Tequesta Mobility Plan

September 2025





ACKNOWLEDGMENT

This Mobility Plan was prepared by the Village of Tequesta with funding support from the Palm Beach Transportation Planning Agency (TPA). The Village led this effort with guidance from Village staff, elected officials, and the community, while the TPA provided funding and technical partnership to ensure the Plan aligns with broader regional mobility goals. Together, this collaboration has resulted in a community-driven document that reflects local priorities, supports multimodal travel, and positions the Village to pursue future state and regional funding opportunities.

PALM BEACH Transportation Planning Agency

THE VILLAGE OF Tequesta

TEQUESTA MOBILITY PLAN

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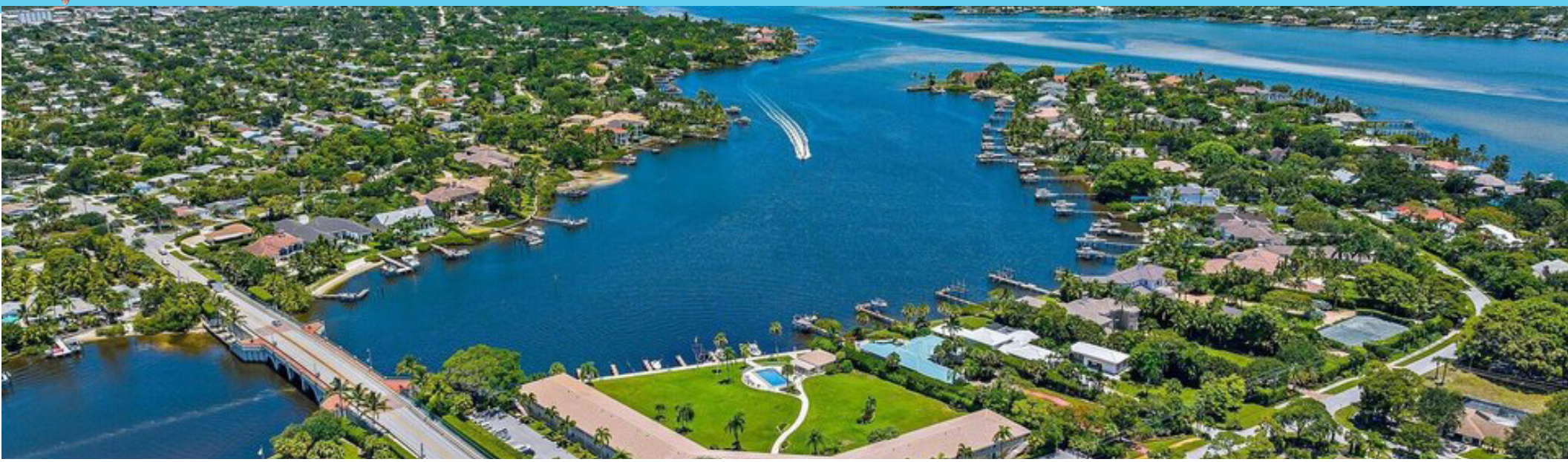


1. INTRODUCTION

The Village of Tequesta, located in the northernmost area of Palm Beach County along the scenic Loxahatchee River, is known as a charming community with vibrant local businesses and welcoming neighborhoods. The Village takes pride in its strong family values, abundant parks, and open spaces. These assets have shaped a forward-looking vision that prioritizes mobility and fosters accessible connections for all residents and visitors.

The Tequesta Mobility Plan serves as a guide for future urban design, streetscape enhancements, and multimodal transportation improvements within the Village. Developed in partnership with the Palm Beach Transportation Planning Agency (TPA) and Village staff, the plan builds on prior planning efforts, incorporates new data, and reflects extensive community feedback to create a unified strategy for improving mobility.

Grounded in the Village's unique character, the plan emphasizes safety, accessibility, and sustainability, while aligning with both local and regional transportation goals. It builds on community input and ensures that future growth supports a connected and livable Tequesta.

Vision

The vision of the Tequesta Mobility Plan is to develop connected and safe multimodal facilities that create a cohesive community and address the diverse needs of residents, visitors, and business owners.

The Plan's recommendations are intended to improve safety, walkability, quality of life, and economic development through the provision of safe, comfortable, and convenient walking and biking networks. By identifying specific priority transportation projects, the plan is intended to assist the City in prioritizing future effective transportation investments in the future.

As a living document, the Mobility Plan will evolve alongside the Village's changing transportation needs and priorities. It provides a bold and innovative roadmap, designed to meet today's challenges while anticipating the opportunities of tomorrow—ensuring that Tequesta remains a place where everyone can travel safely and conveniently, regardless of the mode of transportation they choose.

