



VILLAGE OF PALM SPRINGS

2045 MOBILITY PLAN DRAFT



GO Palm Springs
MOBILITY
Plan and Fee

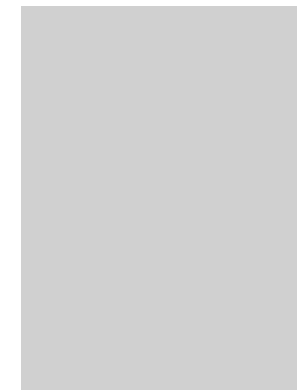


Jaunary 2025





GO Palm Springs
MOBILITY
Plan and Fee



1/25

Village of Palm Springs

MOBILITY PLAN AND FEE

Council Workshop #1



MOBILITY COHORT



Introduction



Jonathan Paul, AICP
Mobility Planner



Uyen Dang, PE
Transportation Engineer
DD=C

Agenda

- What is a **Mobility Plan & Fee**?
- Why do we need it?
- What is **Multimodal Transportation and Complete Streets**?
- Slow Speed Streets
- Draft **Palm Springs 2045 Mobility Plan**
- Next Steps

What is a Mobility Plan?

- **A Mobility Plan** is a 20 year vision of the Town's transportation system to transition from one focused primarily on moving vehicles to moving people.
- **Mobility Plans** create a balance between reducing congestion and support community growth.
- **Mobility Plans** are required by Florida Statute to serve as the basis for development of a **Mobility Fee**.



A **Mobility Plan** is
the basis to establish
a Mobility Fee.

Why do we need it?

A **Mobility Plan** assists
the Town in prioritizing
projects in their long
range plans and helps get
projects funded

Mobility fees, established through mobility
plans, create additional revenue that the Town
can use to fund mobility projects.





Complete Streets

VILLAGE OF PALMSPRINGS MOBILITY STUDY AND FEE



**ACTIVE
SIDEWALKS**



**DEDICATED
BIKE LANES**



**ACTIVE
ROADWAY**



**SAFE
CROSSWALKS**



**FURNISHING
ZONE**



**GREEN
SPACES**

MULTIMODAL ELEMENTS



Mobility

Ability to move people by multiple modes of travel in a timely and efficient manner.



Accessibility

Ease at which people use modes of travel to reach jobs, daily needs, and social activities.



Connectivity

Number of route options available to move people and the directness of those route options to reach their destination .



Visibility

Frequency at which those driving a car see people walking, bicycling, and using a mode of travel other than driving a car.



Safety

Behavioral and physical design elements of the built environment that allow people of all ages and abilities to reach their destination safely.



Social Value

Experiences and interactions in a shared space environment can increase individual and societal happiness.

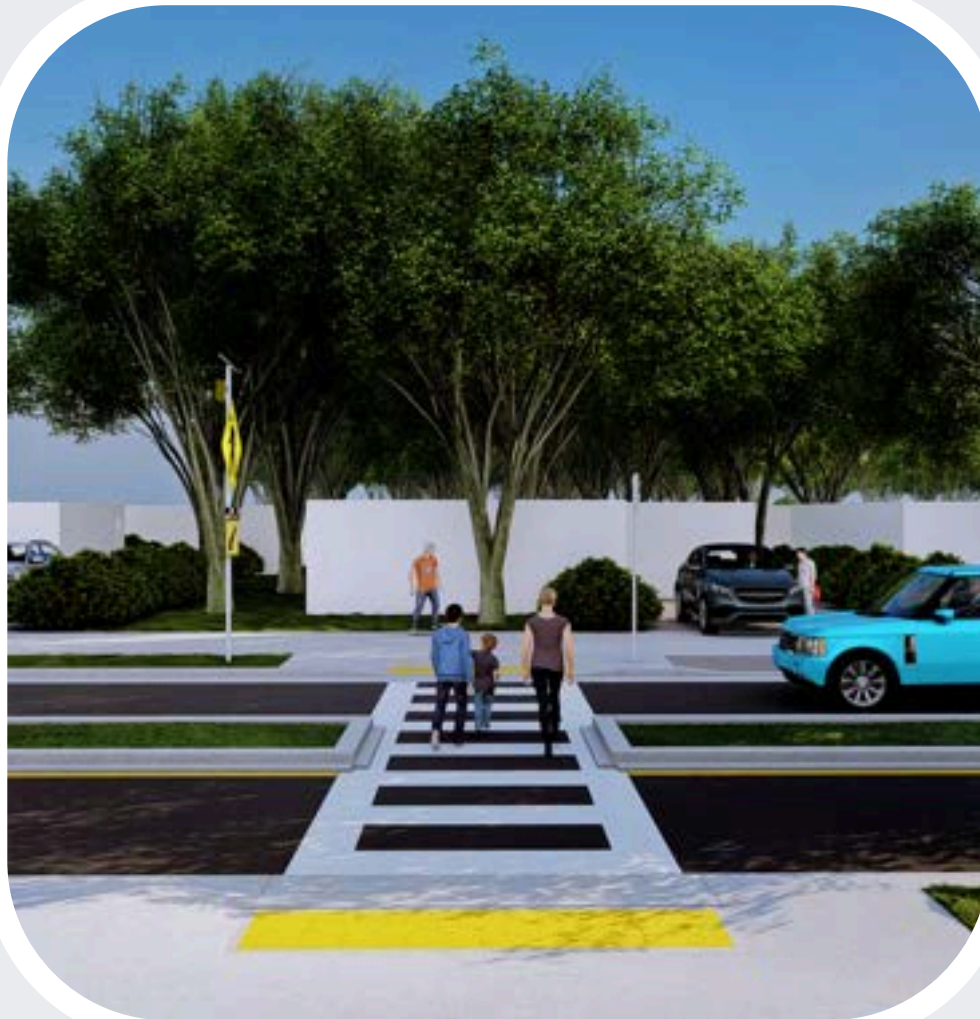


Continuity

Uninterrupted consistency of multimodal facilities in width and condition with logical beginning and endpoints that are without gaps or sudden and abrupt termination.

How Can a Mobility Plan help the Village?

Improve Safety
Reduce Speed



Improve Access
Complete Streets



Enhance Community
Capital Improvements



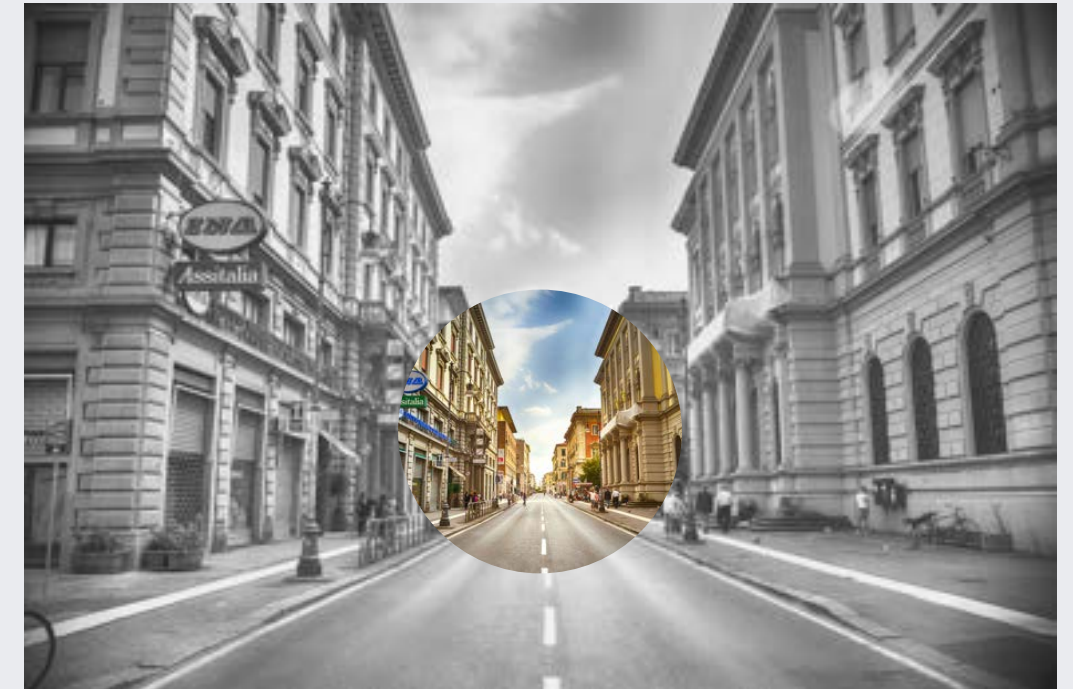
Moving Towards Safety



10-15MPH



20-30MPH



30MPH +

Design for Safe Speed

➤ Vision Zero

... is a strategy to **eliminate all traffic fatalities and severe injuries**, while increasing safe, healthy, equitable mobility for all.



Why Vision Zero?

