promote economic development or economic stimulus programs and grants.

HOW ARE MOBILITY FEES IMPLEMENTED?

The following are the seven steps involved in the implementation of a Mobility Fee. This report illustrates the plans proposed to be adopted as part of step 2 and the projected Mobility Fee identified in step 3. The Town will also adopt an implementing mobility fee ordinance as part of the Mobility Plan and Fee adoption. The Town has already established legislative intent in the Comprehensive Plan. Once the Mobility Plan & Mobility Fee have been adopted and the necessary updates to the comprehensive plan, land development code, and site access / impact assessments are complete, the Town can begin programming multimodal projects from the Mobility Plan into its Capital Improvements Program.




SPEED
LIMIT
15

COMPLETE STREETS

WHAT ARE COMPLETE STREETS?

Complete Streets are streets that are designed and maintained in consideration of people of all ages and abilities, whether they are walking, biking, scooting, taking the bus, driving, or using wheelchairs. There is no one-size-fits-all design standard for Complete Streets; each Complete Street is unique and context sensitive.

In order to enable safe, convenient, and comfortable travel and access for all people, Complete Streets may include bicycle lanes / ways, multimodal lanes / ways, shared-use paths, trails, traffic calming, landscaped medians / buffers, narrower travel lanes, roundabouts, curb extensions, high visibility crosswalks, and more.

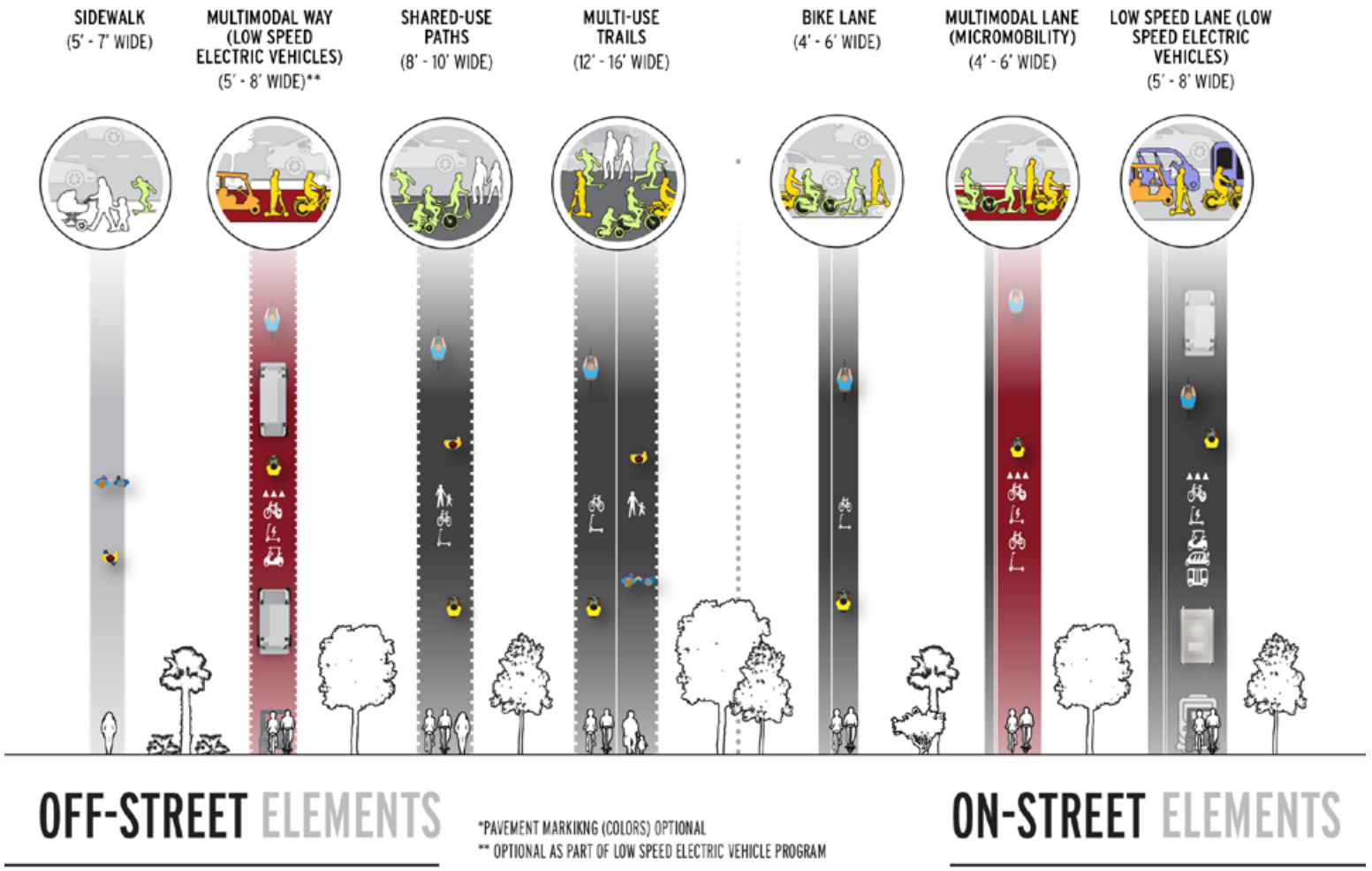
WHAT IS A COMPLETED NETWORK?

A Complete Network is a network of Complete Streets that is connected, without gaps, and forms a well-integrated system between the various modes of transportation. A Completed Network will provide the Town of Lake Park the opportunity to better utilize its public space to offer safe and convenient transportation for all road users regardless of age, background, ability, or mode of travel, while incorporating the Town's historic, cultural and environmental assets.

MULTIMODAL PROJECTS

WHAT ARE MULTIMODAL PROJECTS?

The Mobility Plan accommodates different types (modes) of travel on a variety of multimodal facilities (e.g., bike lanes, paths, roads, sidewalks, and trails). The image below illustrates the types of multimodal projects, both on-street and off-street, that are included in the Mobility Plan. Sidewalks and bike lanes are intended to be primarily used by people bicycling and walking (non-motorized travel). Shared-use paths, multimodal lanes, and multi-use trails can also be used by micromobility devices (motorized travel). Further, low speed lanes (on-street) and multimodal ways (off-street) are optional infrastructure typologies that could be implemented as part of a future Micromobility & Low Speed Electric Vehicle Program and would accommodate low speed electric vehicles such as golf carts and microtransit vehicles.



MULTIMODAL PROJECTS

HOW WERE MULTIMODAL PROJECTS IDENTIFIED?

The multimodal projects identified in the Mobility Plan were established based on the fundamental multimodal 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.

MOBILITY: The ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner. The lack of sidewalks, paths, trails, bike lanes, and curb access ramps are often impediments to people choosing to walk or bike from home to work and other daily activities.

EQUITY: The ability to access relevant activities such as employment, education, entertainment, health care, personal services, recreation, and retail opportunities by people of all ages, abilities, race, and socioeconomic strata without undue and unjust burden. Equitable mobility provides transportation justice for not only underserved and/or disadvantaged communities but also for vulnerable users. People have a fundamental right to move around easily, safely, and conveniently.

ACCESSIBILITY: The ease at which people reach, enter, and use modes of travel (walk / bike / transit / vehicle) at the origin and destination of their trip. Transit systems are frequently burdened with addressing the issue of first and last mile access. Providing Americans with Disabilities Act (ADA)-compliant curb access ramps at origins, destinations, intersections, driveways, and mid-block crossings is imperative to removing impediments for vulnerable users such as the disabled, children, the elderly, and people riding bicycles and micromobility devices.

CONNECTIVITY: The number of route options people have available to them and their directness and/or distance. Gridded street networks provide a high level of connectivity, whereas dead-end cul-de-sacs do not. Innovative approaches to enhance connectivity, such as Low Speed and Shared Streets, along with using paths and trails for non-vehicular connections, improve mobility and accessibility for people walking, bicycling, riding micromobility devices, and accessing transit.

VISIBILITY: The frequency at which those driving a car see people walking, bicycling, riding various micromobility devices, and accessing transit. More people walking and biking = greater awareness and more people walking and biking = safer conditions (i.e. safety in numbers). Green bike lanes, pavers at crosswalks, and flashing signals are all design elements used to increase visibility of people walking and bicycling.

CONTINUITY: The uninterrupted consistency of sidewalks, paths, trails, and bike lanes in width and condition with logical beginning and endpoints that are without gaps and without sudden and abrupt termination. Roads do not suddenly terminate without warning, change number of lanes, or randomly change width without proper transitions — neither should sidewalks, paths, trails, or bike lanes.

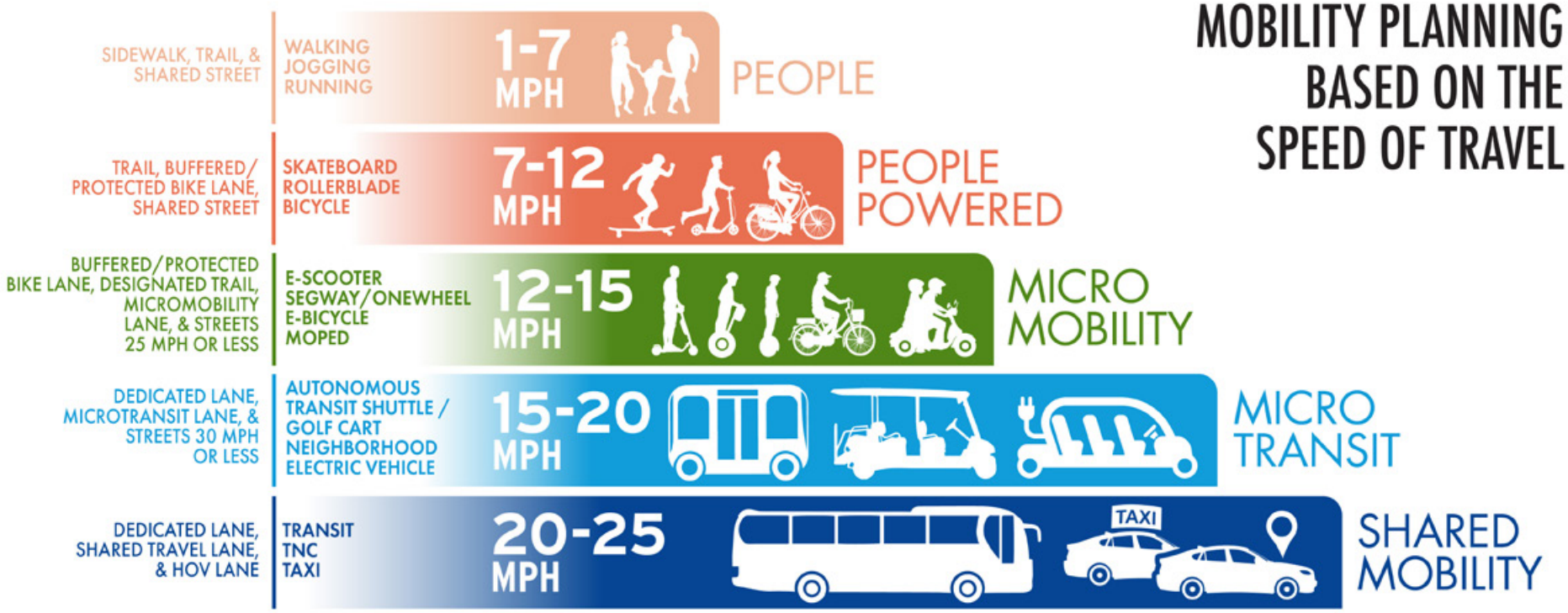
SAFETY: The combination of behavioral and physical design elements of the built environment can make mobility comfortable and pleasant for all ages and abilities. The elements that provide safety include slower speeds, physical separation, enhanced visibility crossings, and designations for different mobility modes. Enhanced safety features encourage behavioral changes that make safety everyone's responsibility.