2. PLANNING CONTEXT AND BACKGROUND

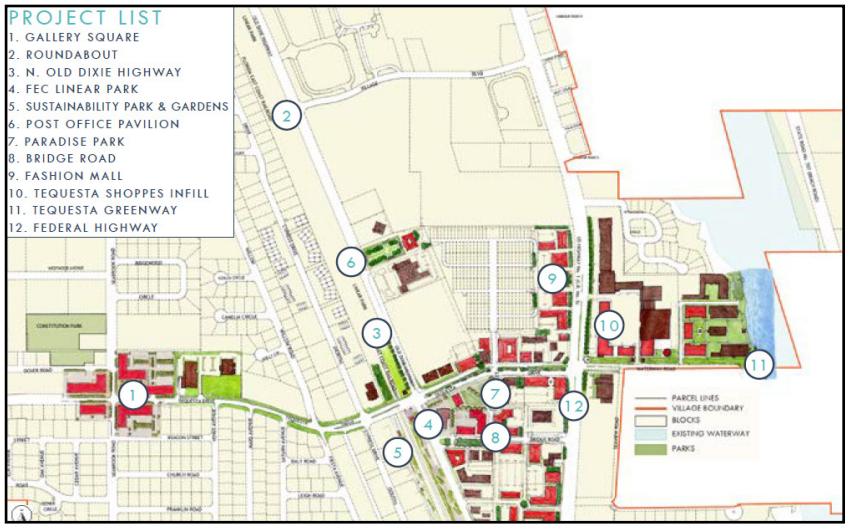
The Village of Tequesta Mobility Plan builds upon a number of foundational planning efforts that guide the Village's vision for safe, multimodal mobility and sustainable growth. Each contributes relevant goals, such as expanding bicycle and pedestrian infrastructure, improving access to parks and community assets, and coordinating with regional partners on long-term transportation priorities. Together, they underscore the Village's opportunity to align its Mobility Plan with broader efforts in Palm Beach County and the Treasure Coast region. This alignment strengthens the Village's ability to pursue funding, implement effective policy, and deliver transportation improvements that reflect both local values and regional vision.

Existing Plan Review

1. Village of Tequesta Commercial Corridor Master Plan (October 2022)

The Village of Tequesta, in collaboration with the Treasure Coast Regional Planning Council (TCRPC), developed a Commercial Corridor Master Plan to guide future growth and redevelopment of key mixed-use areas. The plan, shaped by a five-day public design charrette in April 2022, outlines 12 planning interventions focused on improving connectivity, safety, and public realm enhancements. These include recommendations for zoning updates, Complete Streets strategies, and draft architectural guidelines.

An overall map that shows 12 different planning interventions that were identified and developed during the charrette.



1.1 One area identified for further study is the intersection at Village Boulevard and N. Old Dixie Highway, which presents safety and access challenges. Potential treatments were discussed during the charrette, though further analysis is needed to determine feasibility and community support. The Master Plan is intended as a flexible framework to inform future development and infrastructure decisions.

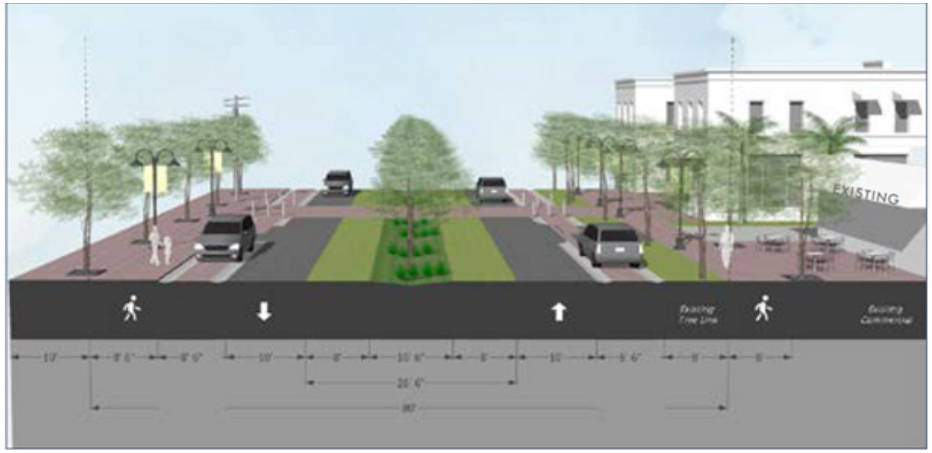
1.2 N. Old Dixie Highway is a historic two-to-four-lane road running parallel to the FEC Railway, with a long, straight, and fast-moving section north of Tequesta Drive. The road has limited interruptions, periodic turn lanes, and painted medians. The TCRPC team learned during the charrette that FDOT may be planning a Resurfacing, Restoration, and Rehabilitation (RRR) project for this segment. They are working to confirm the project and timeline, as this could be an opportunity to suggest safety and design improvements.