- 10 Year Total - 18,101
- Total KSI = 262



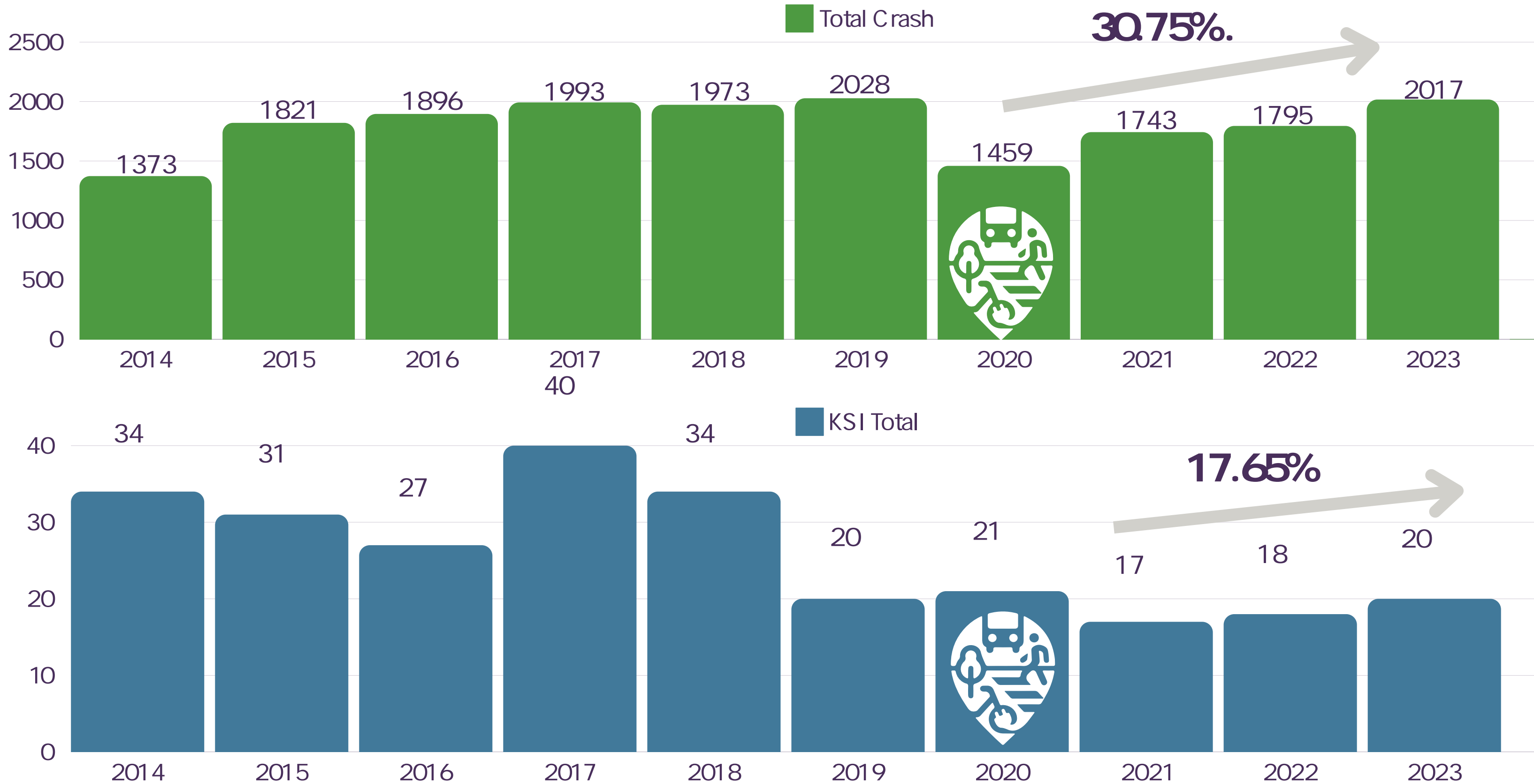


Crash Totals By Year

VILLAGE OF PALMS SPRINGS VISION ZERO

TOTAL

KSI



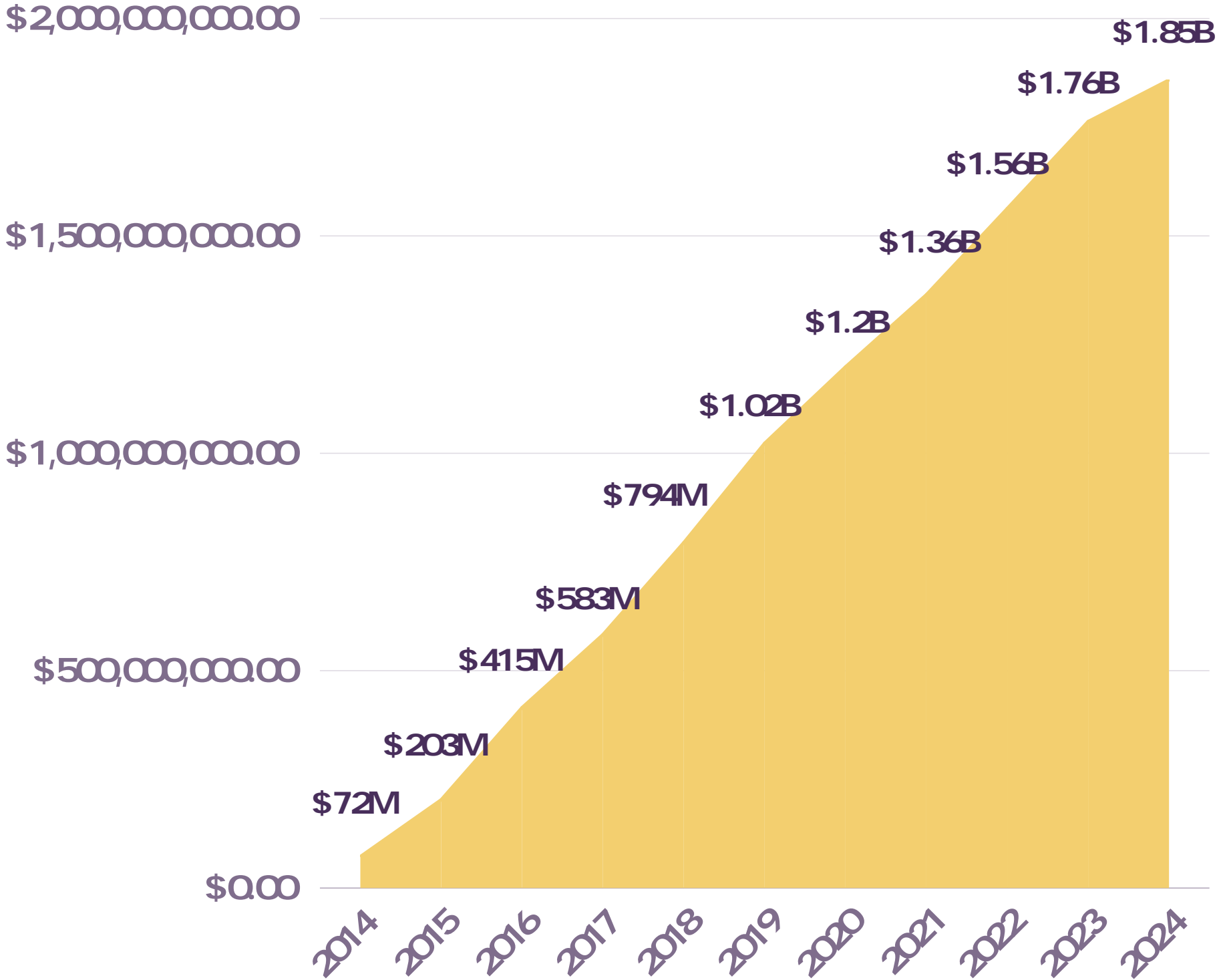


FDOT KABCO Crash Costs - Villagewide

VILLAGE OF PALMSPRINGS VISION ZERO

Crash Severity	Comprehensive Crash Cost
Fatal (K)	\$10,100,000
Severe Injury (A)	\$818,636
Moderate Injury (B)	\$163,254
Minor Injury (C)	\$99,645
Property Damage Only (O)	\$6,500

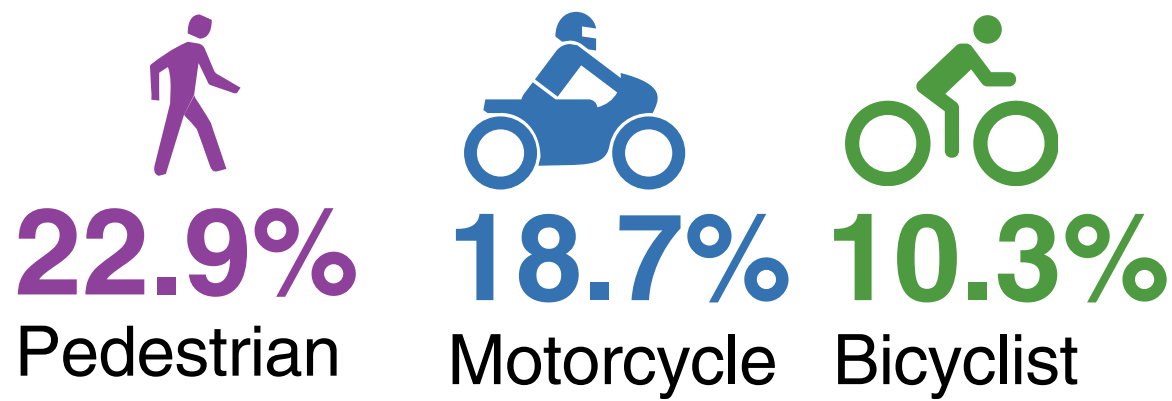
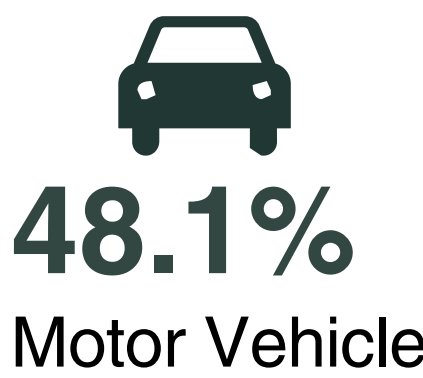
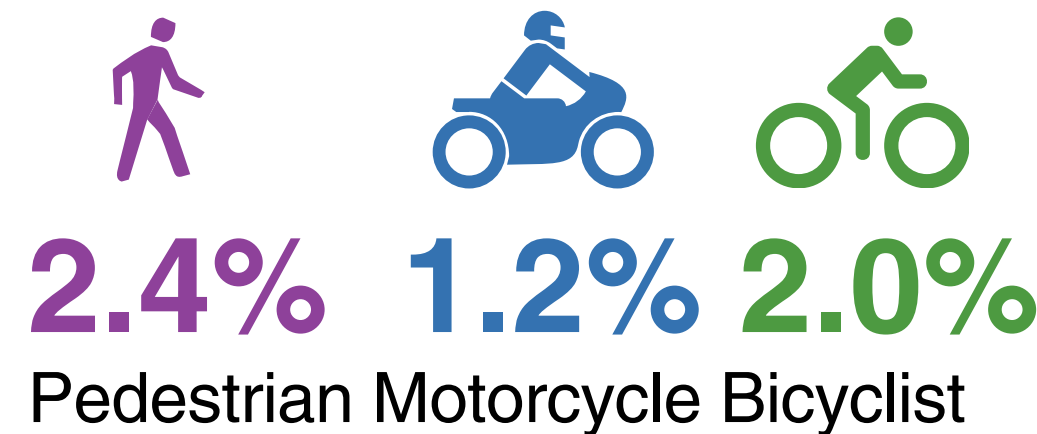
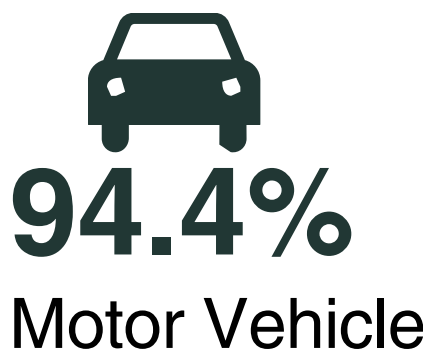
- Total Cost \$1.85B for 10 Years
- \$185M/YR
- \$15.4M/Month
- \$500k/Day