COMFORT: The sum of all the mobility elements plus the overall quality of the built environment provided for the various mobility modes that allow for comfortable travel, trip satisfaction, travel choice, and time-cost choice. The perception of comfort shows that the availability of a car doesn't automatically make it a first mode choice and the most obvious or direct route may also not be the most comfortable. Improving conditions can remove impediments, increase trip satisfaction and usefulness, and incline travellers to use non-vehicular modes.

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 increases both individual happiness and societal happiness through active engagement with the community that overall increases the quality of life and fosters independence, especially for children and the elderly.

TRAVEL SPEED

Sidewalks and paths are designed to accommodate people bicycling, jogging, walking, or pushing a stroller at 1 to 7 miles per hour. People riding an electric low speed vehicle, a transit circulator, or driving a golf cart are moving between 10 and 20 miles per hour and are not currently accommodated on most major roads in the Town. It is not preferred, and can be unsafe for pedestrians, for electric bicycles or electric scooters to use sidewalks in the Town, even though Florida Statute allows them to be used wherever bicycles are used. It is also not preferred, and most often not safe, for bicycles, golf carts, or scooters to use the entire lane on major roads, even though Florida Statute allows them to use the entire lane where other options are not available. Roads are designed to accommodate people driving cars between 20 and 50 miles per hour. The Mobility Plan attempts to accommodate multiple modes, traveling at varying speeds, with infrastructure that is appropriate and safe for each mode.



MOVING TOWARDS VISION ZERO

WHAT IS VISION ZERO?

Vision Zero is a fundamentally different way to approach traffic safety that includes:

1. A goal to eliminate traffic fatalities and serious injuries; and
2. A multifaceted strategy for how to reach this goal and provide safe, healthy, and equitable mobility for people of all ages and abilities.

Vision Zero originated in Sweden and in 2019 the City of Oslo was the first to achieve zero traffic deaths. While the feasibility of achieving Vision Zero has been controversial, the concept has quickly swept across the globe where many cities have adopted Vision Zero policies and action plans that have facilitated significant steps forward to create safe transportation systems for all people.

The Vision Zero strategy is governed by a Safe Systems approach. This approach acknowledges that people make mistakes, but these mistakes shouldn't lead to death. A Safe System is designed and managed to be forgiving to human error and to keep the risk of a mistake low. Implementation of the Vision Zero strategy is guided by three principals: ***Engineering, Education, and Enforcement.***

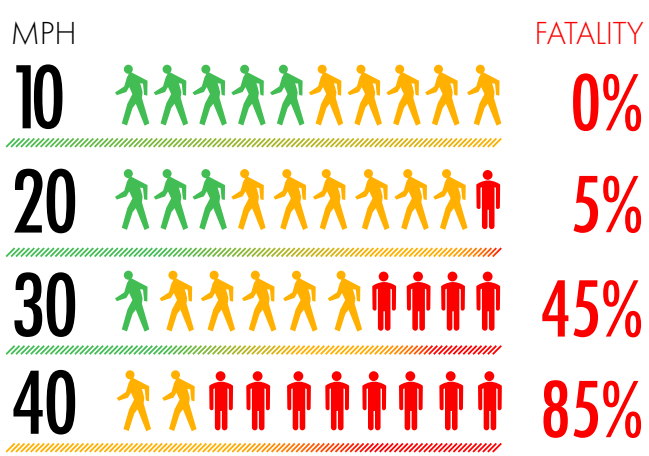
WHY IS VISION ZERO NEEDED?

In 2021, traffic fatalities in Florida rose nearly 10% to a total of 3,629 lives lost on our roadways. Every year, close to 40,000 people are killed on streets in the United States. In a country built for cars, traffic crashes and fatalities have been taken for granted as a fact of life for decades and "drive safe" has become a standard pleasantry – but things haven't always been this way, and they don't have to be in the future. Crashes are preventable.

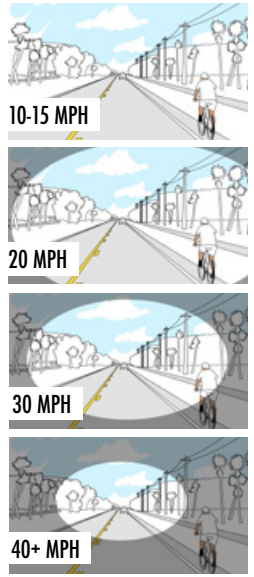
DESIGN FOR SAFE SPEED

There are two primary components in moving towards Vision Zero and Safer Streets for All: multimodal projects and speed of cars. Speed is the most important variable in reducing crashes, traffic deaths and serious injuries. Studies have shown there is a direct correlation between the speed of car 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.) or motorists will result in one or more fatalities. Traveling at a speed of 40 mph, a vehicle needs 145 feet to reach a full stop, while traveling at 20 mph only 45 feet is needed. Similarly, if a person is hit by a vehicle traveling 40 mph there is only a 10% chance of surviving the crash, while at 20 mph there is a 90% chance of survival.

As speed increases, so does the risk of dying in a crash



Higher speeds reduce not only the sight distance but also the reaction time a driver needs to avoid a collision.



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).

Further, while it might be assumed that driver speeds are determined by speed limits, the opposite is true. Speed limits are determined using the 85th percentile rule, which says that speed limits should be set at "the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions." This makes it even more imperative to design roads with lower target design speeds. The lower the design speed, the greater the emphasis on the safe movement of people, whether they are walking, bicycling, or driving.

MOVING TOWARDS VISION ZERO

WHAT ARE LEVEL OF SERVICE STANDARDS?

Level of Service (LOS) standards are transportation service standards developed to help governments analyze operational traffic conditions and to allow for planning and prioritizing road capacity projects. What is lacking in this traditional approach is the ability to analyze conditions and provide services for people using multimodal mobility modes.

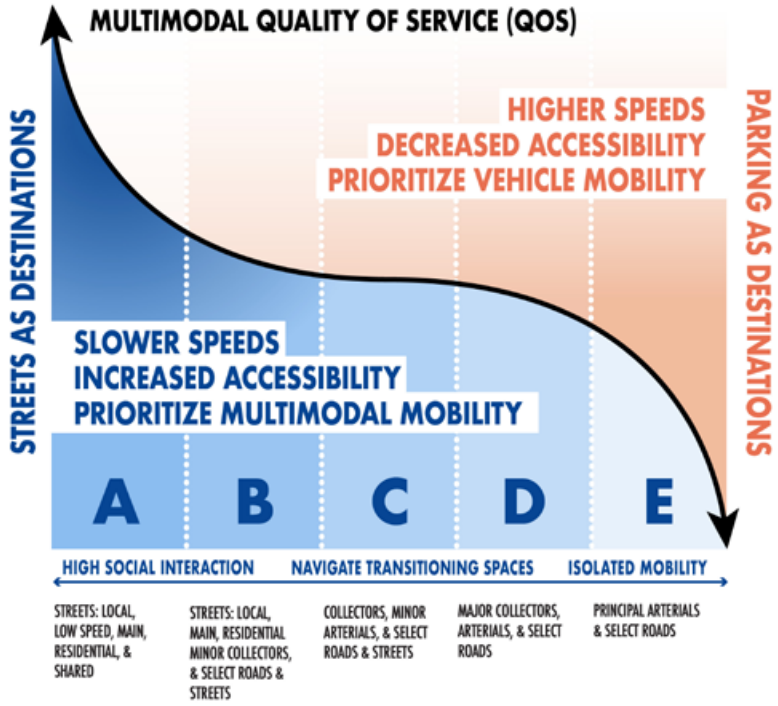
WHAT ARE QUALITY OF SERVICE STANDARDS?

The establishment of street Quality of Service (QOS) standards based on the posted speed limit is both an alternative and a complement to roadway LOS standards. While roadway LOS standards are based on road capacity to move cars, street QOS standards are intended to enhance mobility and safety for all users of the transportation system by prioritizing slower speeds for cars. Street QOS standards are the inverse of roadway LOS standards in that as speed limits go down, street QOS goes up.

The Town established policies in its Comprehensive Plan to move towards Vision Zero and Safer Streets for All through the use of Quality of Service standards. The Mobility Plan identifies multimodal projects to enhance safety, convenience, and connectivity for all users of the transportation system. The following Street Quality of Service (QQOS) standards, based on posted speed limits, are recommended to be adopted in the Comprehensive Plan in recognition that slower speeds create a safer transportation system for all modes of travel. Lowering speed limits is a quick and inexpensive way to move towards Safer Streets for All and, when used with street QOS standards, provide planners and engineers with greater flexibility to implement innovative street designs, such as low speed and complete streets, narrower travel lanes, and locating buildings and trees closer to travel lanes.

Establishing street QOS standards based on posted speed limits more accurately reflects the intended purpose of a street or road and the desired level of people walking and bicycling, along with access to adjacent land uses. The lower the speed, the greater the accessibility to adjacent land uses and an emphasis on safely walking and bicycling. The higher the speed limit, access to adjacent land uses becomes more restrictive, with a greater emphasis on the movement of vehicles.

The following graphic visualizes the Street Quality of Service (QOS) continuum and the type of mobility experience that each QOS standard provides. QOS standard A provides a street environment that prioritizes slower speeds, accessibility, and multimodal mobility for people. These streets not only help people reach their destinations, but can be destinations themselves that reclaim street space for spending time and offer a high level of social interaction. These are typically livelier streets that may include landscaping, public art, sitting and dining areas, and other elements that improve the sociability of the street. QOS A streets can be local, residential, low speed, main or shared streets that require road users to travel slowly and actively engage with both the urban environment and other road users. As QOS goes down, there are more opportunities for conflict and road users must navigate through transitioning spaces that make multimodal design compromises to accommodate increased vehicle flow. On the other end of the continuum, street design for QOS E prioritizes higher speeds and vehicle travel between destinations resulting in a more isolated mobility experience.



MOVING FROM LEVEL OF SERVICE TO 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 that result in people driving slower and people feeling more comfortable bicycling and walking. Changes in speed limits and resulting changes in street QOS standards should be phased in over time as part of: (1) designing new multimodal 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 reduced cut through traffic. The QOS standards and corresponding posted speed limit for the Town are shown in the figure below.

The Town does not currently have LOS standards for sidewalks, bike lanes, and transit. The proposed multimodal QOS standards will be used to establish multimodal capacities for use in the mobility fee calculations and can be used by the Town for performance measures, mobility planning, design standards, and prioritizing multimodal projects. Multimodal QOS standards for people walking and bicycling are based on: (1) the width of the facility (i.e., bike lane, path, sidewalk); (2) the type of physical separation between multimodal facilities and travel lanes for cars, SUVs, trucks, and other motor vehicles; and (3) the posted speed limit. The following multimodal QOS standards for people bicycling and walking on off-street sidewalks, paths, and trails vary based on the width of the facility, the type of physical separation from motor vehicle travel lanes (e.g., street trees, on-street parking) and posted speed limit.