Cross section diagram of N. Old Dixie Hwy. redeveloped

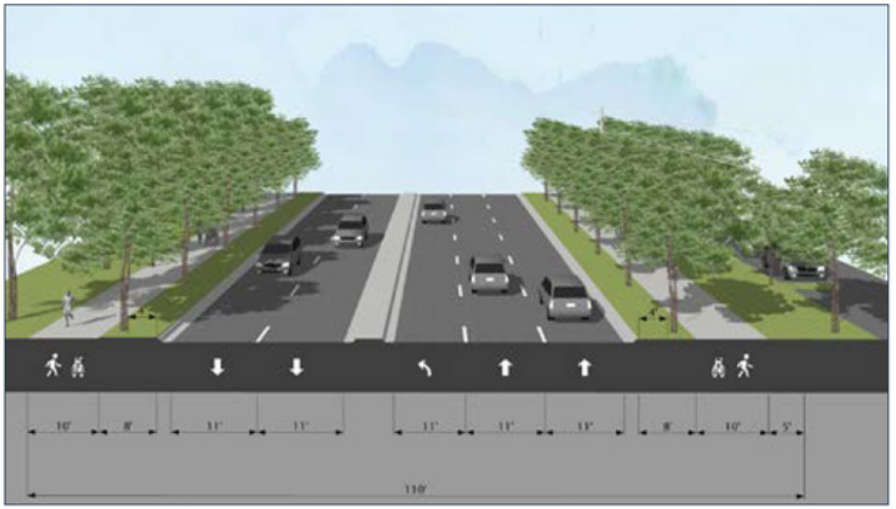
1.3 Bridge Road, located in Tequesta's Town Center, serves as a

key connection between Old Dixie Highway and US-1 but currently faces challenges such as deteriorating pavement conditions, disorganized parking, and limited pedestrian infrastructure. During the charrette, conceptual ideas were developed to enhance the corridor's function and appearance, these included introducing street trees, wider sidewalks, on-street parking, better lighting, and a central bioswale for stormwater management. While not formally proposed, these concepts highlighted opportunities to improve



safety, walkability, and environmental performance.
Diagram of proposed redevelopment of Bridge Road

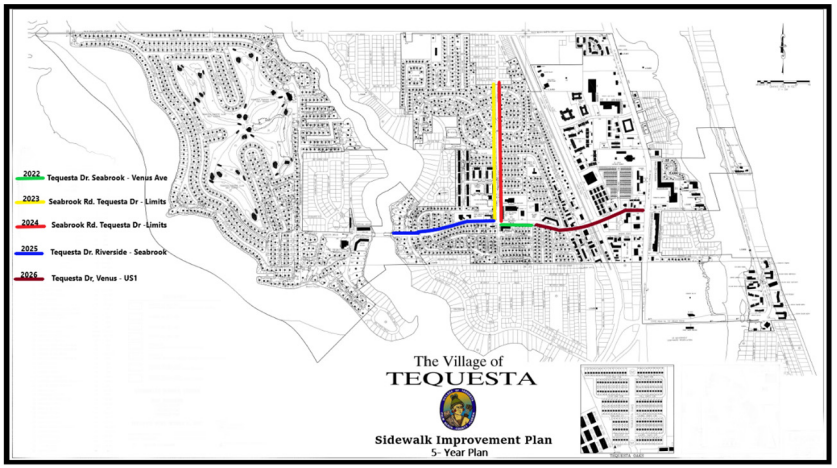
1.4 US Hwy 1 Complete Streets - In 2015, Tequesta initiated a plan to transform US-1 from a six-lane corridor into a "Complete Street" by replacing outside lanes with buffered bike lanes, adding street lighting, landscaping, and wider sidewalks. Completed in 2019, the project sparked debate, with some opposing the changes while others supported the traffic calming and bike-friendly design. Discussions during the Tequesta Master Plan process explored further enhancements, including adding shade trees and eventually converting the buffered bike lanes into a safer, separated multi-purpose pathway. The long-term vision aims to improve aesthetics, safety, and usability while maintaining a balanced