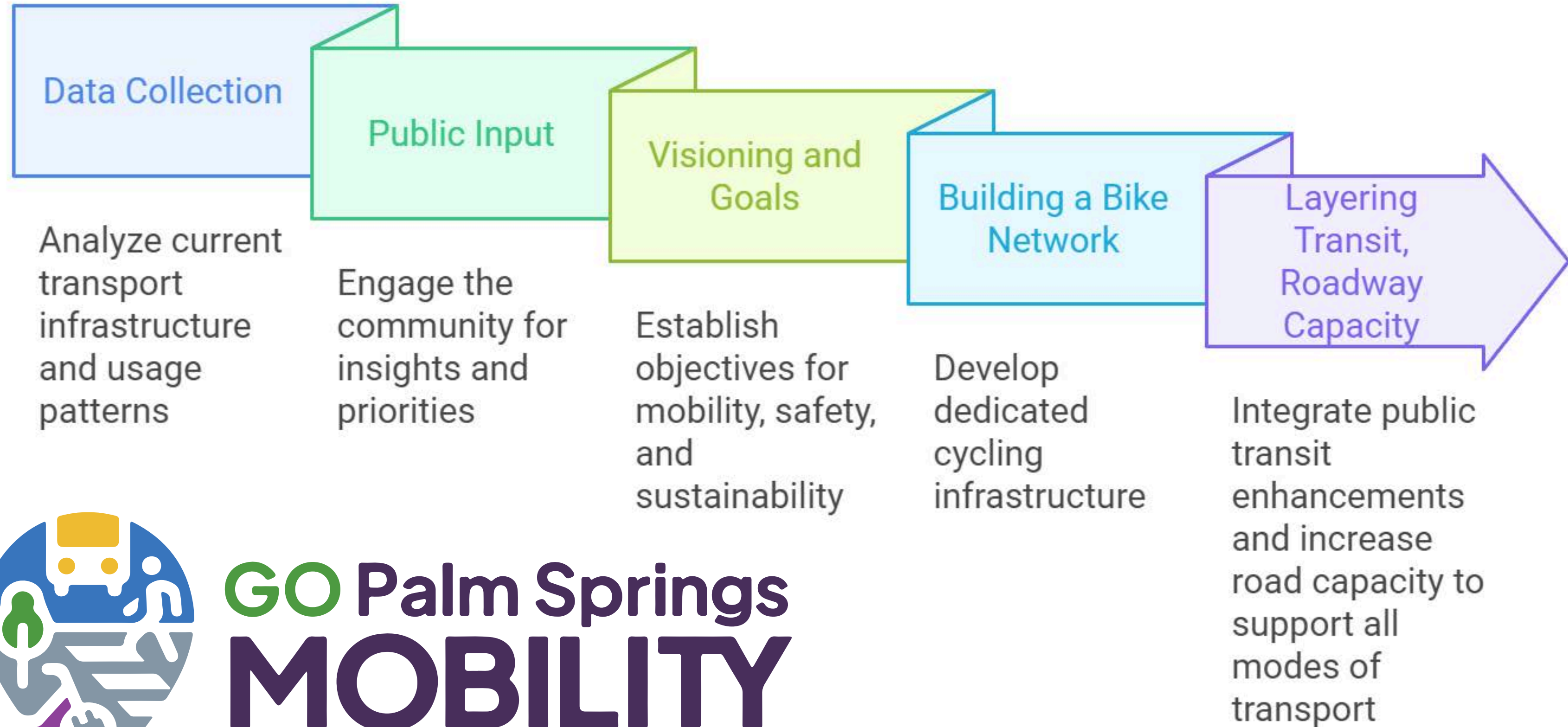
SOURCE: FLORIDA DEPARTMENT OF TRANSPORTATION CRASH ANALYSIS REPORTING (C.A.R.) SYSTEM

VULNERABLE TRAVELERS

Most crashes involve vehicles, but people walking or biking are much more likely to be injured or killed in crashes.



Mobility Planning



GO Palm Springs
MOBILITY

A Safe, Connected and Welcoming Community

Community Engagement

Hispanic Heritage Festival



9/21/2024

Spooky Springs Halloween Trunk or Treat



10/19/2024

Senior Citizen Health Expo



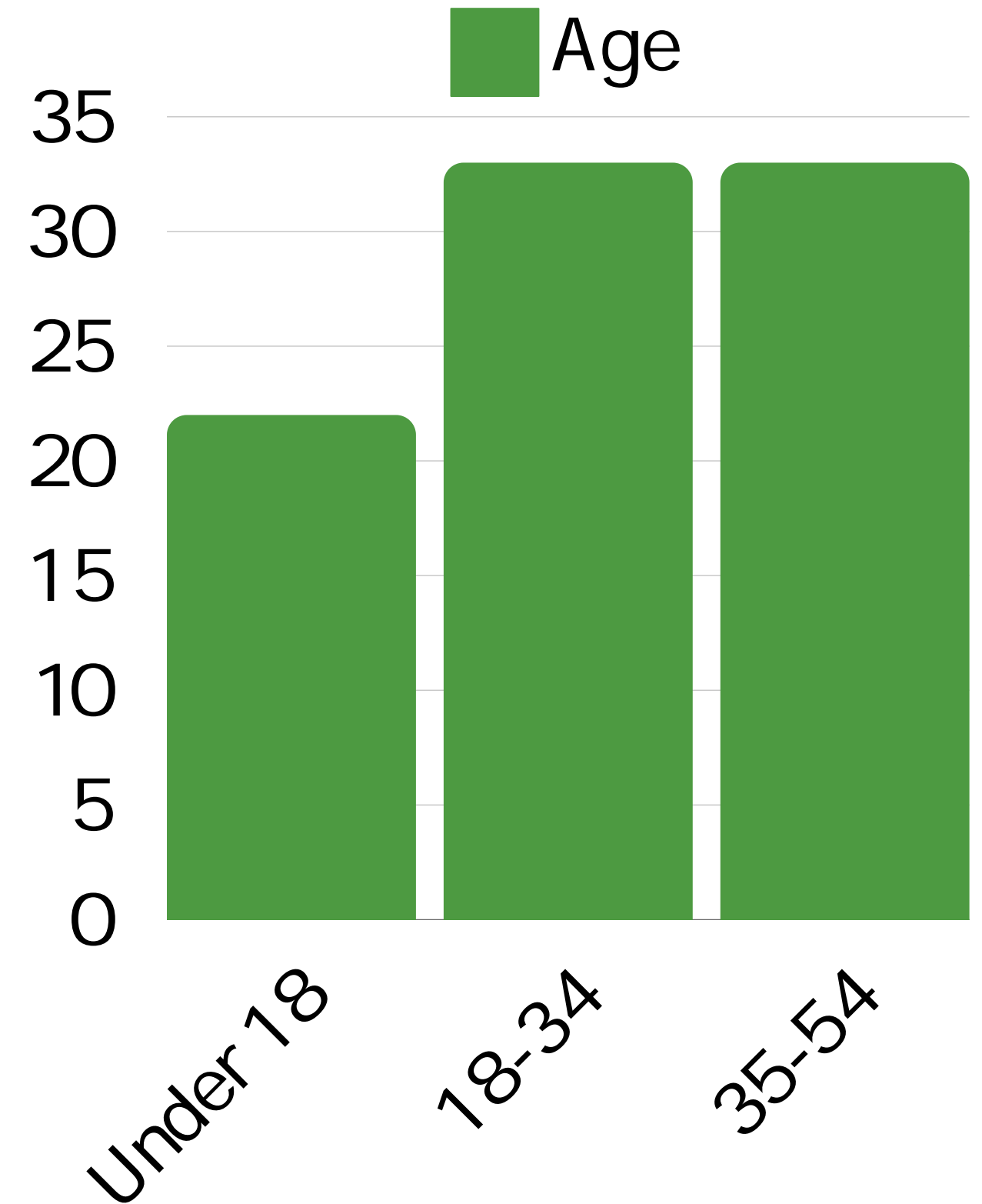
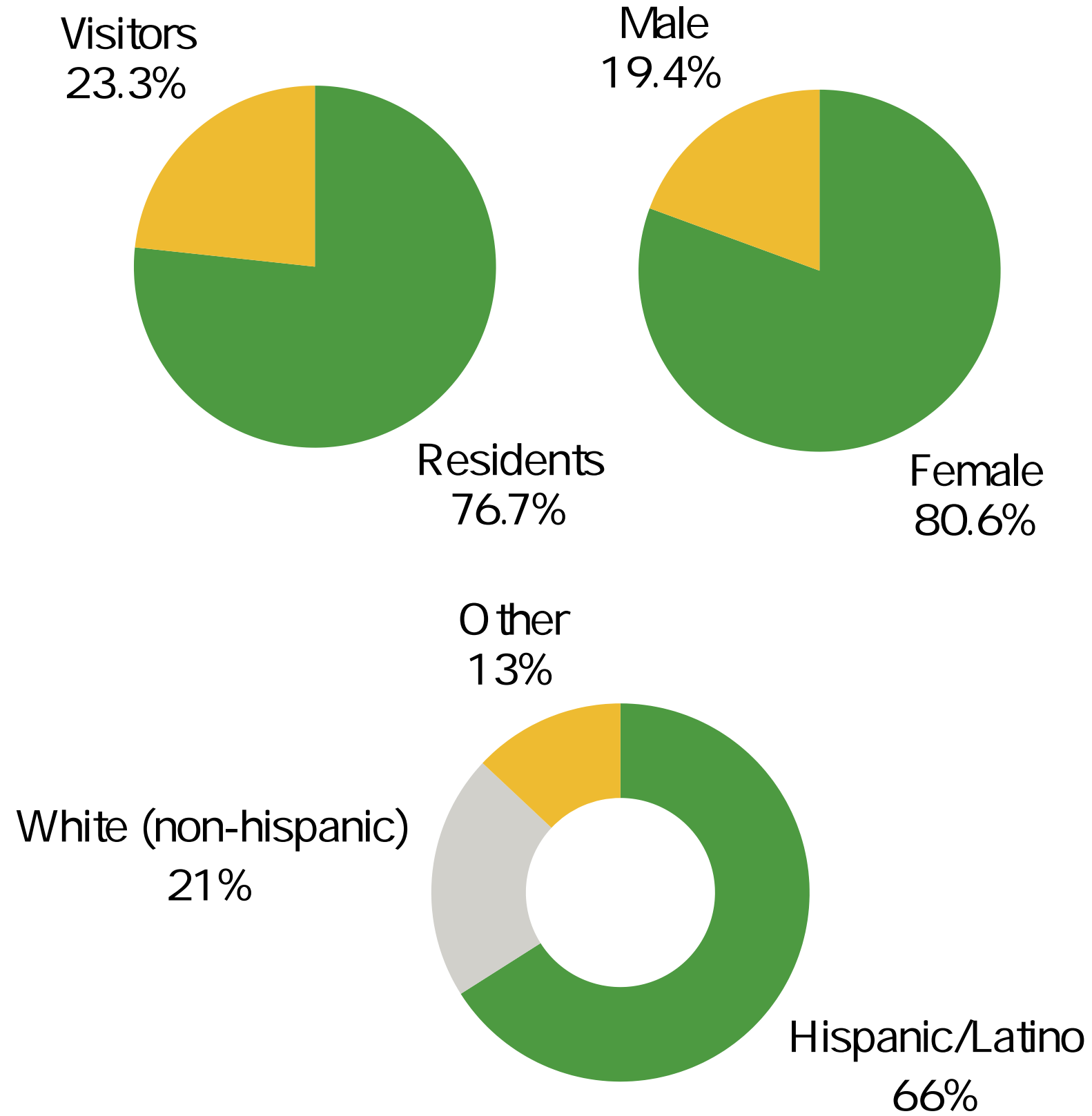
10/30/2024