MOVING TOWARDS **VISION ZERO** | TOWN OF LAKE PARK *MULTIMODAL* QUALITY OF SERVICE STANDARDS

STREET QUALITY OF SERVICE (QOS) STANDARDS	MOBILITY FEE ASSESSMENT AREA	APPLICABLE LOCATIONS
MICROMOBILITY SPEED LIMITS*	SPEED LIMIT 10 / SPEED LIMIT 15	BICYCLE LANES / MULTIMODAL LANES / MULTI-USE TRAILS / SHARED-USE PATHS
QUALITY OF SERVICE (QOS) A**	SPEED LIMIT 15	LOW SPEED STREETS / LOCAL STREETS / RESIDENTIAL TOWN STREETS
QUALITY OF SERVICE (QOS) B	SPEED LIMIT 20	LOCAL & RESIDENTIAL STREETS / MINOR COLLECTORS / SELECT ROADS & STREETS
QUALITY OF SERVICE (QOS) C	SPEED LIMIT 25	COLLECTORS / MINOR ARTERIALS / SELECT ROADS & STREETS
QUALITY OF SERVICE (QOS) D	SPEED LIMIT 30	MAJOR COLLECTORS / ARTERIALS / SELECT ROADS & STREETS
QUALITY OF SERVICE (QOS) E***	SPEED LIMIT 35 +	PRINCIPAL ARTERIALS

* MICROMOBILITY SPEEDS IN AREAS WITH HIGH LEVELS OF PEOPLE WALKING SHOULD BE MAX 10 MPH
** POSTED SPEED LIMIT IS MAXIMUM, LOWER SPEEDS ARE ALSO QOS A
*** POSTED SPEED LIMIT IS MINIMUM, HIGHER SPEEDS ARE ALSO QOS E

MOVING TOWARDS **VISION ZERO** | TOWN OF LAKE PARK *MULTIMODAL* QUALITY OF SERVICE STANDARDS

MULTIMODAL QUALITY OF SERVICE STANDARDS FOR BICYCLING & WALKING

FACILITY TYPE	TYPES OF SEPARATION FROM TRAVEL LANES: LIMITED SEPARATION	STREET TREES	ON-STREET PARKING	LANDSCAPE BUFFER	SPEED LIMIT 25 MPH OR LESS
SHARED-USE PATH OR MULTI-USE TRAIL (12' OR WIDER)	B	A	A	A	A
SIDEWALK OR SHARED-USE PATH (10'- 11' WIDE)	C	B	B	B	B
SIDEWALK OR SHARED-USE PATH (8'- 9' WIDE)	D	C	C	C	C
SIDEWALK (5'- 7' WIDE)	E	D	D	D	D

SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC
NOTES: THE PRESENCE OF TWO OR MORE PHYSICAL SEPARATION FEATURES, SUCH AS ON-STREET PARKING AND STREET TREES WOULD RESULT IN AN INCREASE IN ONE ADDITIONAL LETTER GRADE. FOR EXAMPLE, A TEN (10) FOOT WIDE PATH WITH STREET TREES AND ON-STREET PARKING WOULD ACHIEVE A QUALITY OF SERVICE OF "A", A FIVE (5) FOOT WIDE SIDEWALK WITH STREET TREES AND A LANDSCAPE BUFFER WOULD ACHIEVE A QUALITY OF SERVICE OF "C".

MOVING FROM LEVEL OF SERVICE TO QUALITY OF SERVICE

MOVING TOWARDS **VISION ZERO** | TOWN OF LAKE PARK *MULTIMODAL* QUALITY OF SERVICE STANDARDS

MULTIMODAL QUALITY OF SERVICE STANDARDS FOR BICYCLING & MICROMOBILITY

	TYPES OF SEPARATION FROM TRAVEL LANES			SIGNS AND / OR MARKINGS	
FACILITY TYPE	LIMITED SEPARATION	PROTECTED	BUFFERED	ENHANCED VISIBILITY MARKINGS	MAX POSTED SPEED LIMIT
BIKE / MULITMODAL LANE (6' OR WIDER)	C	A	B	B	SPEED LIMIT 25 B
BIKE / MULITMODAL LANE (5' WIDE)	D	A	B	C	SPEED LIMIT 25 C
BIKE / MULITMODAL LANE (4' WIDE)	E	B	C	D	SPEED LIMIT 25 D
PAVED SHOULDER (ARTERIALS ONLY)	E	B	C	D	SPEED LIMIT 25 D
LOW SPEED STREET *LOCAL/RESIDENTIAL STREET ONLY*	D	A	B	B	SPEED LIMIT 20 B

SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC.
NOTES: THE PRESENCE OF BUFFERED BIKE LANES OR ENHANCED VISIBILITY MARKINGS AND A POSTED SPEED LIMIT AT THE MAXIMUM POSTED SPEED OR LESS WOULD RESULT IN AN INCREASE IN ONE (1) LETTER GRADE. PROTECTED BIKE LANES FEATURE A PHYSICAL BARRIER SUCH AS A RAISED MEDIAN BETWEEN VEHICLE AND BICYCLE LANES. BUFFERED BIKE LANES FEATURE A BUFFER AT LEAST TWO (2) FEET IN WIDTH WITH EITHER CHEVRONS, RPMS, OR FLEX POST BETWEEN VEHICLE AND BICYCLE LANES. ENHANCED VISIBILITY INCLUDES PAVEMENT MARKINGS SUCH AS, GREEN OR BLUE LANES, GREEN OR BLUE LANE MARKINGS APPROACHING AND CROSSING INTERSECTIONS AND DRIVEWAYS, OR DOUBLE LINES, SPACED A MINIMUM OF FOUR (4) INCHES APART AND FEATURING RPMS OR FLEX POST BETWEEN VEHICLE AND BICYCLE LANES.

The multimodal QOS standards for on-street bike lanes or multimodal lanes and low speed streets that accommodate travel demand for people riding a bicycle, scooter, skateboard, or micromobility device are based on the width of the facility, the level of physical separation from motor vehicle travel lanes, the visibility of the facility, and the posted speed limit. The term "bike lane" no longer reflects all the potential users of these lanes that accommodate people traveling between 5 and 15 mph.

The term "multimodal lane" provides a way to accommodate additional modes of travel besides bicycles. Neither FDOT, AASHTO, or NACTO have settled on a defined term for these multimodal lanes that accommodate travel beyond just bicycles. Advisory "bike lanes" are primarily intended for local and residential streets and can accommodate multiple modes of travel. The proposed multimodal QOS standards for people bicycling and riding micromobility devices are intended for on-street facilities. These modes, specifically bicycles, may also make use of street facilities such as sidewalks, shared-use paths, and multi-use trails.

COMPLETE STREETS PLAN

To enhance safe and convenient multimodal travel, improve connectivity, and provide diverse mobility choices, the Complete Streets Plan identifies a network of physical improvements to streets, intersections and other localized locations around the Town of Lake Park. The Mobility Plan is organized based on connected and integrated networks of complete streets, multimodal improvements, and low speed streets 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 Mobility Plan is centered around two main projects: (1) the West Park Avenue Curbless Main Street; and (2) the East Park Avenue Two-Lane Divided Complete Street. Both are key projects that will reimagine the historic downtown area as a place for people, breathing new life into the Town and transforming the character of the Town's transportation system. Park Avenue between US Highway 1 and 7th Street will be enhanced as a beautiful, landscaped boulevard and lead to a roundabout at Park Avenue and 7th Street which will mark the gateway to downtown where placemaking signage and features will elevate the character and walkability of this historic area.

A notable feature of Lake Park's existing transportation system is its high quality street grid system with larger-than-usual street rights-of-way. Leveraging this, a key strategy in the Complete Streets Plan is to repave and restripe these streets to slow traffic by narrowing vehicle lanes and provide more mobility choices by adding multimodal lanes (bicycles and low speed electric vehicles). This approach makes it possible for the Town of Lake Park to implement a quick-build, low cost multimodal network. Certain streets are also recommended for restriping to create what are known as low-speed 'yield streets,' which function as a traffic calming measure to slow traffic. Yield streets allow for on-street parking and require drivers to use 'pull-off' locations to pass oncoming traffic.

The Mobility Plan also proposes several mobility programs that will aid in facilitating safer streets and creating more space for people in Lake Park.

STREET PROJECTS

- Multimodal Improvement
- Complete Street
- Two (2) Lane Divided Complete Street
- Priority Residential Traffic Calming Street
- New Future Two (2) Lane Road
- Developer-driven New Future Two (2) Lane Road

INTERSECTION PROJECTS

- High Visibility Crosswalk
- High-Intensity Activated CrossWalKs (HAWK)
- Rectangular Rapid Flashing Beacon (RRFB)
- Roundabout
- Signalized Roundabout
- Intersection Improvements

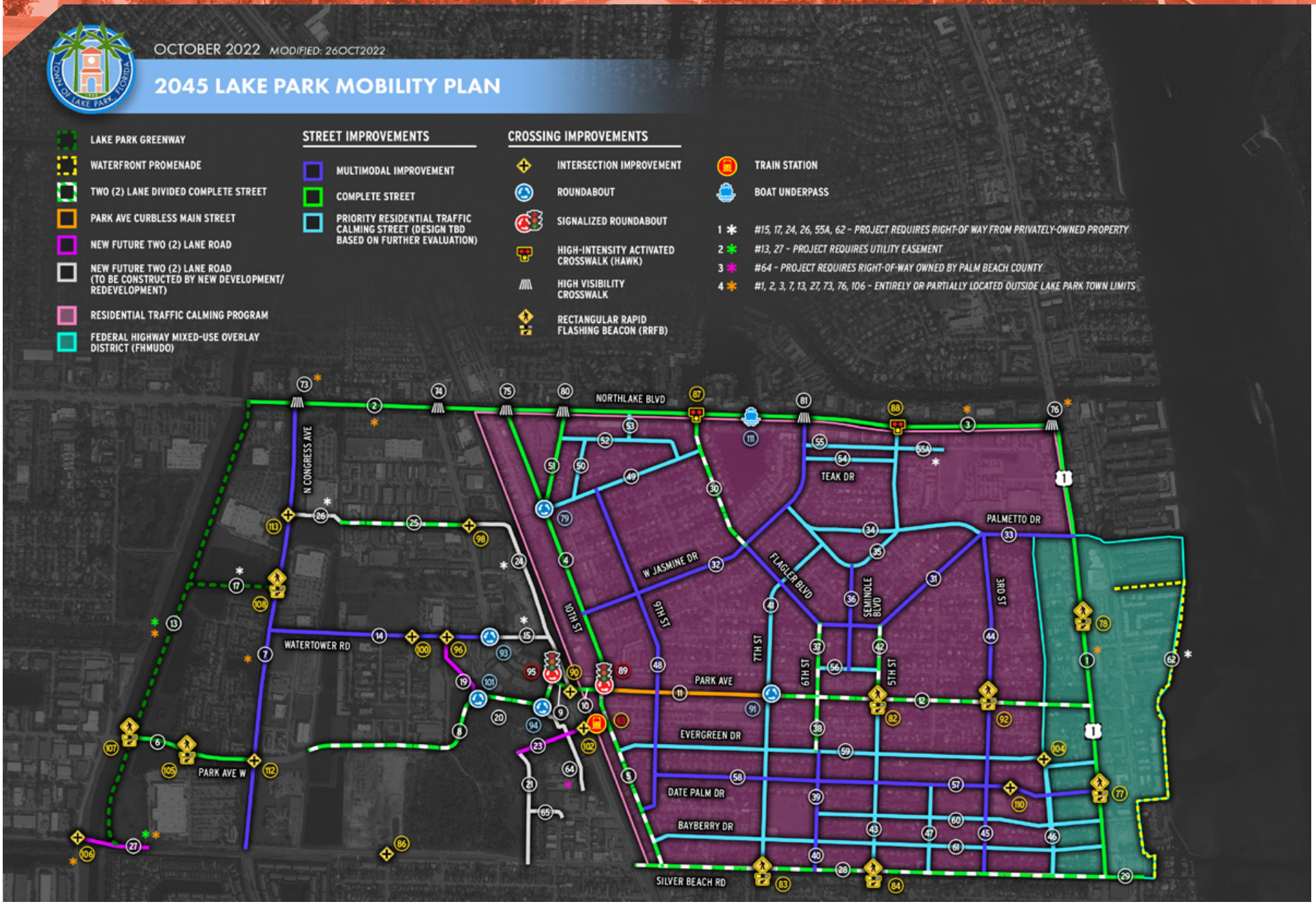
SPECIAL PROJECTS — The Mobility Plan proposes the following special projects:

- Park Ave Curbless Main Street
- Park Ave Two-Lane Divided Complete Street
- Lake Park Greenway
- Waterfront Promenade
- North / South Lake Boat Underpass
- Congress to Lake Park Greenway

The Mobility Plan proposes the following special programs as next steps that will supplement the Mobility Plan projects and are necessary to reach a vision of safe and convenient travel for people in Lake Park:

- Residential Traffic Calming Program
- Streetscape, Street Trees, & Enhanced Landscape Program
- Green Alleys Program
- Micromobility & Low Speed Electric Vehicles Program
- Transit Stops Program
- Wayfinding Program
- Complete Streets Policy
- Corridor Planning

LAKE PARK 2045 MOBILITY PLAN



MOBILITY PLAN TABLE OF PROJECTS / STREETS PLAN

MAP / PROJECT ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
1 [4]	US Hwy 1	Northlake Blvd (SR 850)	Silver Beach Road	1.03	Complete Street
2 [4]	Northlake Blvd	Lake Park Greenway	10th Street	0.58	Complete Street
3 [4]	Northlake Blvd (SR 850)	10th Street	US Hwy 1	1.25	Complete Street
4	10th Street	Northlake Blvd (SR 850)	Park Ave	0.67	Complete Street
5	10th Street	Park Ave	Silver Beach Road	0.42	Two (2) Lane Divided Complete Street
6	Park Ave West	Lake Park Greenway	Congress Ave	0.28	Complete Street
7 [4]	Congress Ave	Silver Beach Road	Northlake Blvd	1.01	Multimodal Improvement
8	Park Ave Extension	Terminus of Park Ave West	Old Dixie Hwy	0.67	Two (2) Lane Divided Complete Street
9	Old Dixie Hwy	Park Ave Extension	Park Ave	0.04	Complete Street
10	Park Ave	Old Dixie Hwy	10th Street	0.07	Complete Street
11	Park Ave	10th Street	7th Street	0.38	Park Ave Curbless Main Street
9	Waverly Rd Extension (CR 540)	SR 17 (Ridge Scenic Highway)	Lake Mabel Loop Rd/Powerline Ext	0.99	New Complete Street
10	New Rd	NE Polk US Hwy 27 Reliever	CR 540A	2.40	New Complete Street
12	Park Ave	7th Street	US Hwy 1	0.73	Two (2) Lane Divided Complete Street
13 [2,4]	Lake Park Greenway	Northlake Blvd (SR 850)	Silver Beach Rd	1.06	Greenway
14	Watertower Road	Congress Ave	Old Dixie Hwy	0.5	Multimodal Improvement
15 [1]	Watertower Road Extension	Old Dixie Hwy	Park Ave	0.25	New Two (2) Lane Road (Developer)
17 [1]	Congress to Lake Park Greenway	Congress Ave	Lake Park Greenway	0.21	Greenway
19	12th Street Connector	Watertower Road	Park Ave Extension	0.16	New Two (2) Lane Road
21	Park Ave to Silver Beach Connector	Industrial Ave Connector	Silver Beach Road	0.26	New Two (2) Lane Road (Developer)
23	Industrial Ave Connector	Park Ave to Silver Beach Connector	Old Dixie Hwy	0.15	New Two (2) Lane Road
24 [1]	S. Killian Drive Extension	Watertower Road Extension	Killian Drive	0.36	New Two (2) Lane Road (Developer)
25	S. Killian Drive	S. Killian Drive Extension (24)	S. Killian Drive Extension (26)	0.29	Two (2) Lane Divided Complete Street
26 [1]	S. Killian Dr Extension	S. Killian Drive	Congress Ave	0.12	New Two (2) Lane Road (Developer)
27 [2,4]	Silver Beach Road Extension	Garden Drive	West of Congress Ave	0.38	New Two (2) Lane Road
28	Silver Beach Road	Old Dixie Hwy	US Hwy 1	1.06	Two (2) Lane Divided Complete Street
29	Silver Beach Road	US Hwy 1	Lake Shore Drive	0.07	Complete Street
30	Flagler Blvd	Northlake Blvd (SR 850)	W. Jasmine Drive	0.32	Two (2) Lane Divided Complete Street
31	Flagler Blvd	W. Jasmine Drive	Palmetto Drive	0.69	Multimodal Improvement

1 Project requires right-of way from privately-owned property
2 Project requires utility easement
3 Project requires right-of-way owned by Palm Beach County
4 Entirely or partially located ***outside Lake Park Town limits***

MOBILITY PLAN TABLE OF PROJECTS / STREETS PLAN

MAP / PROJECT ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
32	W. Jasmine Drive	Northlake Blvd (SR 850)	10th Street	0.74	Multimodal Improvement
33	Palmetto Drive	US Hwy 1	Flagler Blvd	0.21	Multimodal Improvement
34	Palmetto Drive	Flagler Blvd	W. Jasmine Drive	0.47	Low Speed Street
35	Crescent Drive	Northlake Blvd (SR 850)	Palmetto Drive	0.51	Low Speed Street
36	Seminole Blvd	Crescent Drive	Greenbriar Drive	0.23	Multimodal Improvement
37	6th Street	Flagler Blvd	Park Ave	0.16	Two (2) Lane Divided Complete Street
38	6th Street	Park Ave	Evergreen Drive	0.13	Two (2) Lane Divided Complete Street
39	6th Street	Evergreen Drive	Bayberry Drive	0.2	Multimodal Improvement
40	6th Street	Bayberry Drive	Silver Beach Road	0.06	Multimodal Improvement
41	7th Street	Crescent Drive	Silver Beach Road	0.77	Low Speed Street
42	5th Street	Flagler Blvd	Park Ave	0.15	Two (2) Lane Divided Complete Street
43	5th Street	Park Ave	Silver Beach Road	0.4	Low Speed Street
44	3rd Street	Palmetto Drive	Park Ave	0.38	Multimodal Improvement
45	3rd Street	Park Ave	Silver Beach Road	0.39	Multimodal Improvement
46	2nd Street	Evergreen Drive	Silver Beach Road	0.39	Low Speed Street
47	4th Street	Date Palm Drive	Silver Beach Road	0.2	Low Speed Street
48	9th Street	Northern Drive	Cypress Drive	0.77	Multimodal Improvement
49	Northern Drive	Flagler Blvd	10th Street	0.38	Low Speed Street
50	West Road	Poplar Drive	Northern Drive	0.14	Low Speed Street
51	Prosperity Farms Road	Northlake Blvd (SR 850)	10th Street	0.23	Complete Street
52	Poplar Drive	Prosperity Farms Road	Northern Drive	0.29	Low Speed Street
53	Poplar Ct	Poplar Drive	Northlake Blvd (SR 850)	0.05	Low Speed Street
54	Teak Drive	W. Jasmine Drive	Crescent Drive	0.21	Low Speed Street
55	Alley North of Teak Drive	W. Jasmine Drive	Existing terminus of the alley	0.27	Low Speed Street
55A [1]	Alley North of Teak Drive	Existing terminus of the alley	Twin Cities Mixed Use District	0.04	Multimodal Improvement
56	Greenbriar Drive	6th Street	5th Street	0.14	Low Speed Street
57	Date Palm Drive	US Hwy 1	6th Street	0.64	Multimodal Improvement
58	Date Palm Drive	6th Street	9th Street	0.36	Multimodal Improvement
59	Evergreen Drive	9th Street	US Hwy 1	1.1	Low Speed Street
60	Cypress Drive	6th Street	US Hwy 1	0.64	Low Speed Street

1 Project requires right-of way from privately-owned property
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3 Project requires right-of-way owned by Palm Beach County
4 Entirely or partially located ***outside Lake Park Town limits***

MOBILITY PLAN TABLE OF PROJECTS / STREETS PLAN

MAP / PROJECT ID	FACILITY NAME	FROM	TO	LENGTH (MILES)	PROJECT TYPE
61	Bayberry Drive	10th Street	US Hwy 1	1.02	Low Speed Street
62 [1]	Waterfront Promenade	Lakeshore Drive	Silver Beach Road	1.05	Waterfront Promenade
63	Tri-Rail Coastal Station	Park Ave	10th Street	-	Tri-Rail Coastal Station
64 [3]	Brant Road Extension	Park Ave Extension	Current Terminus of Brant Road	0.22	New Two (2) Lane Road (Developer)
65	Newman Road Connector	Newman Road	Park Ave to Silver Beach Connector	0.08	New Two (2) Lane Road (Developer)
67	Residential Traffic Calming Program	Town of Lake Park	Palm Beach County	2	Residential Traffic Calming Program
68	Streetscape, Street Trees & Landscape Enhancement Program	Town of Lake Park	Palm Beach County	17.37	Streetscape, Street Trees & Landscape Enhancement Program
69	Green Alleys Program	Town of Lake Park	Palm Beach County	1.5	Green Alley Program
70	Federal Highway Mixed Use District Overlay (FHMUDO)	Town of Lake Park	Palm Beach County	2.67	Federal Highway Mixed Use District Overlay (FHMUDO)
71	Micromobility & Low Speed Electric Vehicle Program	Town of Lake Park	Palm Beach County	-	Micromobility & Low Speed Electric Vehicle Program
72	Transit Stops Program	Town of Lake Park	Palm Beach County	-	Transit Stops

MOBILITY PLAN TABLE OF PROJECTS / INTERSECTIONS PLAN

MAP / PROJECT ID	LOCATION	PROJECT TYPE	CONSTRUCTION ENTITY	PROJECT DESCRIPTION
73 [4]	Northlake Blvd @ Congress Ave	High Visibility Crosswalk	Town	Add High Visibility Crosswalk
74	Northlake Blvd @ Old Dixie Hwy	High Visibility Crosswalk	Town	Add High Visibility Crosswalk
75	Northlake Blvd @ 10th Street	High Visibility Crosswalk	Town	Add High Visibility Crosswalk
76 [4]	Northlake Blvd @ US Hwy 1	High Visibility Crosswalk	FDOT	Add High Visibility Crosswalk
77	US Hwy 1 @ Date Palm	RRFB	FDOT	Add Rectangular Rapid Flashing Beacon
78	US Hwy 1 @ at Ilex	RRFB	FDOT	Add Rectangular Rapid Flashing Beacon
79	10th Street @ Prosperity Farms Road	Roundabout	FDOT	Construct one (1) lane ovalabout
80	Northlake Blvd @ Prosperity Farms Road	High Visibility Crosswalk	FDOT	Add High Visibility Crosswalk
81	Northlake Blvd @ Jasmine Dr	High Visibility Crosswalk	FDOT	Add High Visibility Crosswalk
82	Park Ave @ 5th Street	RRFB	Town	Add Rectangular Rapid Flashing Beacon
83	Silver Beach Road @ 7th Street	RRFB	Town	Add Rectangular Rapid Flashing Beacon
84	Silver Beach Road @ 5th Street	RRFB	Town	Add Rectangular Rapid Flashing Beacon

1 Project requires right-of way from privately-owned property
2 Project requires utility easement
3 Project requires right-of-way owned by Palm Beach County
4 Entirely or partially located ***outside Lake Park Town limits***