approach to community needs.
US-1 Highway Proposed Improvements Phase II

2. 5-Year Sidewalk Capital Improvement

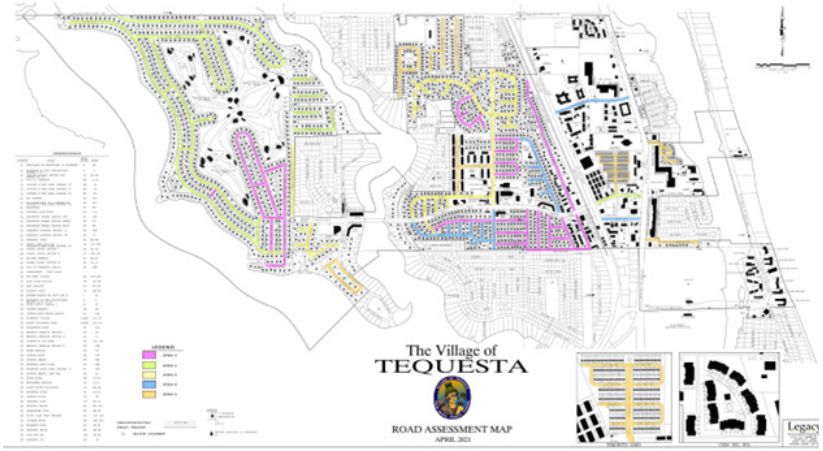
The Village of Tequesta's Sidewalk Capital Improvement Plan is a 5-year strategy to enhance pedestrian safety, connectivity, and infrastructure. Projects are evaluated and prioritized annually, with funding approved only for the current fiscal year. Long-term planning ensures future



funding priorities align with community needs.

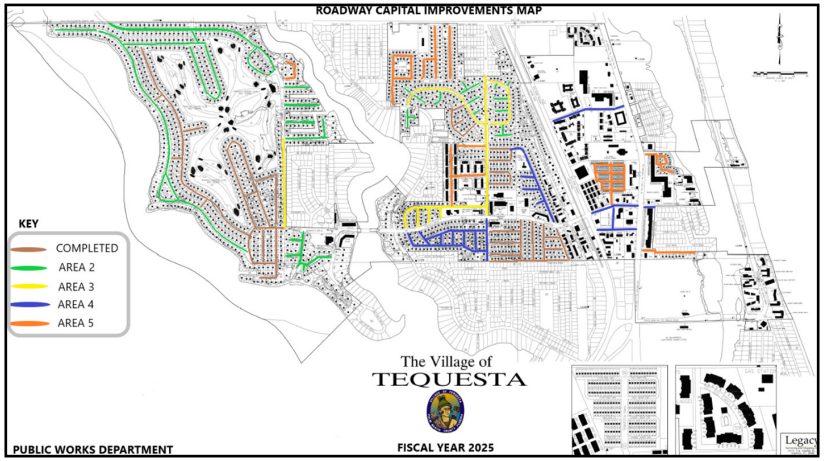
3. 20-Year Road Capital Improvement (2021)

The Village of Tequesta's 20-year Road Capital Improvement Plan is designed to enhance and sustain the community's roadway infrastructure over the long term. Each year, projects are reviewed and prioritized based on evolving needs, ensuring roads remain safe, efficient, and well-maintained. Although funding is allocated on an annual basis, this long-term strategy helps guide future investments and supports proactive planning for necessary improvements.



4. Roadway Capital Improvements Map (FY 2025)

This map shows the progress of the Roadway Capital Improvement Plan in FY 2025.



5. Tequesta Drive Golf Cart Evaluation (June 2019)

The golf cart evaluation conducted by McMahon Associates Inc. examines the feasibility of extending golf cart access along Tequesta Drive from Country Club Drive to Point Drive/Pinetree Drive. While golf carts are already permitted within the Tequesta Country Club Community and Country Club Drive, residents have requested expansion eastward to destinations such as the First Presbyterian Church of Tequesta. The study reviews Florida State Statute 316.212 and Village Ordinance 606 - Section 46-2, which outline safety requirements and restrictions for golf cart use on public roads, ensuring they operate within safe speed limits and with necessary safety features.