Village Tree Lighting Event



12/7/2024

Community Input



Neighborhood Improvements Needed



81.6%
travel by
driving



34%
travel by
walking

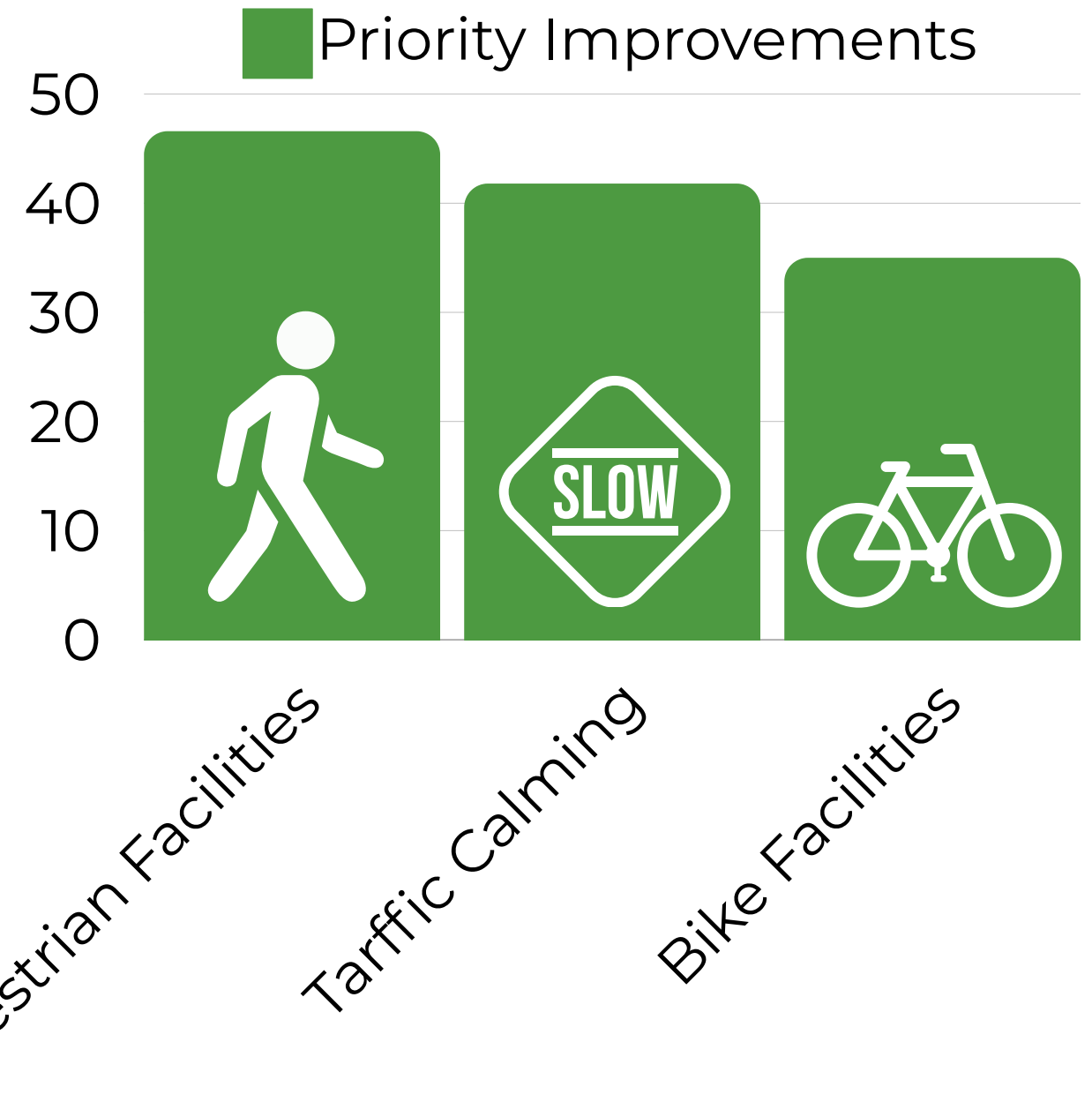
31%

Insufficient
Transportation
Options

- **Safety Perceptions -**

- Distraction (59% high/very high)
- Speeding (53% high/very high)
- Motorists (42% high/very high)

- **Respondents felt safest driving, least safe biking**



Top 3:

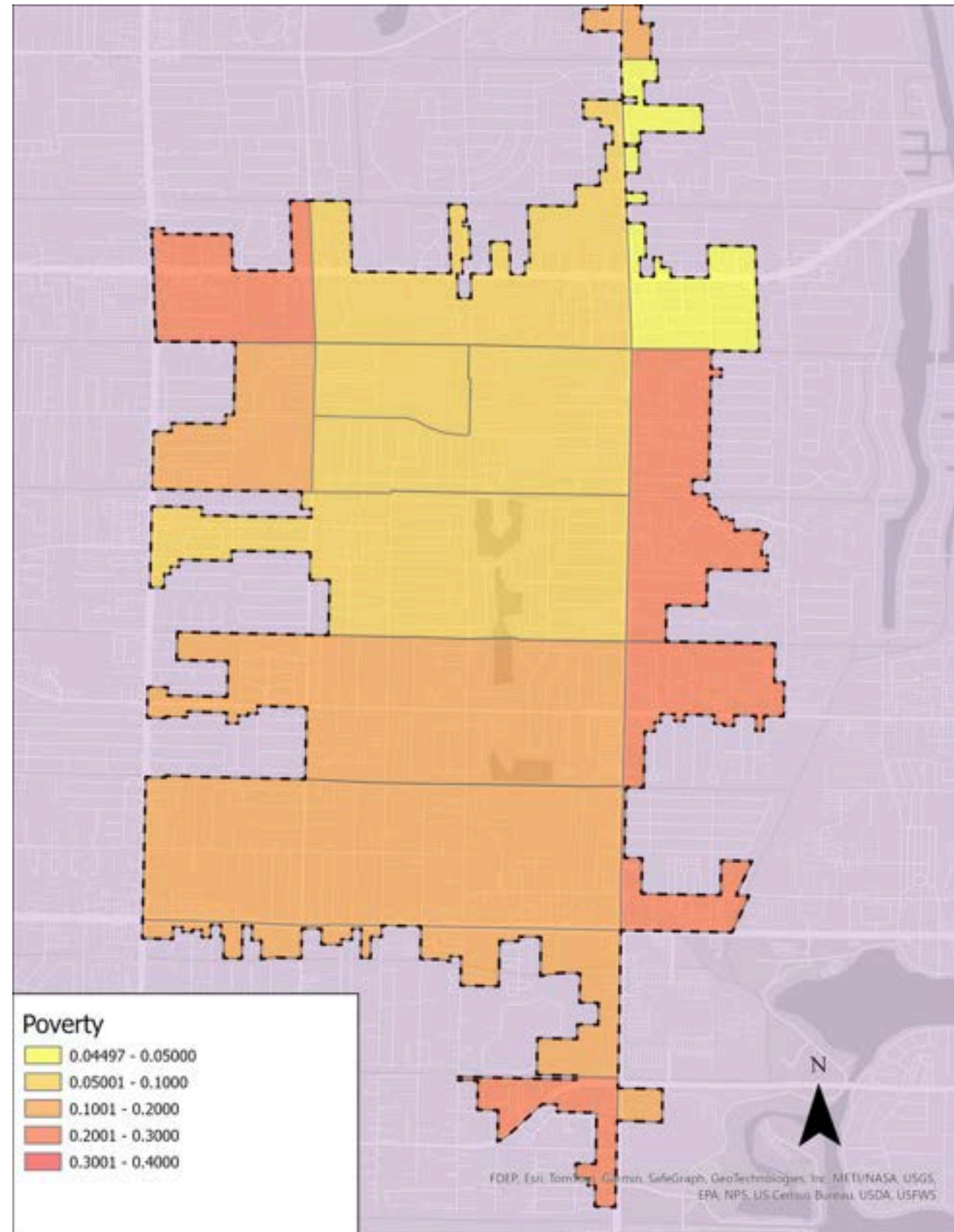
- Pedestrian facilities (46.6%)
- Traffic calming measures (41.8%)
- Bike facilities (35%)