MOBILITY PLAN TABLE OF PROJECTS / INTERSECTIONS PLAN

MAP / PROJECT ID	LOCATION	PROJECT TYPE	CONSTRUCTION ENTITY	PROJECT DESCRIPTION
86	Silver Beach Road @ Avenue S	Intersection Improvements	Town	Add traffic signal
87	Northlake Blvd @ Flagler Blvd	HAWK	Town	Add High-Intensity Activated CrossWalK (HAWK)
88	Northlake Blvd @ Crescent Drive	HAWK	Town	Add High-Intensity Activated CrossWalK (HAWK)
89	Park Ave @ 10th Street	Signalized Roundabout	Town	Add Signalized Roundabout
90	Park Ave @ Old Dixie Hwy	Intersection Improvements	Town	Add Intersection Improvements
91	Park Ave @ 7th Street	Roundabout	Town	Add Roundabout
92	Park Ave @ 3rd Street	RRFB	Town	Add Rectangular Rapid Flashing Beacon
93	Old Dixie Hwy @ Watertower Road	Roundabout	Town	Add Roundabout
94	Park Ave West Extension @ Industrial Ave Connector	Roundabout	Town	Add Roundabout
95	Old Dixie Hwy @ Park Ave West Extension	Signalized Roundabout	Town	Add Roundabout
96	Watertower Rd @ 12th Street	Intersection Improvements	Town	Add Intersection Improvements
98	Old Dixie Hwy @ S. Killian Street	Intersection Improvements	Town	Add Intersection Improvements
100	Watertower Road @ 13th Street	Intersection Improvements	Town	Add Intersection Improvements
101	Park Ave Extension @ Watertower to Park Ave Connector	Roundabout	Town	Add Roundabout
102	Old Dixie Hwy @ Independence Drive	Intersection Improvements	Town	Add Intersection Improvements
104	2nd Street @Evergreen Dr	Intersection Improvements	Town	Add intersection improvements and consider a traffic circle
105	Park Ave @ San Marco Circle	RRFB	Town	Add Rectangular Rapid Flashing Beacon
106 [4]	Silver Beach Road @ Garden Road	Intersection Improvements	Town	Add Intersection Improvements
107	Park Ave @ Lake Park Greenway	RRFB	Town	Add Rectangular Rapid Flashing Beacon
108	Congress Ave @ Congress to Lake Park Greenway	RRFB	Town	Add Rectangular Rapid Flashing Beacon
110	Date Palm Drive approximately 325' east of 3rd St	Intersection Improvements	Town	Add intersection improvements and consider a traffic circle
111	Northlake Blvd @ C-17 canal	Bridge Improvement	State	Elevate the bridge over the canal to increase access between North Lake and C-17 canal.
112	Congress Ave @ Park Ave West	Intersection Improvements	County	Add intersection improvements to address high crash location
113	Congress Ave @ S. Killian Dr Extension	Intersection Improvements	County	Add intersection improvements to address high crash location

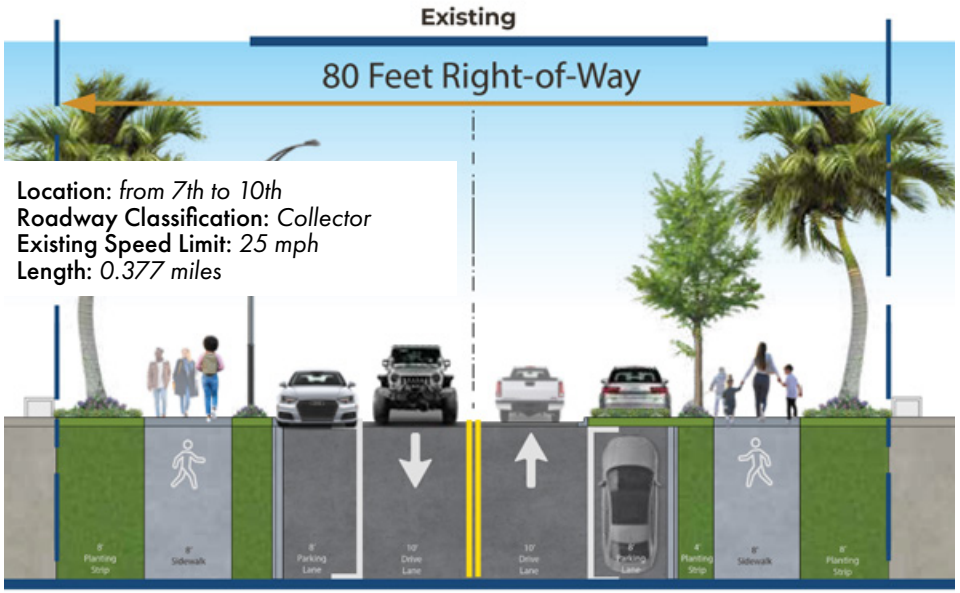
MOBILITY PLAN TABLE OF PROJECTS / MULTIMODAL PLANS, PROGRAMS, SERVICES, & STUDIES

114	Town of Lake Park	Multimodal Plans, Programs, Services, & Studies	County	Mobility Program, Service, or Study

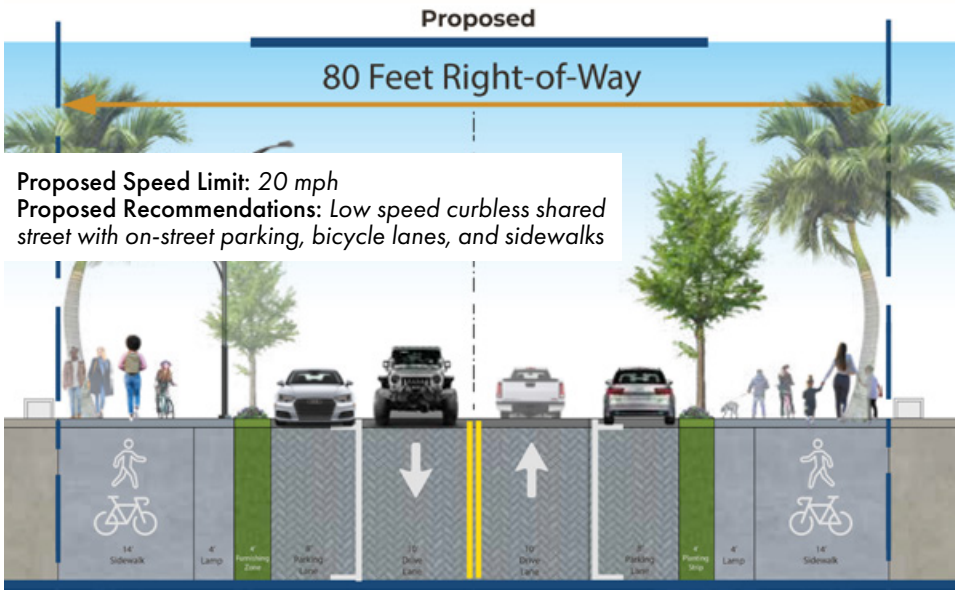
1 Project requires right-of way from privately-owned property
2 Project requires utility easement
3 Project requires right-of-way owned by Palm Beach County
4 Entirely or partially located ***outside Lake Park Town limits***

COMPLETE STREETS PLAN CROSS SECTIONS

PARK AVE CURBLESS MAIN STREET

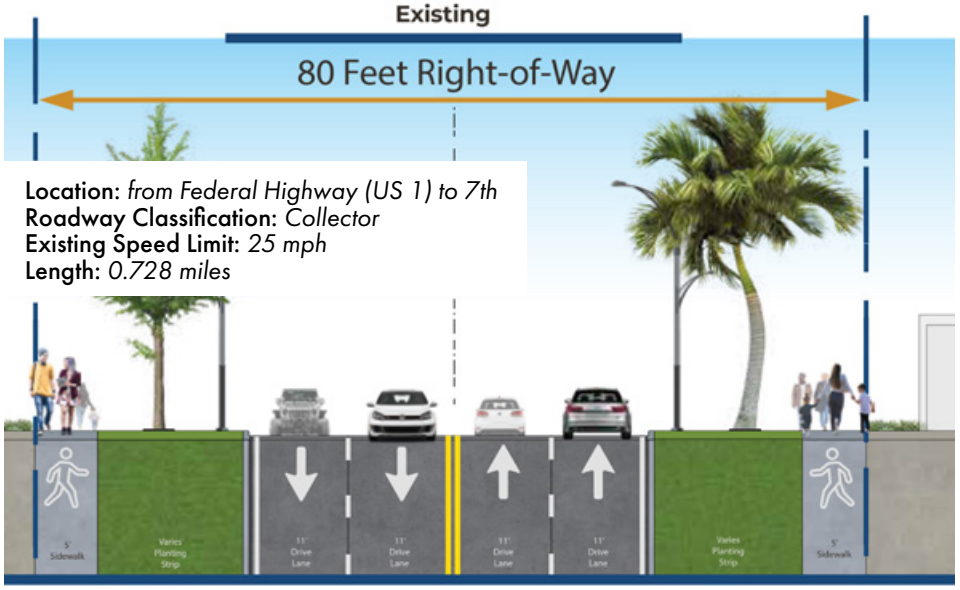


Location: *from 7th to 10th*
Roadway Classification: *Collector*
Existing Speed Limit: *25 mph*
Length: *0.377 miles*

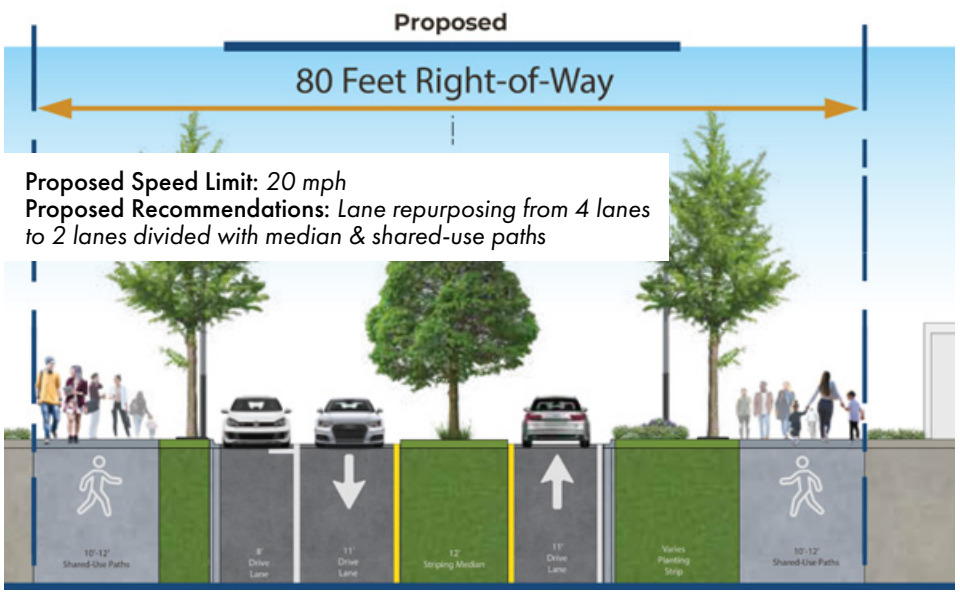


Proposed Speed Limit: *20 mph*
Proposed Recommendations: *Low speed curbless shared street with on-street parking, bicycle lanes, and sidewalks*

PARK AVE EAST TWO-LANE DIVIDED COMPLETE STREET



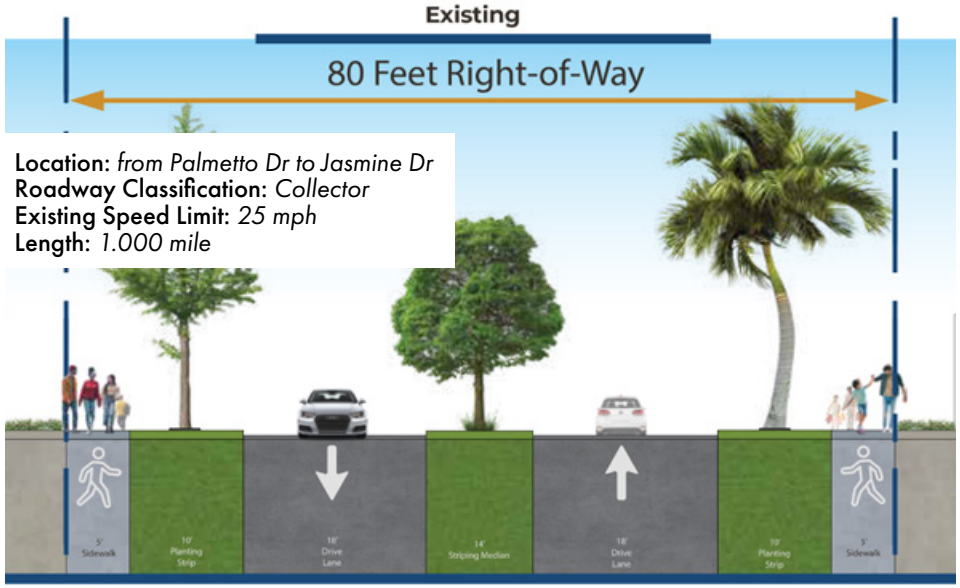
Location: *from Federal Highway (US 1) to 7th*
Roadway Classification: *Collector*
Existing Speed Limit: *25 mph*
Length: *0.728 miles*