The study evaluates three alternatives for accommodating golf carts along Tequesta Drive, focusing on their impact on vehicular, pedestrian, and bicyclist conflicts, as well as crash severity. Alternative 1 proposes a dedicated multi-use path where golf carts, pedestrians, and bicyclists share space. While this results in high pedestrian and bicyclist conflicts, the impact on vehicular traffic is low, and the overall crash severity remains minimal due to low speeds and adequate path width. Alternative 2 features a buffered golf cart path adjacent to the roadway, reducing conflicts with pedestrians and bicyclists but presenting a moderate impact due to its proximity to vehicular traffic. Alternative 3 allows golf carts to share the roadway with vehicles, leading to very high vehicular conflicts and severe crash risks due to differences in speed and vehicle protection.

Each of the alternatives has advantages and disadvantages. Each of the alternatives are feasible options to service golf carts in the study corridor. From a traffic engineering perspective, the most important factor evaluated in this study is safety. Based on potential number and severity of crashes for this study, Alternative 1 is the safest alternative of those developed and evaluated.

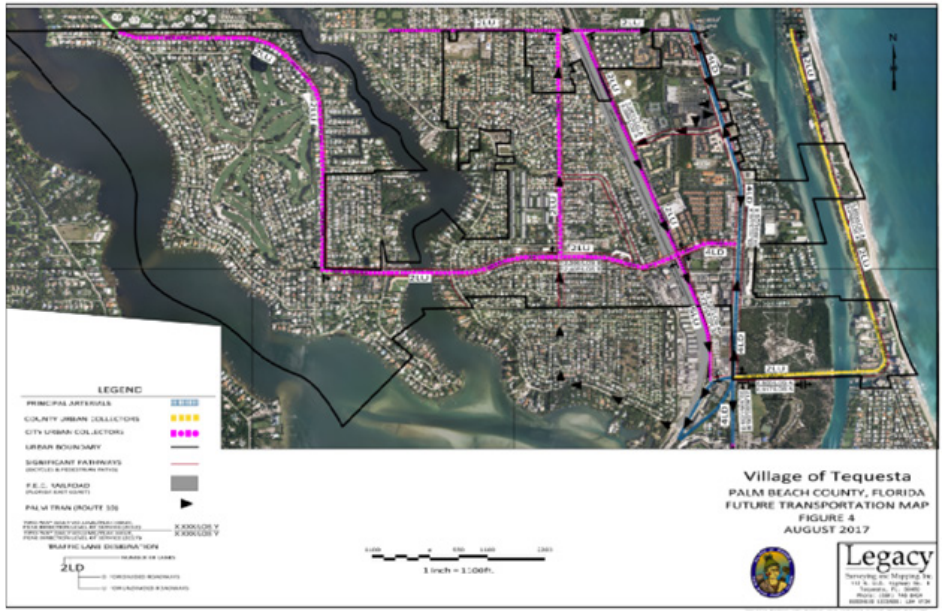
6. Village of Tequesta: Parks Master Plan (May 2022)

The Village of Tequesta's Parks Master Plan, "Our Parks Our Values," is a strategic framework shaped by extensive community input to guide park improvements over time. It emphasizes the importance of parks in enhancing residents' quality of life, promoting physical and mental health, and increasing real estate value. The plan is built on demographic data showing the community's growing number of young families and high homeownership, which underscores the need for accessible parks. Public engagement through surveys, interviews, and meetings has led to design concepts for Remembrance and Tequesta Parks, reflecting residents' preferences. Ultimately, the plan aims to provide a roadmap for park development and funding, with the potential to secure grants and integrate park initiatives into the Village's capital improvement program.



7. Tequesta Comprehensive Plan (2017)

The Village of Tequesta's Transportation Element outlines a vision for a safer, more connected, and multimodal transportation network. It emphasizes pedestrian and bicycle mobility, improved transit access, and reduced reliance on single-occupancy vehicles. While the plan promotes Complete Streets and aligns with regional sustainability goals, certain areas require a closer look to ensure they reflect current needs and implementation capacity. As development pressures grow, the Village may need to reassess priorities within the plan to focus on realistic, phased improvements that balance mobility, safety, and community character.



3. PUBLIC OUTREACH

Collaboration through public and stakeholder engagement was critical to the development of the Mobility Plan. Four Steering Committee meetings, two community events, an interactive comment map, and an online survey helped shape the vision, goals, and recommendations. Each offering multiple opportunities for residents, staff, and local stakeholders to share their issues and opportunities for mobility in the Village. The public outreach for the plan included over 150 online survey results, 40 online mapping comments, and 125 interactions the two public meetings, totaling over 300 interactions.