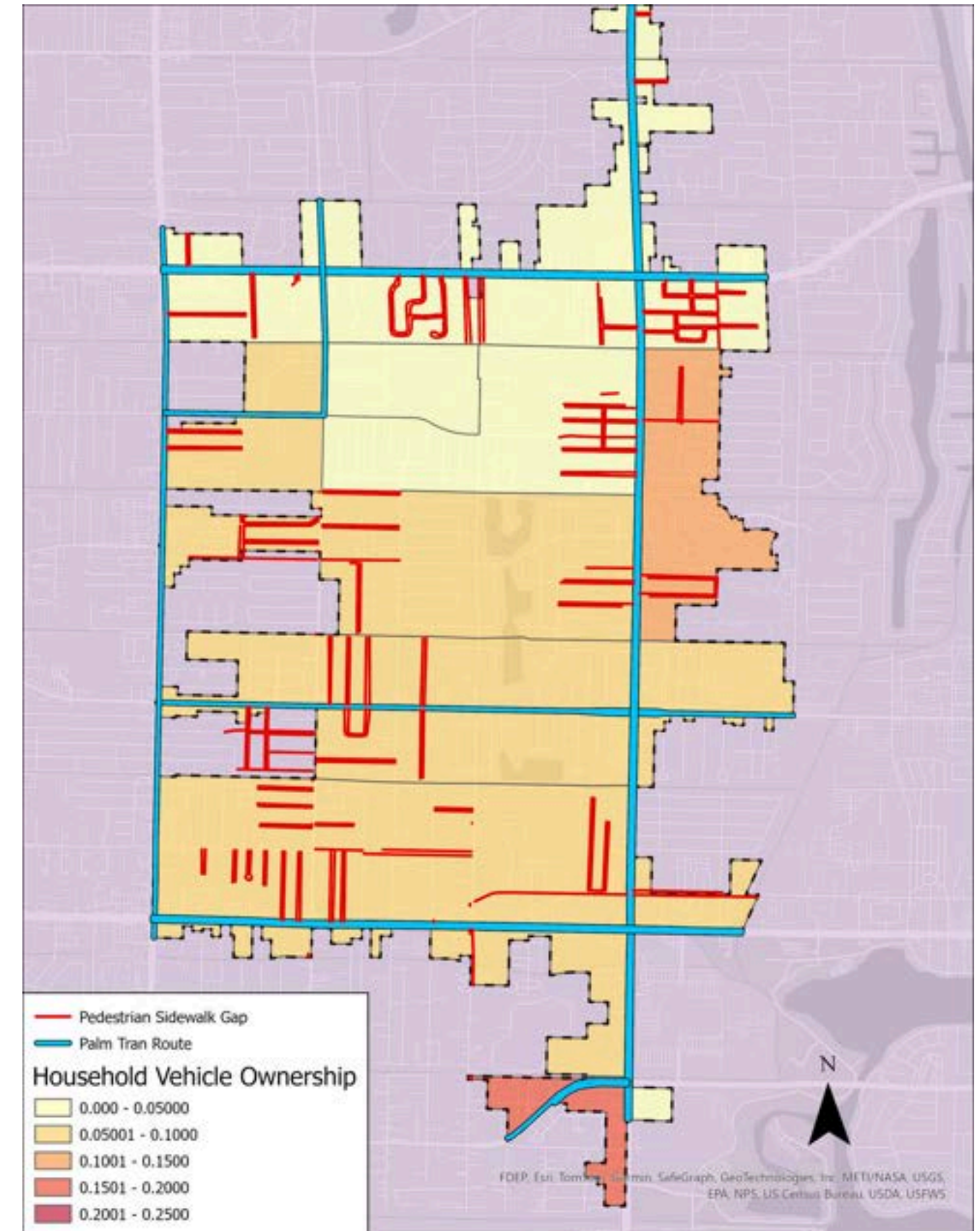
Equity Consideration

VILLAGE OF PALMSPRINGS VISION ZERO

Poverty



Car Ownership



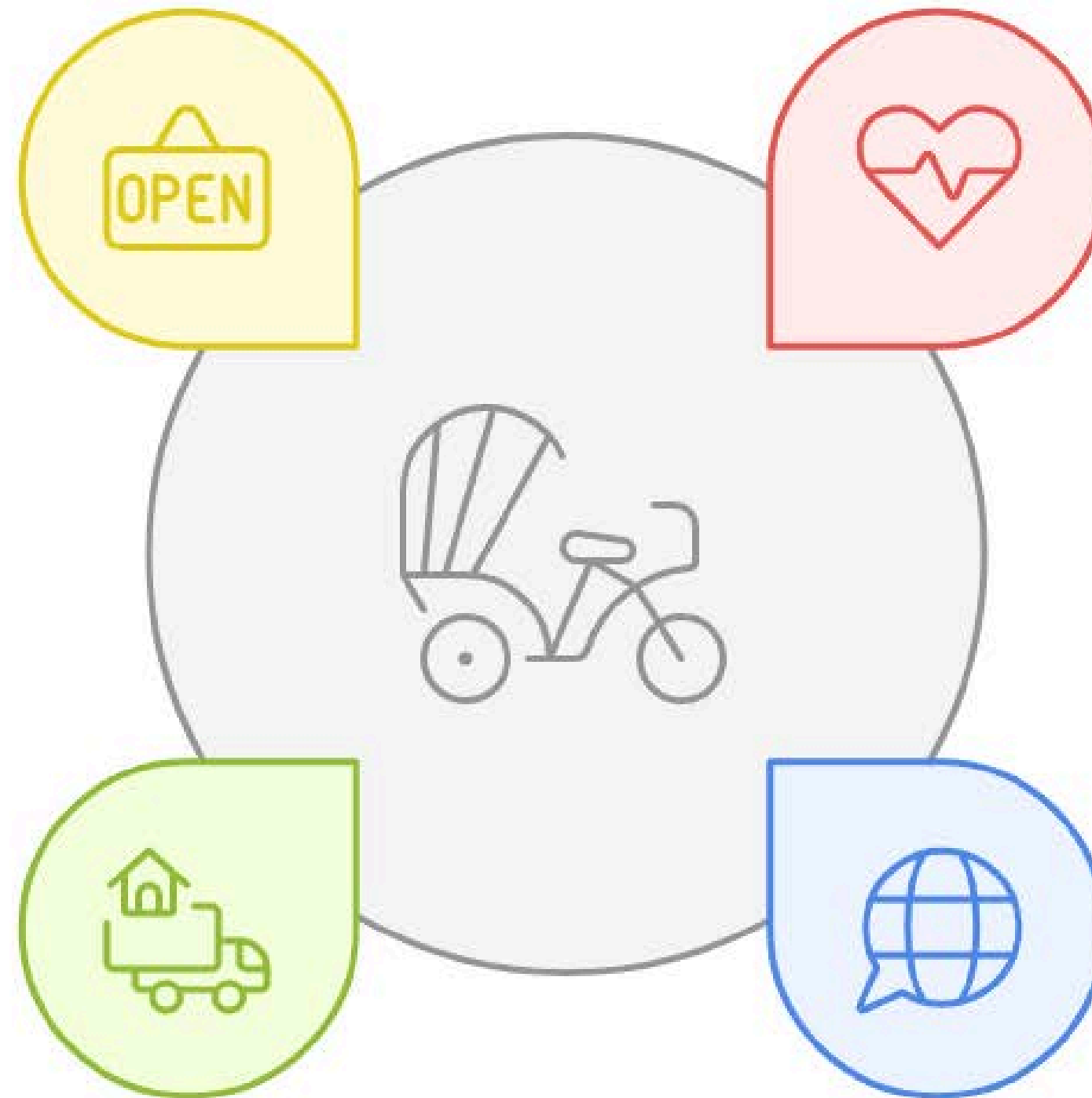
Villagewide Bicycle Network

Economic Benefits

Enhancing local business accessibility and boosting local economies

Traffic Congestion

Reducing car dependency can help alleviate traffic congestion in urban areas



Health Benefits

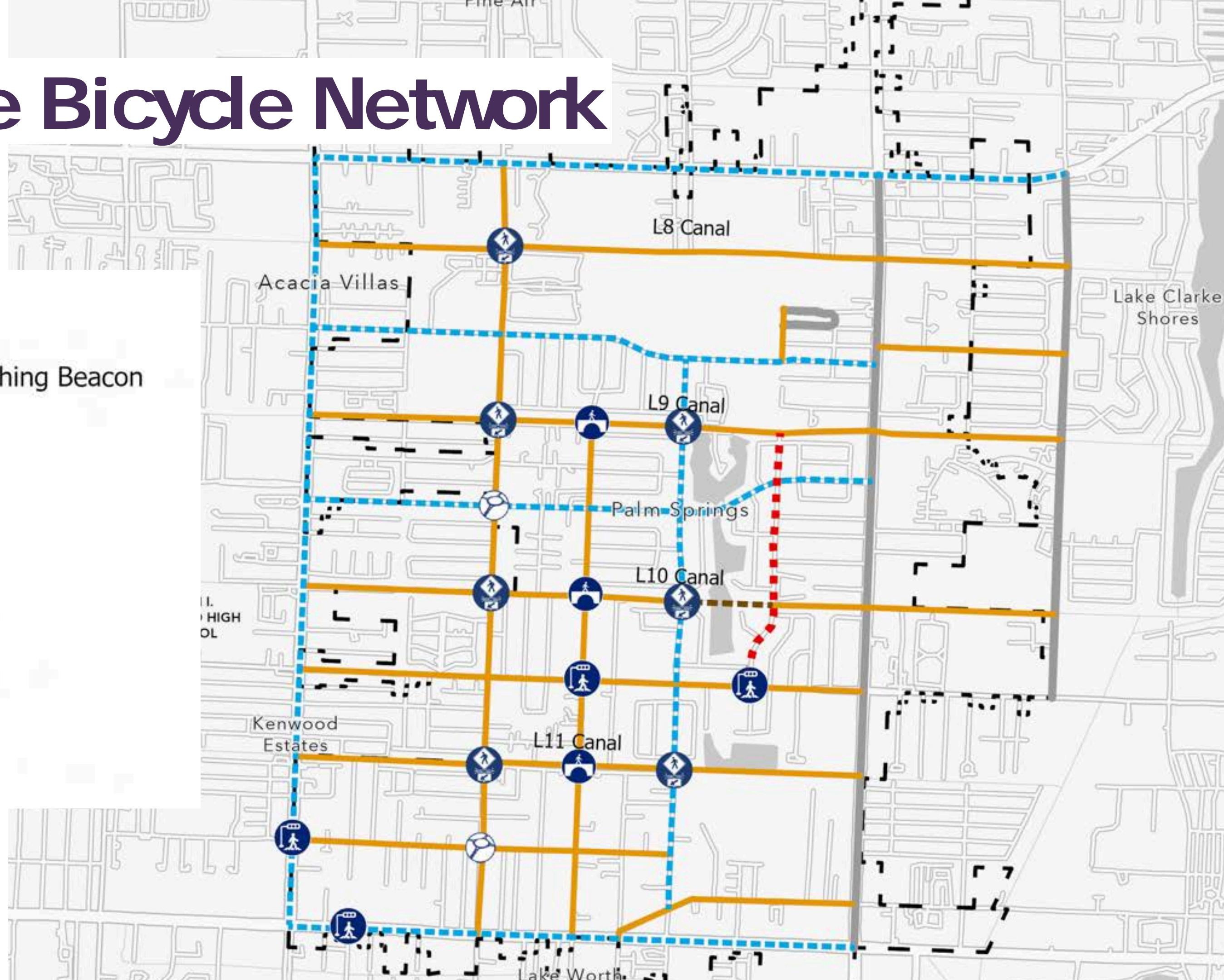
Encouraging physical activity and reducing health issues related to inactivity