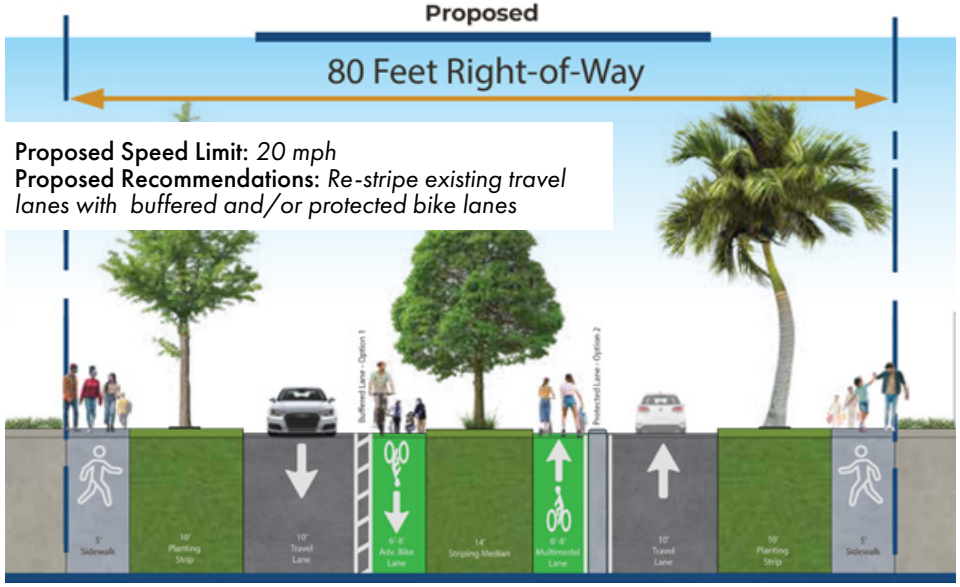
Proposed Speed Limit: *20 mph*
Proposed Recommendations: *Lane repurposing from 4 lanes to 2 lanes divided with median & shared-use paths*

COMPLETE STREETS PLAN CROSS SECTIONS

FLAGLER BLVD BIKE / MULTIMODAL LANE

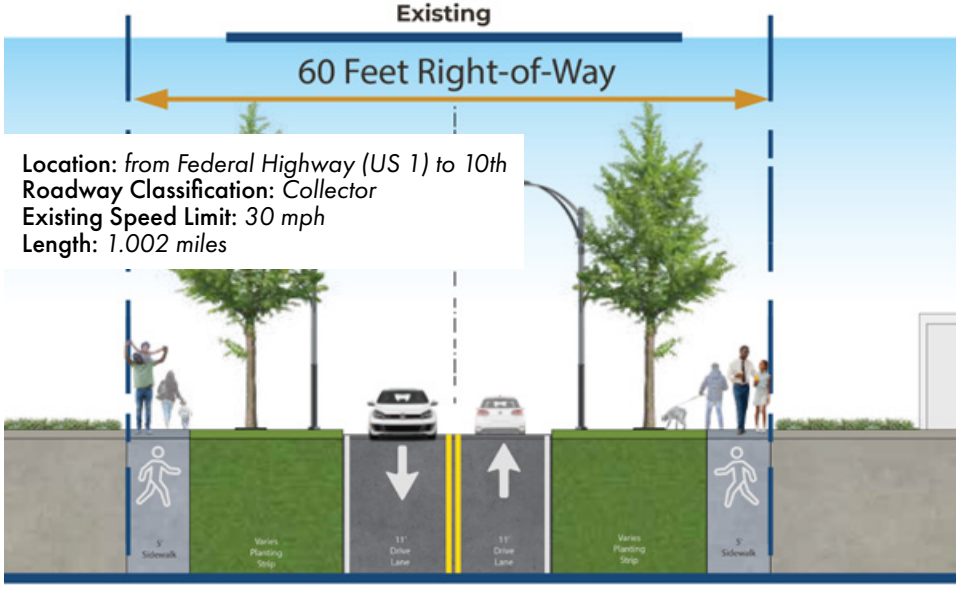


Location: *from Palmetto Dr to Jasmine Dr*
Roadway Classification: *Collector*
Existing Speed Limit: *25 mph*
Length: *1.000 mile*

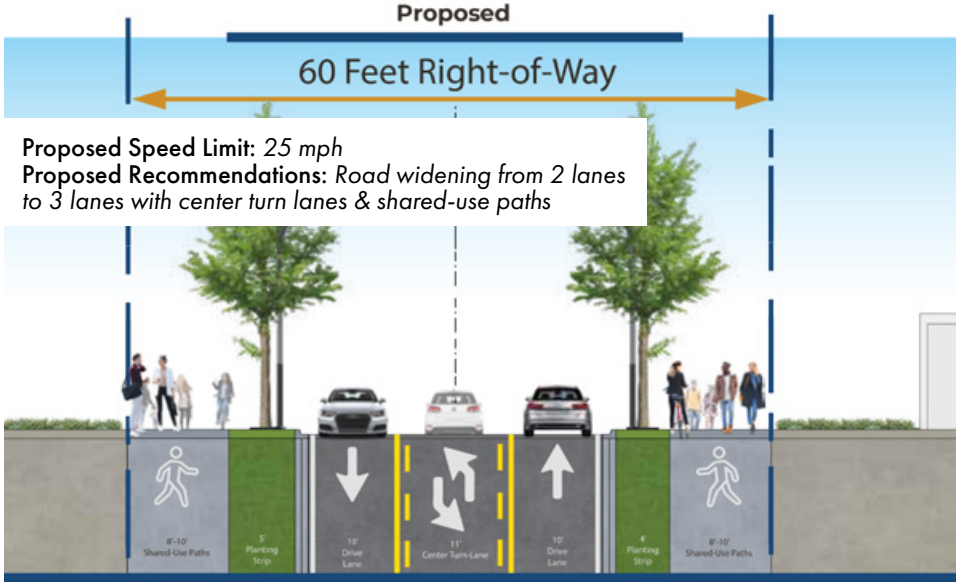


Proposed Speed Limit: *20 mph*
Proposed Recommendations: *Re-stripe existing travel lanes with buffered and/or protected bike lanes*

SILVER BEACH RD TWO-LANE DIVIDED COMPLETE STREET



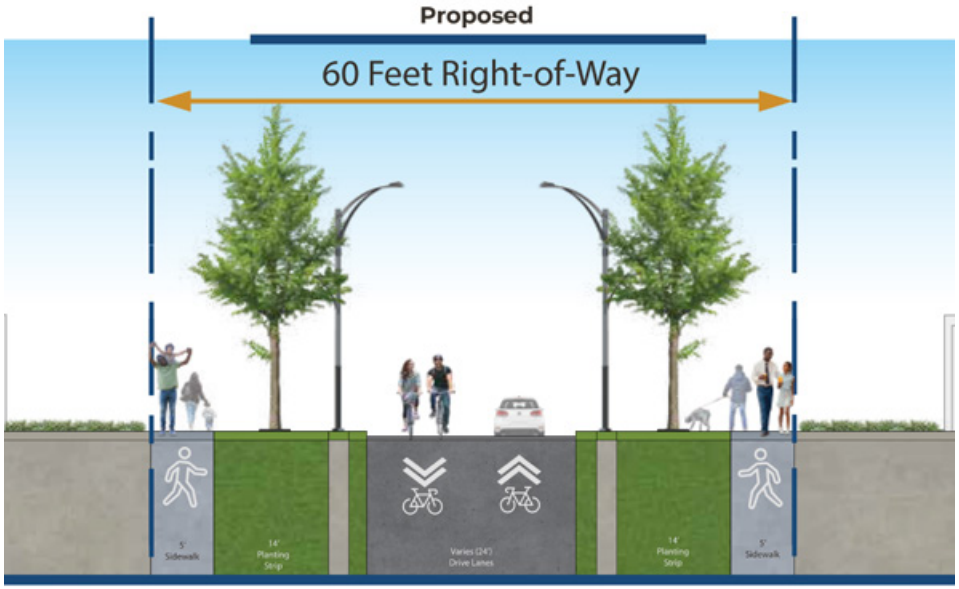
Location: *from Federal Highway (US 1) to 10th*
Roadway Classification: *Collector*
Existing Speed Limit: *30 mph*
Length: *1.002 miles*



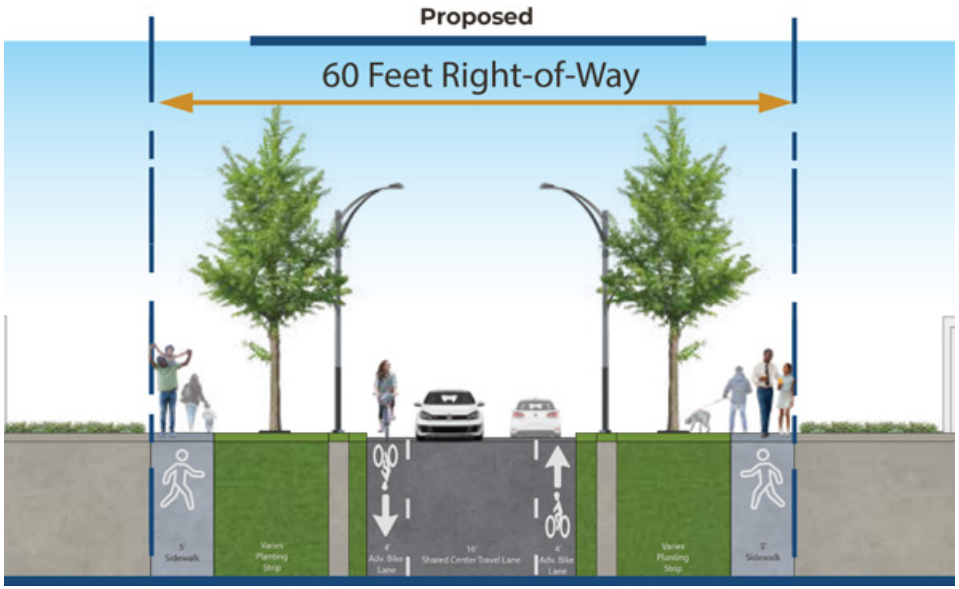
Proposed Speed Limit: *25 mph*
Proposed Recommendations: *Road widening from 2 lanes to 3 lanes with center turn lanes & shared-use paths*