Throughout the process, community members expressed strong support for improvements that enhance safety and promote active transportation. Key themes from both in-person and online outreach included the need for safer pedestrian crossings, expanded and connected bicycle infrastructure, clearer regulations for golf cart and e-bike use, and traffic calming in residential areas. Participants emphasized preserving the Village's character and promoting accessible, family-friendly design solutions. Some comments heard were :

- "Residents are very proud of Tequesta, let's get some art that represents the Village."
- "Bike lanes or wide sidewalks, not for golf cars or e-bikes."
- "Safety improvements are needed at railroad crossings along Old Dixie."

Feedback from these activities directly informed the selection of priority projects and the development of programmatic and policy recommendations. The comments also reinforced the importance of placemaking and supporting initiatives that integrate art, landscape, and wayfinding as part of the Village's mobility improvements.



Figure 1: Food Truck Friday Public Event

Field Reviews

Field reviews were an essential part of the Mobility Plan development. They provided direct observations of the existing transportation infrastructure throughout the Village. The field reviews included walking and driving through the Village to capture details such as vehicular, pedestrian, and bicyclist activity, quality of sidewalks, ADA compliance, and several other qualitative and quantitative observations.

Information gathered during the field reviews were instrumental in identifying trends in the existing conditions and identifying the priority projects.



Figure 2: Field Review Images

Project Steering Committee Meetings Public Meeting 1 – March 7, 2025 – Issues and Opportunities

The first public meeting for the Mobility Plan was held on March 7, 2025, during the Village's Food Truck Friday event. The meeting attracted strong community interest, with nearly 100 participants engaging in the planning process. Attendees contributed 51 written comments directly on the large-scale community map/ the accompanying boards and participated in interactive activities using approximately 140 red and green dots to indicate preferences and priorities.

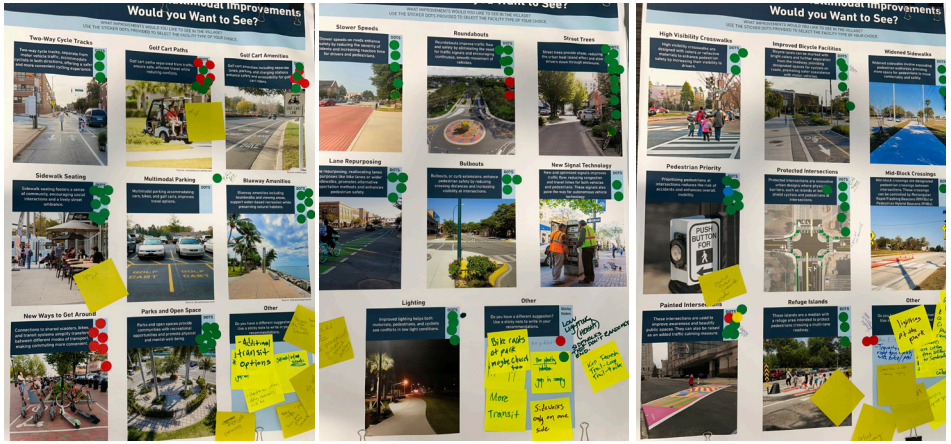


Figure 3: Public Meeting 1 Public Comments

As shown in Figure 2, the feedback collected during this event played a key role in identifying both challenges and opportunities throughout the Village. Participants commented on specific intersections, mobility gaps, and areas where pedestrian and bicycle safety could be improved. In addition to the community map, the project team displayed a series of visual boards featuring sample street improvements and amenity types.

A clear theme emerged: residents strongly supported improvements that prioritize pedestrian comfort and safety, such as wider sidewalks, shade trees, and safer crossings. Conversely, there was notable skepticism toward newer or faster-moving transportation options like e-bikes and golf carts, with participants expressing concerns about conflicts on shared-use paths. In addition to the community map, the project team displayed a series of visual boards featuring sample street improvements and amenity types. These case study boards offered participants a chance to indicate their preferences by placing green dots (preferred) and red dots (not preferred). Table 1 summarizes the top five themes for each color-coded category.

TOP 5 Green Dots		TOP 5 Red Dots	
Street Trees	11	New Ways to Get Around	6
Sidewalk Seating	9	Golf Cart Paths	5
Pedestrian Priority	8	Golf Cart Amenities	4
Parks and Open Space	7	Roundabouts	2
Protected Intersections	7	E - Bikes	2