Environmental Impact

Lowering carbon emissions by promoting cycling as an alternative to car use

Villagewide Bicycle Network

-  Roundabout
-  Rectangular Rapid Flashing Beacon
-  Pedestrian Signal
-  Pedestrian Bridge
-  Boardwalk
-  One-Way Cycle Track
-  Multi Use Trail
-  Existing Multi Use Path
-  City Limit
-  Bike Boulevard





Separated and Protected

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Traffic Calming

- Yield Streets
- Speed humps / tables
- Road restriping (narrowing)
- Chicanes/ Curb extensions

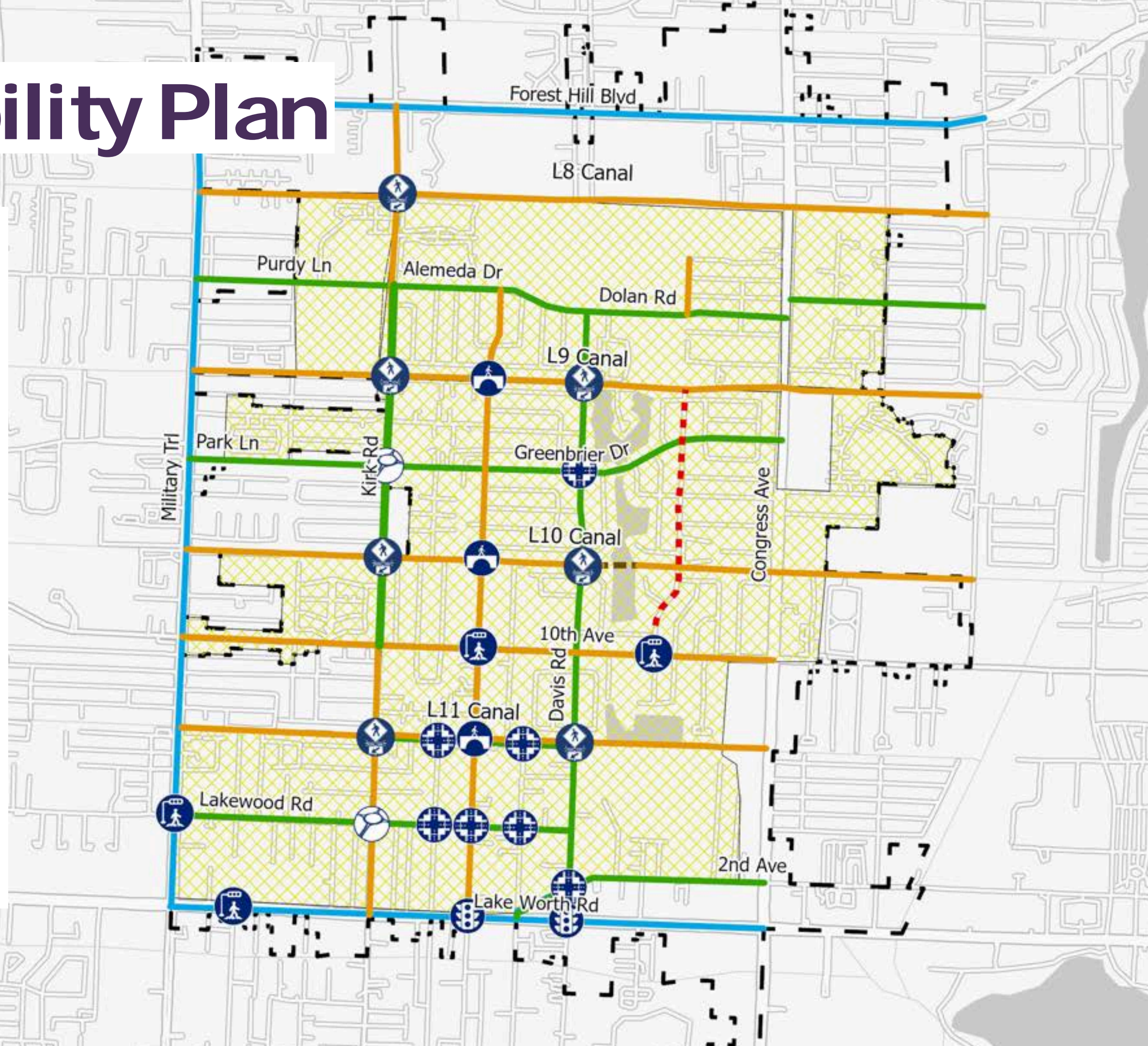
Pedestrian Crossings

- Increase safety
- Improve accessibility
- Improve convenience & pedestrian environment



Draft 2045 Mobility Plan

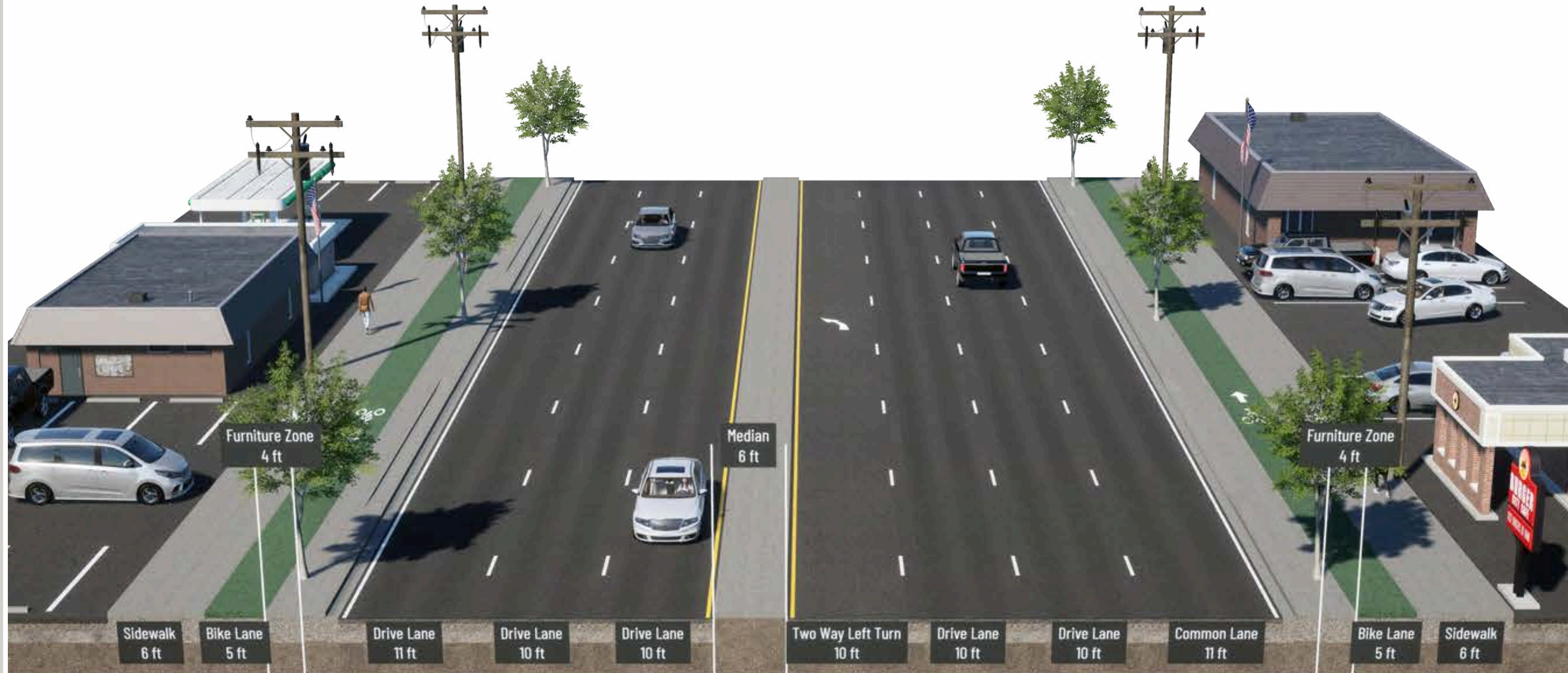
-  New Signalized
-  Pedestrian Signal
-  Roundabout
-  Raised Intersection
-  Pedestrian Bridge
-  Rectangular Rapid Flashing Beacon
-  Bike Boulevard
-  Multi-Use Path
-  Lane Repurposing
-  Boardwalk
-  Complete Streets Projects
-  Traffic Calming
-  City Limit



Proposed Concept - Military Trail



Proposed Concept - Forest Hill Blvd.



Proposed Concept - Kirk Road

MOBILITY STUDY AND FEE



Proposed Concept - 2nd Ave.