COMPLETE STREETS PLAN CROSS SECTIONS

NEIGHBORHOOD LOW SPEED STREET

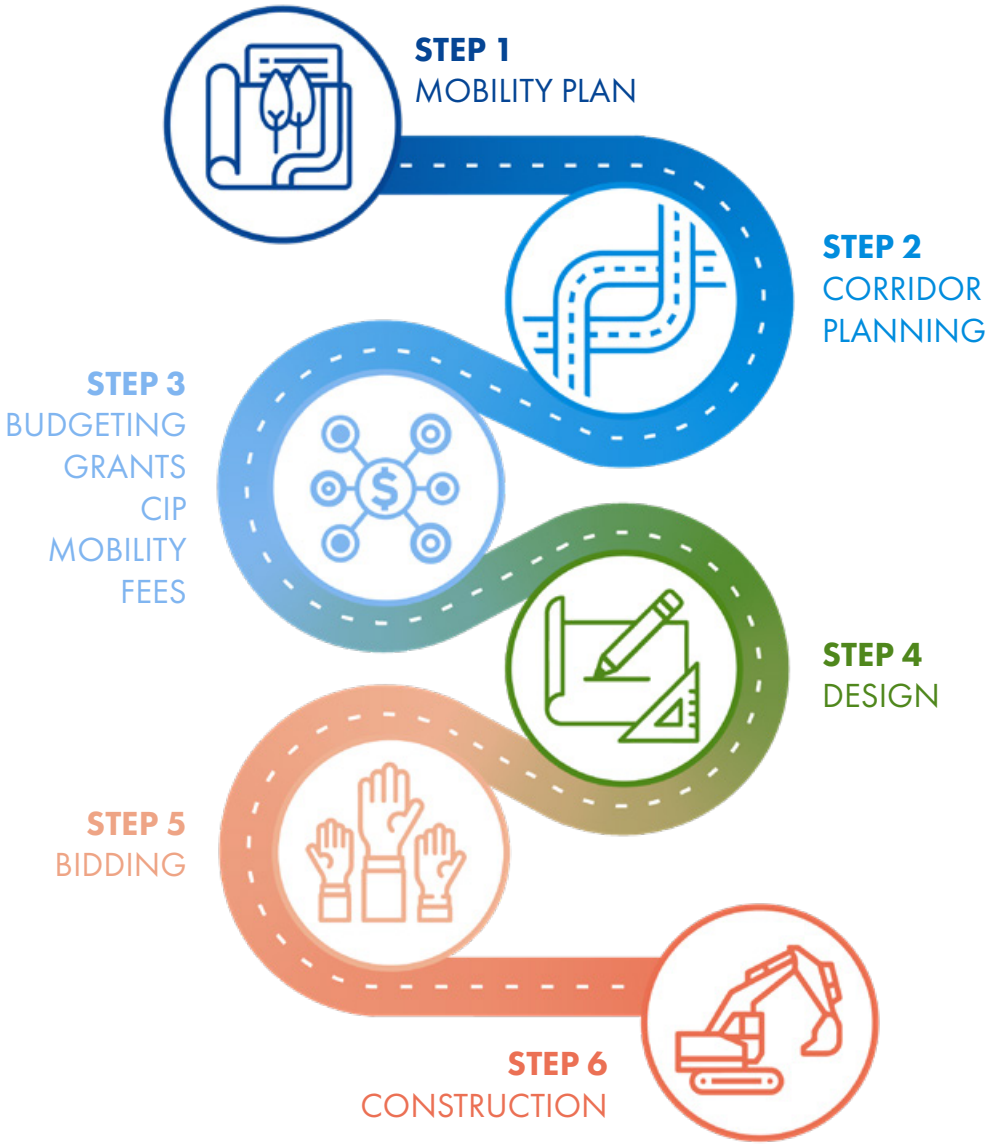


Location: *Varies*
Roadway Classification: *Local*
Existing Speed Limit: *25 mph*
Length: *Varies*



Proposed Speed Limit: *20 mph*
Proposed Recommendations: *Neighborhood low speed street with on-street shared lanes or advisory bike lanes & traffic calmed.*

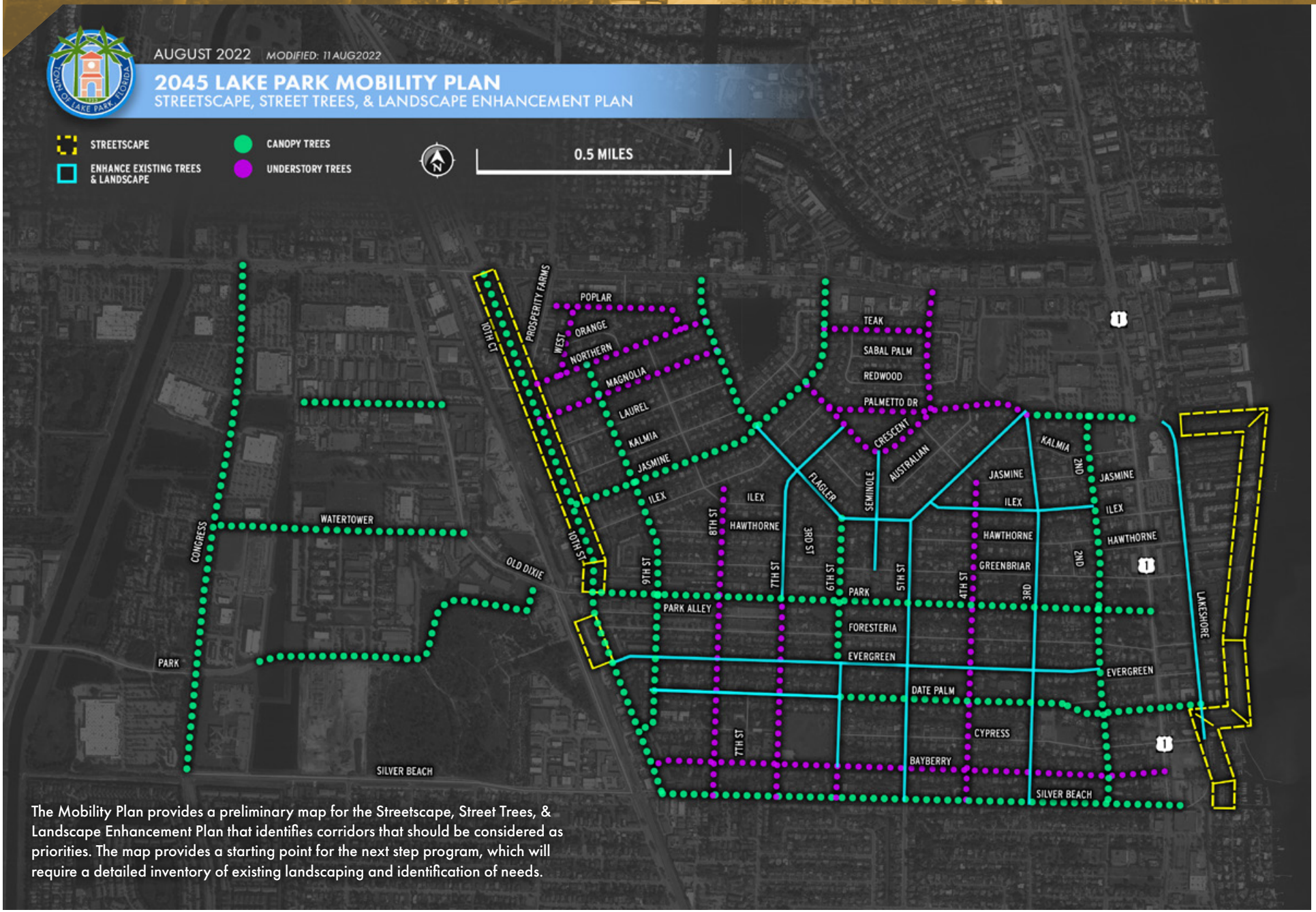
HOW WILL PROJECTS BE PRIORITIZED?



It is recommended that the Town of Lake Park consider prioritizing "low-hanging fruit" such as intersection improvements and traffic calming to begin developing a complete multimodal network. The detailed Mobility Plan provides a suggested time frame for each project's implementation, however some proposed projects may require a corridor study to further understand the depth and challenges of proposed design. Like with all major Capital Improvements Program (CIP) projects, corridor planning will allow the Town to explore the project's feasibility. Steps required to take projects from the Mobility Plan to final completion include planning/study, funding, design, bidding and construction. The most important step is to obtain funding for each project through mobility fees or the additional funding sources mentioned previously in the report.


SPEED
LIMIT
15

NEXT STEPS



The Mobility Plan provides a preliminary map for the Streetscape, Street Trees, & Landscape Enhancement Plan that identifies corridors that should be considered as priorities. The map provides a starting point for the next step program, which will require a detailed inventory of existing landscaping and identification of needs.

NEXT STEPS

Lake Park has many opportunities to meet the needs of residents now and for years to come. The Mobility Plan and Mobility Fee is a step towards a more robust and reflective network. The following next step programs and policies will support the Town as it moves towards implementing the identified mobility projects. Adopting and developing these policies and programs will support long-term objectives and continue the short and near term momentum necessary to achieve plan elements.

1 INITIATE A TOWN BEAUTIFICATION PROGRAM (STREETSCAPE, STREET TREES, & LANDSCAPE ENHANCEMENT PLAN)

It is recommended that the Town of Lake Park pursue development of a Streetscape, Street Tree & Landscape Enhancement Program.

Streetscape and street trees are an important part of creating a safe, comfortable, and attractive environment for multimodal travel and improving the overall quality of service for people. The Mobility Plan recommends creating a Streetscape, Street Tree & Landscape Program, as a next-step by the Town. A program would conduct an inventory of existing landscape, identify appropriate types of canopy and understory trees, establish appropriate types of landscape treatments, and develop prioritization criteria. This program was identified to make streetscape, street tree, and landscape enhancements eligible project types for the expenditure of mobility fees.

The Program would focus on core Plan objectives including; enhancing existing trees and landscape, reflecting proposed streetscape projects, and adding canopy trees and landscape where complete streets, multimodal improvements, and traffic calmed streets are recommended.

Like any program design, the Town should dedicate staff to initiate and maintain the program. The Town's Beautification Program can be simply designed with an ordinance and the identification of a funding source. Like many other AiPP (Arts in Public Places) programs, 1% of developer fees can be dedicated to the Town's Beautification program. Implementation can be incorporated into the existing street maintenance program. Some communities utilized clubs and organizations to support maintenance needs and develop a public private partnership, creating a sense of pride and ownership.

An ordinance, when developed, would identify purpose(s), need(s), and detailed steps on how residents can petition for trees to be installed. The Town should consult with an arborist to provide a list of Florida native trees, such as a Gumbo Limbo, that does not require excessive watering. Below is a sample of what a Beautification program could entail:

PURPOSE: The Town of Lake park should initiate the Beautification Program to increase the Town's tree canopy, improve stormwater management and stabilize the earth's environment, and enhance its residential and public streets.

ELIGIBILITY: Single-family residences, neighborhoods and communities may qualify for the Beautification Program.

THE TOWN 'S RESPONSIBILITIES INCLUDE: Taking inventory of existing landscaping, identifying needs, purchasing the trees, locating all utilities, planting and incorporating the trees as part of the Town's inventory and maintenance program.

THE PROPERTY OWNER'S RESPONSIBILITIES INCLUDE: Watering-in to help establish the trees, and providing day-to-day care of the trees, which includes regular watering, fertilizing & keeping the tree(s) free from injury by equipment (weed whackers, lawn mowers, cars, etc.). The property owner is also asked to notify the Public Works Department of any problems or unusual changes to the trees.

COSTS: the Town, through the Tree Beautification Fund, will cover all of the expenses. There is no cost to the residents. The number of trees planted each year will be determined by the budget.

THE PROCESS: The Town should establish criteria for adding landscape, understory and canopy trees to existing street right-of-way. The Town should determine the appropriate trees and landscaping given right-of-way widths, irrigation availability, and stormwater management. The program should also establish prioritization criteria, study parameters, and resident requests for street tree and landscape enhancement. Town staff should schedule requested plantings on a case by case basis, which allows for site visits to take place, materials to be procured, and installation schedules to be coordinated. Every homeowner(s) who requests a street tree(s) is placed on a Street Tree Request List. Requests are entered, dated and categorized by address/zone. The Town staff will conduct a site visit to the property to determine if the site meets requirements, appropriate tree species, quantity and placement of a tree(s) in accordance to swale size and location. Once the quantity, species and location have been confirmed with the property/home owner(s), the trees are purchased and the planting is coordinated and scheduled.