Table 1: Kit of Parts Preference Exercise

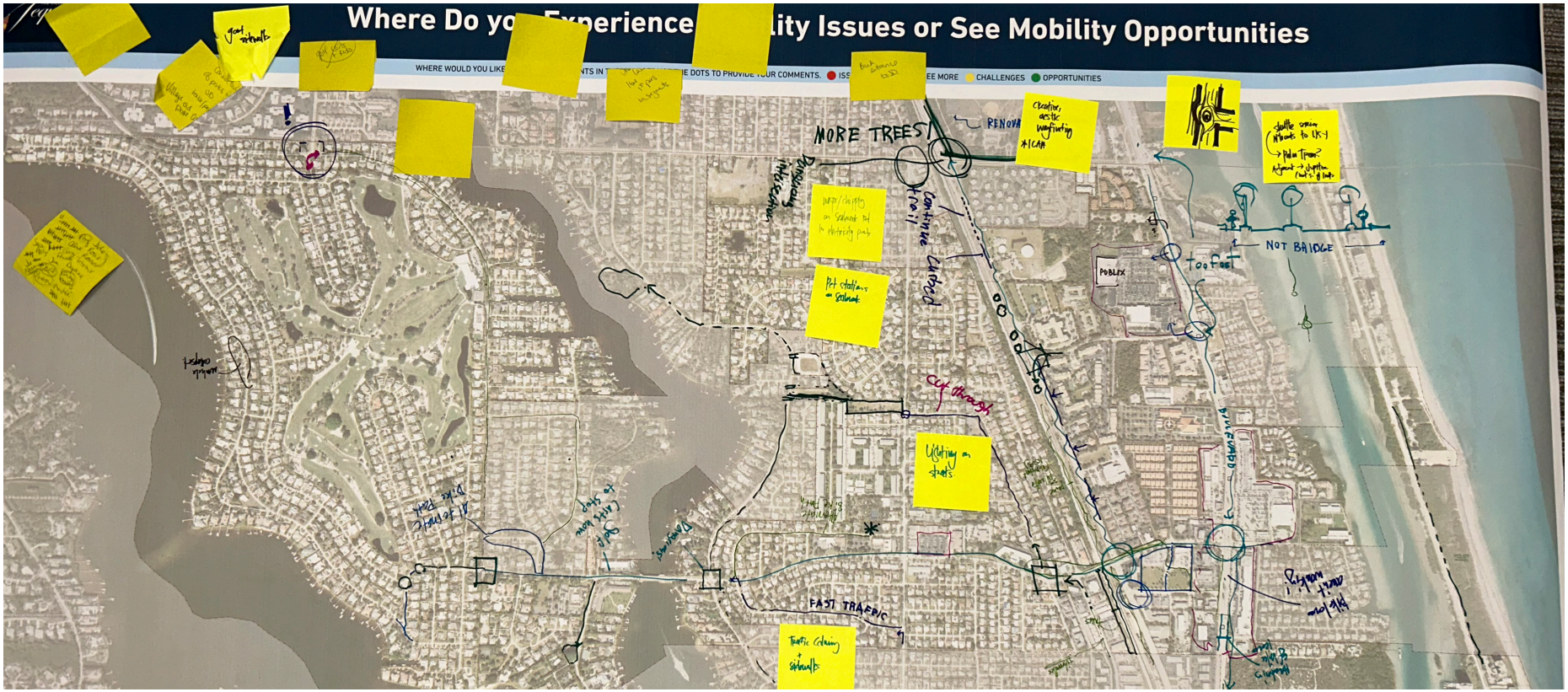


Figure 4: Public Meeting #1 Rollplot Comments

Public Meeting 2
June 2, 2025 - Recommendations

The second public meeting was held June 2, 2025, and was focused on sharing the priority project drafts with the community and recommendations with the community. Attendees were asked to contribute comments and complete the survey developed on the projects identified both there at the event and virtually online if needed.

At the council workshop the project team gave a presentation focus on the work to date and shared with the Village council the existing findings and the draft recommendations for the priority projects and policy improvements that were identified. The council had strong comments and support based on the needs of the types of projects and the delivery of the mobility plan in August.





Figure 5: Public Meeting #2 Public Comments

Public Outreach #2 Feedback Themes

Clarify Project Prioritization Criteria: Transparency in how the top 10 projects were selected. Stakeholders recommended clearly outlining the rationale to justify prioritization.

Refine Tequesta Drive Typical Section: In some areas, Tequesta Drive lacks curb and gutter infrastructure. The proposed typical section should reflect these existing conditions or acknowledge variation along the corridor.

Use Caution with Speed Humps: While traffic calming is broadly supported, some stakeholders expressed concern about the overuse of speed humps on residential streets, particularly related to emergency vehicle access and resident preference.

Define the River to Ocean Trail Vision: The River to Ocean Trail is a well-supported concept, but stakeholders emphasized the importance of defining it as a continuous bike trail or shared-use path to clearly communicate its purpose and design intent.