VILLAGE OF PALMSPRINGS MOBILITY STUDY AND FEE



Proposed Concept - 2nd Ave.

VILLAGE OF PALMSPRINGS MOBILITY STUDY AND FEE



Proposed Concept - 2nd Ave.

VILLAGE OF PALMSPRINGS MOBILITY STUDY AND FEE



What is a Mobility Fee?

- Intended to replace the County Road Impact Fee
- Alternative to transportation concurrency & road impact fees
- One-time fee paid by (re) development
- Intended to mitigate transportation impact
- Creates city-controlled funding source
- Funds variety of multimodal infrastructure
- Funds policies, programs, and services



Road Impact Fee vs Mobility Fee

Impact Fees

- Fund adding road capacity
- Based on general cost of capacity, not specific projects
- Based on future vehicle miles of travel
- Utilizes segment-based road level of service (LOS) standards

Mobility Fees

- **Based on a plan of mobility projects**
- Fund variety of multimodal facilities, plans, programs, and policies
- Based on cost of multimodal projects in the Mobility Plan
- Based on person miles of travel
- Utilizes both areawide LOS and multimodal Quality of Service (QOS)

EXISTING MOBILITY FEES AND SIMILAR PROGRAMS IN FLORIDA



CITIES

1. Altamonte Springs Mobility Fee*
2. Boca Raton Planned Mobility Developments
3. Casselberry Mobility Fee
4. Dade City Multimodal Transportation Impact Fee
5. DeBary Mobility Fee*
6. Destin Multimodal Transportation District*
7. Edgewater Mobility Fee
8. Gainesville Transportation Mobility Program
9. Jacksonville Mobility Fee*
10. Jacksonville Beach Mobility Fee
11. Kissimmee Multimodal Transportation District*
12. Lakeland Multimodal Transportation Impact Fee
13. Lake Park Mobility Fee*
14. Lake Wales Multimodal Transportation Impact Fee*
15. Maitland Mobility Fee*
16. Miami Lakes Mobility Fee
17. Miami Beach Mobility Fee*
18. Orlando Multimodal Transportation Impact Fee
19. Ormond Beach Mobility Fee
20. Palm Beach Gardens Mobility Fee*
21. Panama City Multimodal Transportation District
22. Plant City Transportation Mobility Fee
23. Port St. Lucie Mobility Fee*
24. Sarasota Multimodal Fee
25. St. Augustine Mobility Fee*
26. Tampa Multimodal Impact Fee

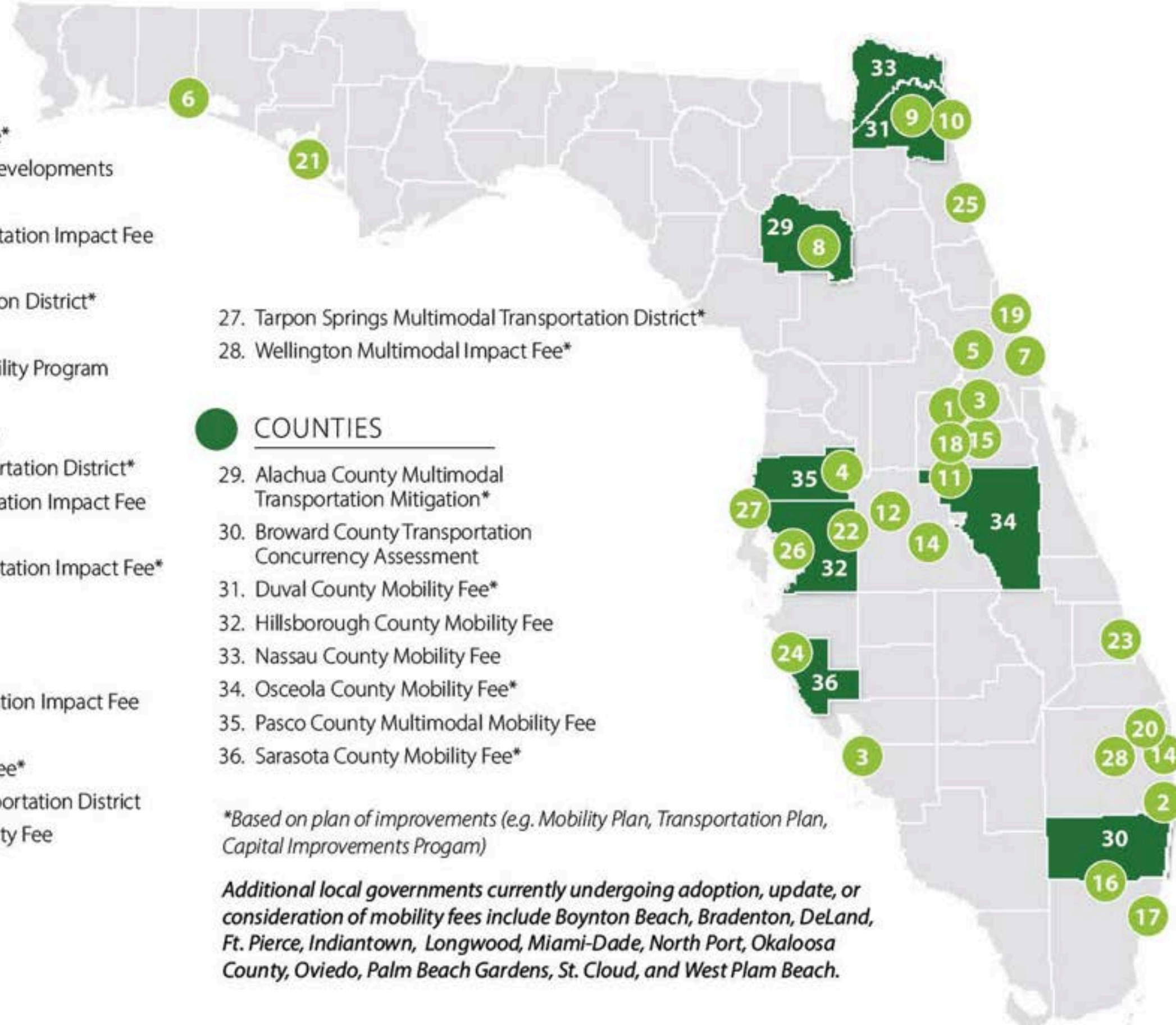


COUNTIES

27. Tarpon Springs Multimodal Transportation District*
28. Wellington Multimodal Impact Fee*
29. Alachua County Multimodal Transportation Mitigation*
30. Broward County Transportation Concurrency Assessment
31. Duval County Mobility Fee*
32. Hillsborough County Mobility Fee
33. Nassau County Mobility Fee
34. Osceola County Mobility Fee*
35. Pasco County Multimodal Mobility Fee
36. Sarasota County Mobility Fee*

**Based on plan of improvements (e.g. Mobility Plan, Transportation Plan, Capital Improvements Program)*

Additional local governments currently undergoing adoption, update, or consideration of mobility fees include Boynton Beach, Bradenton, DeLand, Ft. Pierce, Indiantown, Longwood, Miami-Dade, North Port, Okaloosa County, Oviedo, Palm Beach Gardens, St. Cloud, and West Palm Beach.