NEXT STEPS

2 ADOPT A COMPLETE STREETS POLICY

It is recommended that the Town of Lake Park adopt a Complete Streets policy to guide project planning, design, and implementation.

WHAT IS A COMPLETE STREETS POLICY?

A Complete Streets policy is a resolution, ordinance, or executive order, that formally establishes a community's intent to plan, design, operate, and maintain a multimodal transportation system that is safe, comfortable, and convenient for all road users. The policy guides decision-making and provides legal standing to consistently fund and construct streets for people of all ages, backgrounds, abilities, and mode choice. This includes both the planning, design, and construction of new complete streets and multimodal infrastructure, as well as implementing complete streets elements into routine reconstruction and repaving projects.

There are currently 82 municipalities in Florida that have adopted Complete Streets policies.

WHY IS A COMPLETE STREETS POLICY NEEDED?

Adopting a Complete Streets policy helps local governments implement a comprehensive approach to road safety. A Complete Streets Policy intentionally sets a formal commitment from the Town of Lake Park to developing a complete, multimodal transportation system that provides mobility and accessibility to all the Town's residents, employees, and visitors no matter what transportation mode they are using. The Policy would guide planning and project implementation and ensure that a Complete Streets and Safe Systems approach is used in funding and design of all streets in the Town.

Having a Complete Streets policy can also make Lake Park more competitive when applying for federal and state grant funding such as Transportation Alternatives Program (TAP) funds, Safe Routes to School, US DOT Safe Streets and Roads for All, and more.

3 IMPLEMENT A WAYFINDING PROGRAM

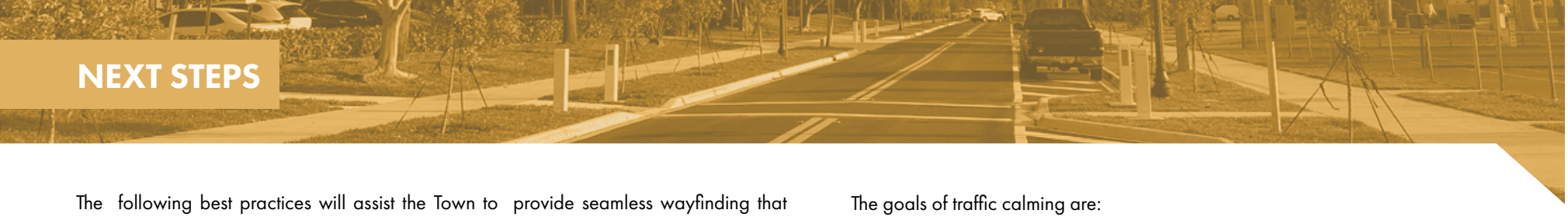
It is recommended that the Town of Lake Park implement a way finding program to enhance the efficiency of the transportation system, improve access, and facilitate placemaking.

The Mobility Plan uses wayfinding and route signage as an essential component of multimodal planning elements beyond construction of a continuous, interconnected network of multimodal improvements. The Town has already undertaken development of a wayfinding program known as "Live. Love. Lead" around Town Hall and other local destinations.

Wayfinding can be both physical and virtual tools that provide predictability and consistency in the way people find their point of interests around town. The approach to any project begins with understanding community needs and the environment; to help people get familiarized with the surroundings and provide guidance to destinations. Locations of significant landmarks, historic sites and architectural buildings are examples of destinations. At these locations, a simple sign or symbol is preferred but must be distinctive. When visitors return, their experience will be enhanced as they discover by themselves how to navigate. A beneficial wayfinding system not only makes a positive impact on first-time visits but also on following visits.

The following criteria are priorities for phased implementation to develop a effective implementation schedule:

- Visioning and Public Meeting of preliminary recommendations
- Design a memo and specifications
- Develop a location plan
- Develop a funding strategy and project phasing



The following best practices will assist the Town to provide seamless wayfinding that addresses all modes of transportation starting with pedestrians:

Destinations can be conveyed with walking information deployed in stations and other digital tools utilizing and leveraging technology to quickly obtain information through modal integration.

A strategic deployment of a single standard that is unique to the district allowing for content that is unique to the area through local distinctiveness.

Design for All by developing a plan that prioritizes safety with accessibility as the focal point.

4 DEVELOP AND IMPLEMENT A RESIDENTIAL TRAFFIC CALMING PROGRAM

It is recommended that the Town of Lake Park develop a Residential Traffic Calming Program, implemented by ordinance, to reduce vehicle speeds, improve safety for vulnerable road users, and enhance quality of life for all people in Lake Park.

The Town should develop a Residential Traffic Calming Program and Ordinance as a next-step program to the Mobility Plan. The limits of the Residential Traffic Calming Program should be Northlake Blvd to the north, 2nd Street to the east, Silver Beach Road to the south, and the Florida East Coast (FEC) Railroad to the west. The purpose of the Residential Traffic Calming Program prioritizes the safe and efficient movement of people bicycling, walking, and accessing transit by reducing motor vehicle speeds.

Traffic calming is a low-impact, low-cost solution to achieving Complete Streets within the local roadway network. As a strategy it can reduce the negative impacts that motor vehicles often have on other road users. It is effective in many communities where traditional road design or the land development regulations of an area have resulted in the unintended consequence of cut-through traffic and speeding. Traffic calming has been found to be very effective in altering driver behavior for any street network.

The goals of traffic calming are:

1. Reduce vehicle traffic and speeds on local roads
2. Enhance quality of life for residents and visitors
3. Reduce crashes and improve safety

The Residential Traffic Calming Program should establish various horizontal and vertical traffic calming elements to be implemented. Potential horizontal elements include using pavement markings to designate on-street parking, on-street bike / multimodal lanes, and to narrow effective travel lane widths to slow cars down, and street murals. The Residential Traffic Calming Program should also establish criteria for vertical elements such as divided medians, chicanes, speed bumps / tables, chokers, raised intersections, or curb extensions. A balance of horizontal and vertical devices along with intersection treatments such as roundabouts or traffic circles are effective in maintaining residential access, while reducing cut-through traffic and lowering vehicle speeds. It is recommended that the Residential Traffic Calming Program also establish prioritization criteria, study parameters, and neighborhood outreach to determine cost feasibility and preferences of traffic calming devices.

Other traffic calming design considerations include:

Target speed of 20 MPH

The most effective distance between traffic calming devices is 300-500 feet

Traffic calming devices should not be less than 150 feet from an intersection or bridge

To formalize the program, the Town should adopt a Traffic Calming Ordinance , develop a Traffic Calming Advisory Committee composed of technical and public stakeholders, and allocate funding to this program. Residents will have step by step instructions on submitting a petition to the Town Public Works Department. The combination of program elements provides a formal process to assess community requests, provides for technical determination of feasibility, and develops a traffic calming device menu.

5 INITIATE CORRIDOR PLANNING

It is recommended that the Town of Lake Park fund and program preliminary planning and engineering studies for select projects to ensure project feasibility.

Mobility Plan project recommendations should be prioritized and programmed for implementation into the Town's Capital Improvements Plan. To ensure project feasibility, the Town should invest in funding preliminary planning and engineering studies. Steps for Corridor Planning involve a process of assessing what data, decisions and relationships need to be considered, acquired or made throughout the corridor planning process. Projects that need additional Corridor Planning include, but are not limited to.

10th Street North Complete Street

Park Avenue Curbless Main Street

Park Avenue Two-Lane Divided Complete Street

Flagler Boulevard Two-Lane Divided Complete Street

Silver Beach Two-Lane Divided Complete Street

The Town may benefit in developing a Corridor Planning Checklist to highlight risks and funding opportunities. Per F.S. 163.317, a Capital Improvement Plan is to be reviewed by the local government on an annual basis, the corridor planning phase can be identified as an initial phase of an unfunded project. The Town should provide detailed information about the proposed project through a Corridor Planning Development process:

- **Project location / Project limits / Project length**
- **Project Purpose**
- **Existing posted speed and target speed with anticipated changes in posted speed limits and design speeds**
- **Consistency of the proposed project with the applicable Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Transit Development Plan (TDP), Comprehensive Plan, master plans, visions, and Complete Streets Initiatives.**
- **Safety Analysis**
  - *Impact on school crossing locations and midblock crossing*
  - *Case-specific special considerations to be determined (e.g., Railroad Crossing improvements)*
- **Proposed change in lane configuration - typical sections development**
  - *Proposed use(s) for the right-of-way after the lanes are eliminated (e.g., widened sidewalks, bicycle lanes, landscaping, on-street parking, and transit lanes)*
  - *Impact on bicycle/pedestrian infrastructure and connectivity*
  - *Impact on parking*
  - *Impact on transit routes, stop locations (including appropriateness of turn radii and lane widths), include total number of stops and routes in the area*
  - *Utilities coordination, proposed utilities upgrade and capital improvement projects, development projects, etc.*
- **Public Involvement, agency outreach, and endorsement - plan for obtaining input and review from businesses, residents, and other stakeholders**
- **Project estimate, funding source and schedule**

NEXT STEPS

OTHER CONSIDERATIONS

Additional priorities also emerged from residents and Town leadership during the planning process. The following recommended programs address trends in mobility planning and placemaking and will facilitate the effective implementation of the proposed multimodal projects in the Mobility Plan.

ADOPT A MICROMOBILITY AND LOW SPEED ELECTRIC VEHICLE PROGRAM

It is recommended that the Town of Lake Park adopt a Micromobility and Low Speed Electric Vehicle Program by ordinance to support and facilitate the use of new mobility technologies to provide mobility options to people of all ages and abilities.

New mobility technology, such as micromobility devices (e.g. electric bikes, electric scooters, hoverboards) and low speed electric vehicles (e.g. golf carts, neighborhood electric vehicles, microtransit) have become popular ways of moving around cities and towns in recent years. These new mobility technologies are fun and creative. Micromobility can serve to provide more viable transportation options for the elderly and mobility challenged community members over traditional people-powered modes. In the Florida heat, these technologies also provide cooler, less physically burdensome alternatives to move around.

Developing an ordinance and program will help identify local network capabilities and locations where devices can be used safely and stored. The ordinance and program should regulate the use of micromobility devices and low speed electric vehicles within the Town. The Town should coordinate with FDOT regarding use of these devices on and crossing US Highway 1 and Northlake Blvd. The Town should also coordinate with Palm Beach County, Palm Beach Gardens, Riviera Beach, and North Palm Beach regarding use of micromobility devices and low speed electric vehicles on and crossing County Roads and within adjacent municipalities. The Program and ordinance should address hours of operation, safety, shared mobility providers, rentals, and equipment.

IMPLEMENT A GREEN ALLEYS PROGRAM

It is recommended that the Town of Lake Park implement a "Green Alleys Program" to repurpose Town right-of-way in utility easements behind residential properties to provide new public space and multimodal connections throughout the community.

The Town could consider a study to explore development of a Green Alleys Program to repurpose Town owned open space located in utility easements that would connect residential neighborhoods. The "alleys" should be open to bicycle and pedestrian flows only (quiet modes) and could include landscaping, urban gardens, open space areas, benches, picnic tables and other elements. The alleys then become a public amenities that can be utilized by residents to enhance connectivity. The Town may also consider developing a volunteer Green Alleys Community Board to oversee maintenance, manage funding, determine what the space can be used for and potentially develop programming for the space (e.g. pop-up markets, block parties, yoga classes, urban gardens, etc.).

Further Reading:

A technical report is being prepared for documenting the mobility fee

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