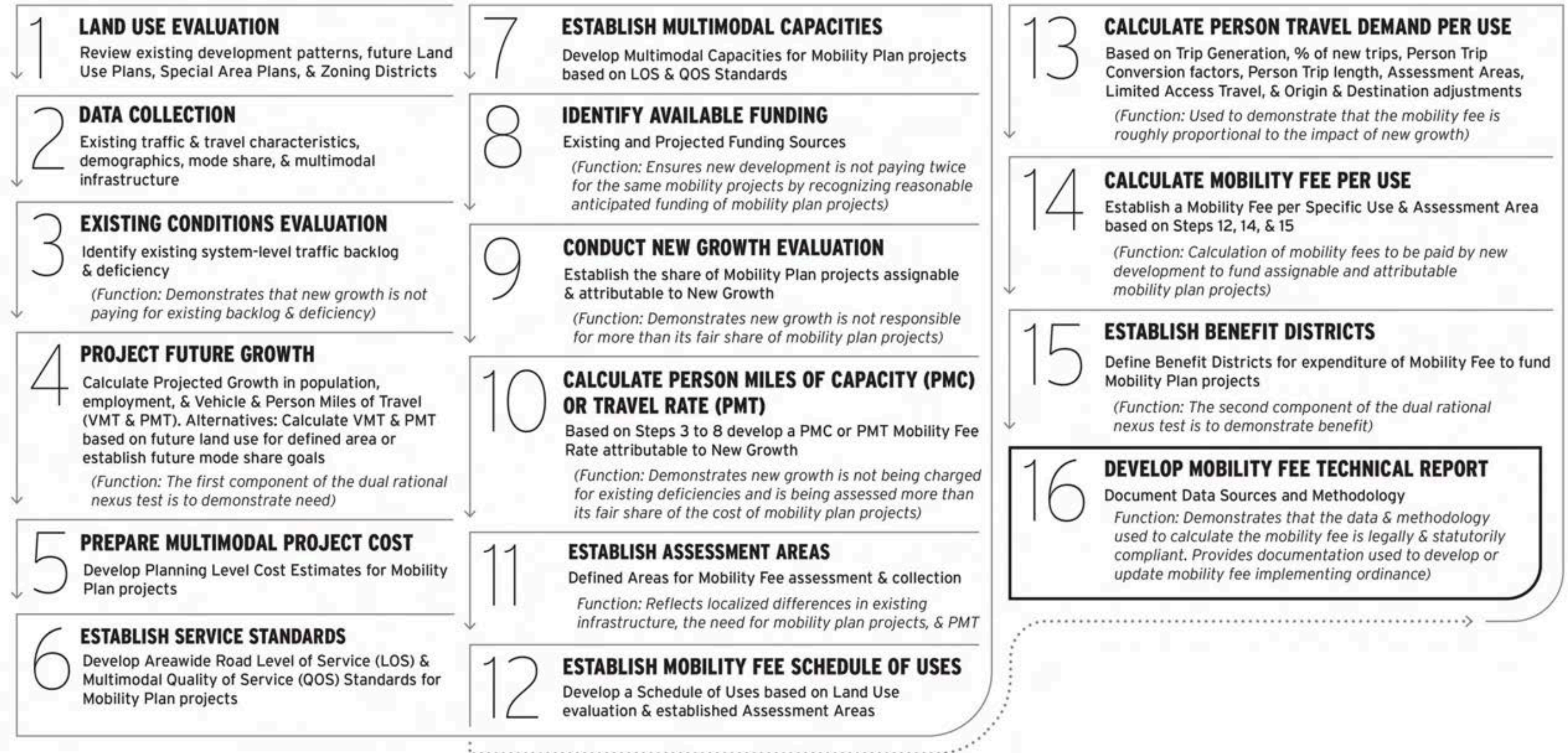


Why Mobility Fees Work

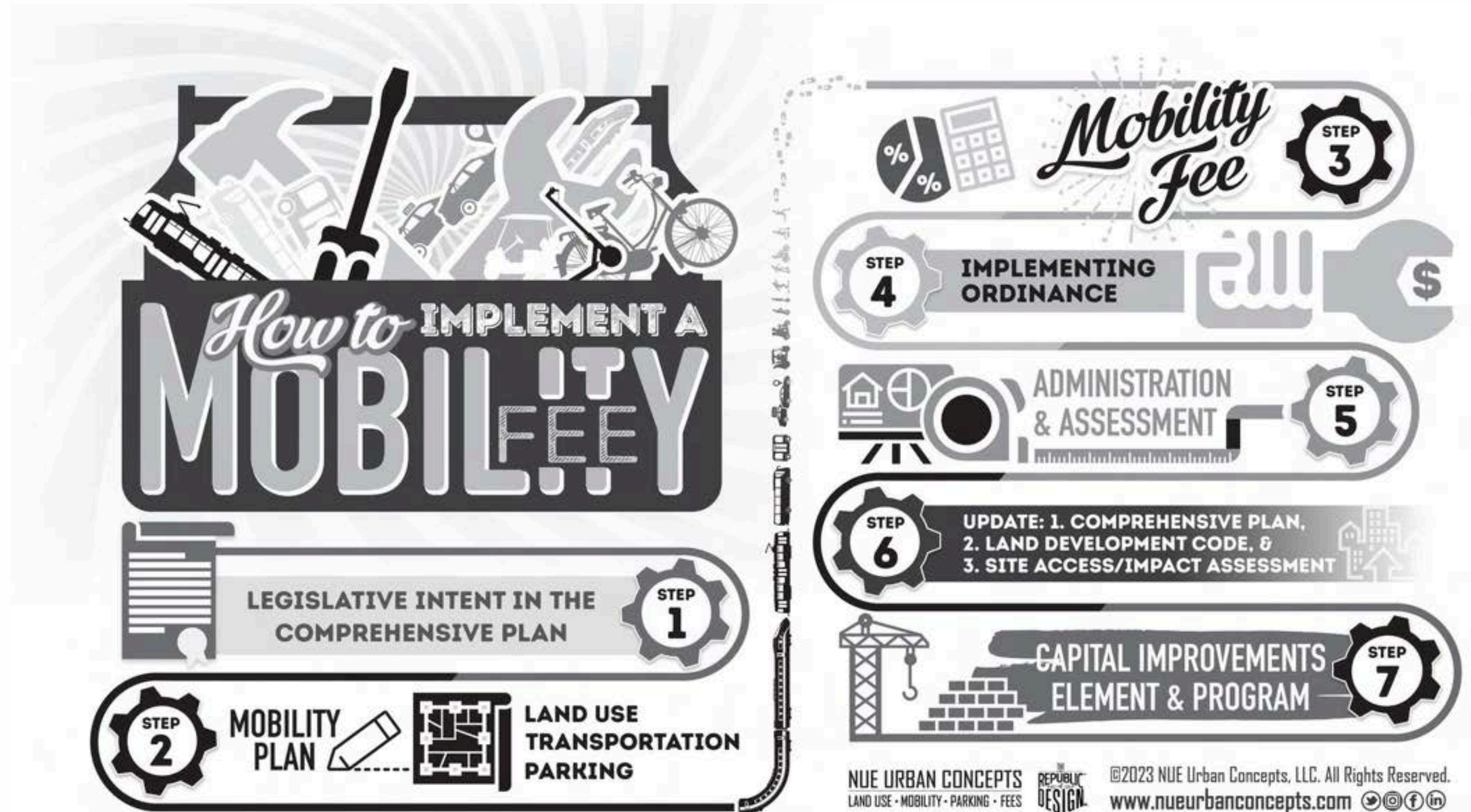
- Allows city to plan and fund a variety of **multimodal mobility projects**
- Assists city in prioritizing mobility projects to best meet the needs of the city
- Creates a **City controlled** funding mechanism
- Opens up additional **funding opportunities** for mobility projects
- Replaces transportation concurrency, proportionate share, and impact fees



DEVELOPING A MOBILITY PLAN & MOBILITY FEE



How to Implement a Mobility Fee?



What Types of Projects Will a Mobility Fee Fund?

- Sidewalks
- Multi-use/shared-use paths
- Greenways
- Bike lanes
- Streetscape & landscape
- Traffic calming / low speed streets
- Roundabouts / traffic circles
- Micromobility & microtransit
- Policies, programs, services and studies
- Green infrastructure
- Parking structures
- Mobility hubs
- Tactical urbanism (quick build)
- Transit circulators
- Transit vehicles
- Transit stop enhancements
- New roads and road widening
- Intersection improvements

Palm Springs Mobility Fee Schedule

Residential & Institutional Uses

USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESIS) NOTE: 1st DRAFT FOR DISCUSSION PURPOSES, NOT ADOPTED, SUBJECT TO CHANGE BASED ON FINAL MOBILITY PLAN	UNIT OF MEASURE (UOM)	2025 MOBILITY FEE
Residential Uses		
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	\$4,442
Institutional Uses		
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	\$2,453
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	\$3,476
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	\$4,579

Palm Springs Mobility Fee Schedule

Commercial, Industrial & Office Uses

Commercial Recreation Facility Uses		
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	\$23,057
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	\$14,628
Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	\$2,411
Office Uses		
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	\$6,052
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	\$14,107

Palm Springs Mobility Fee Schedule

Retail Uses

Retail Sales and Service Uses		
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	\$9,146
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	\$19,909
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	\$37,898
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	\$49,499

Palm Springs Mobility Fee Schedule

Non-Residential Uses & Additive Fees

Non-Residential Uses Per Unit of Measure (All uses are Additive Mobility Fees except overnight lodging)		
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	\$7,743
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	\$23,453
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	\$23,866
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	\$4,218
Quick Service Restaurant Drive Thru	per Lane	\$53,143
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	\$3,533
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	\$16,216
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	\$27,954

Palm Springs Mobility Fee Schedule

Lake Park

Residential:	\$861 per 1,000 sq. ft.	\$5,597.40 per dwelling	\$6,458 per dwelling
Retail:	\$2,277 per 1,000 sq. ft.	\$7,906.85 per 1,000 sq. ft	\$10,184 per 1,000 sq. ft
Office:	\$1,252 per 1,000 sq. ft.	\$4,464.26 per 1,000 sq. ft	\$5,716 per 1,000 sq. ft

Wellington

Residential:	\$864 per 1,000 sq. ft	\$5,597.40 per dwelling	\$6,461 per dwelling
Retail:	\$4,113 per 1,000 sq. ft.	\$7,906.85 per 1,000 sq. ft	\$12,020 per 1,000 sq. ft
Office:	\$1,734 per 1,000 sq. ft.	\$4,464.26 per 1,000 sq. ft	\$6,198 per 1,000 sq. ft

Village of Royal Palm Beach

Residential:	\$1,079 per dwelling	\$5,597.40 per dwelling	\$6,676 per dwelling
Retail:	\$1,817 per 1,000 sq. ft.	\$7,906.85 per 1,000 sq. ft	\$9,724 per 1,000 sq. ft
Office:	\$799 per 1,000 sq. ft.	\$4,464.26 per 1,000 sq. ft	\$5,263 per 1,000 sq. ft

Village of Palm Springs Draft Mobility Fee

Residential:	\$4,442 per 1,000 sq. ft	\$6,663.68 for a 1,500 sq. ft. unit
Retail:	\$9,146 per 1,000 sq. ft.	
Office:	\$6,052 per 1,000 sq. ft.	

Funding Options



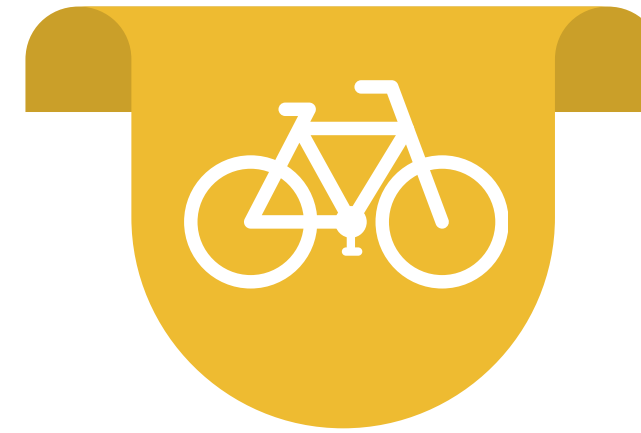
GRANTS

- Earmarks, funds, grants, and programs through the Palm Beach Transportation Planning Agency (TPA)
- The gas and infrastructure sales taxes collected by the Town is another funding source available to fund Mobility Plan projects.



CRA/BOND

- Community Redevelopment Area (CRA) funds, property taxes, and tourist development taxes to help fund Mobility Plan projects.
- Create a list of priority projects and utilizing bonds to invest in today's infrastructure need.



PPP

- Smart TOD District Development with Integrated TDM Solutions: Develop a new or redevelop an existing district around a transit hub, focusing on high-density, mixed-use buildings that include residential, commercial, and recreational spaces.

Mobility Plan Timeline

2025

2026

2030

2035

2045

**Mobility Plan
and Fee
Adoption**

**Project
Coordination
Obtain Funding**

**Get funding for
major
redevelopment**

**Start on
collecting data
for update**

**Mobility Plan
Update
Mobility Fee**

Next Steps

- Update Mobility Plan based on public feedback
- Begin developing Mobility Fee
- Planning and zoning (PNZ)
- Public Meeting