Trail Connection Points: Jackson Riverfront Park was noted as a lower-priority destination; stakeholders suggested connecting the trail further west to the cemetery on County Line Road for a more meaningful anchor.

Adjust Eastern Trail Alignment: A recommendation was made to shift the eastern portion of the River to Ocean Trail slightly north to better align with Constitution Park and improve connections to community amenities near Seabrook Road.

Online Engagement - Map

Online participation through the interactive project map was robust, with over 44 comments submitted by residents. The feedback provided a clear and consistent message about community priorities and concerns related to mobility, safety, and comfort within the Village. The map comments were used to help identify locations for potential projects based on the criteria developed to screen project types and the feedback heard from Village staff and the Village Council.

Key themes that emerged from the online interactive project map engagement include:

- Safety concerns related to e-bikes: Multiple comments noted reckless behavior by children operating e-bikes, particularly around Constitution Park, Seabrook Road, and Tequesta Drive. Residents expressed concern for pedestrian and vehicular safety and requested enforcement or infrastructure solutions.
- Lack of pedestrian crossings: Numerous comments called for the installation of new crosswalks at critical intersections, including Beach Road at Colony Road, County Line and Seabrook Road, and along Tequesta Drive near Venus Avenue and the municipal complex. Flashing pedestrian signals and enhanced crosswalk visibility were frequently requested.
- Traffic calming needs: Residents expressed significant concerns about speeding vehicles, particularly on US-1, Old Dixie Highway, Dover Road, and Venus Avenue. Suggested solutions included speed bumps, roundabouts, and other traffic calming measures to slow vehicle speeds and protect pedestrians and cyclists.
- Desire for enhanced walking and biking infrastructure: Comments emphasized the need for wider sidewalks to allow shared use by pedestrians and bikers, and dedicated bike lanes throughout the Village. There was also a call to prioritize pedestrians and traditional cyclists over emerging transportation modes like e-bikes and golf carts.
- Visibility and intersection safety: Residents flagged dangerous intersections where landscaping or poor visibility creates risks for pedestrians and cyclists, especially at Cypress Drive and Tequesta Drive and at Beach Road intersections. These comments highlighted the need for improved sight lines and safer corner design treatments.

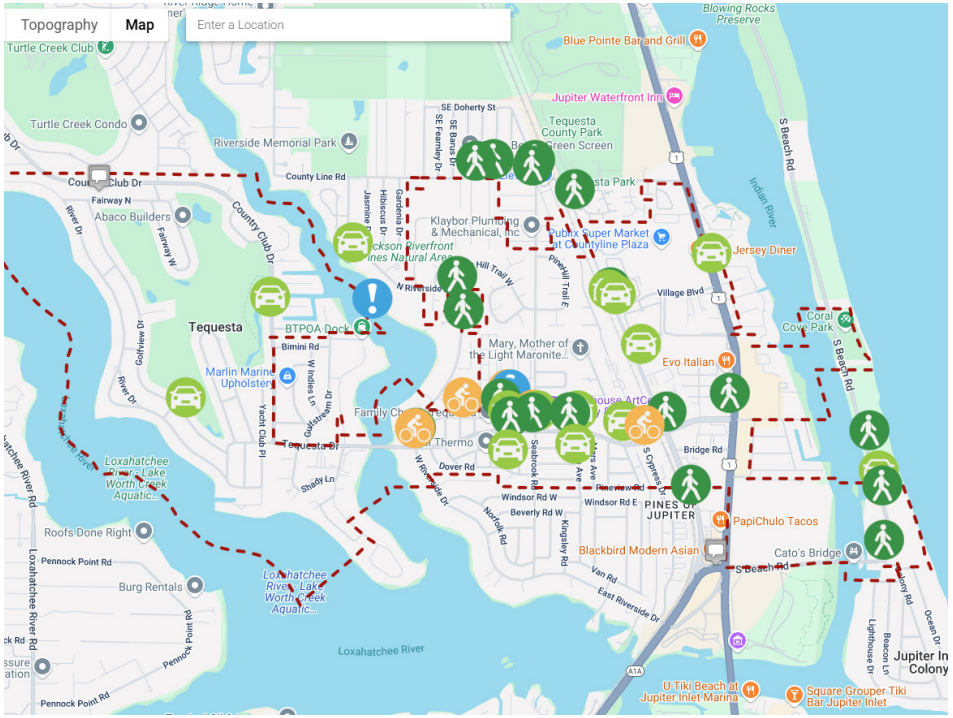


Figure 6: Online Comment Map

Online Engagement - Survey

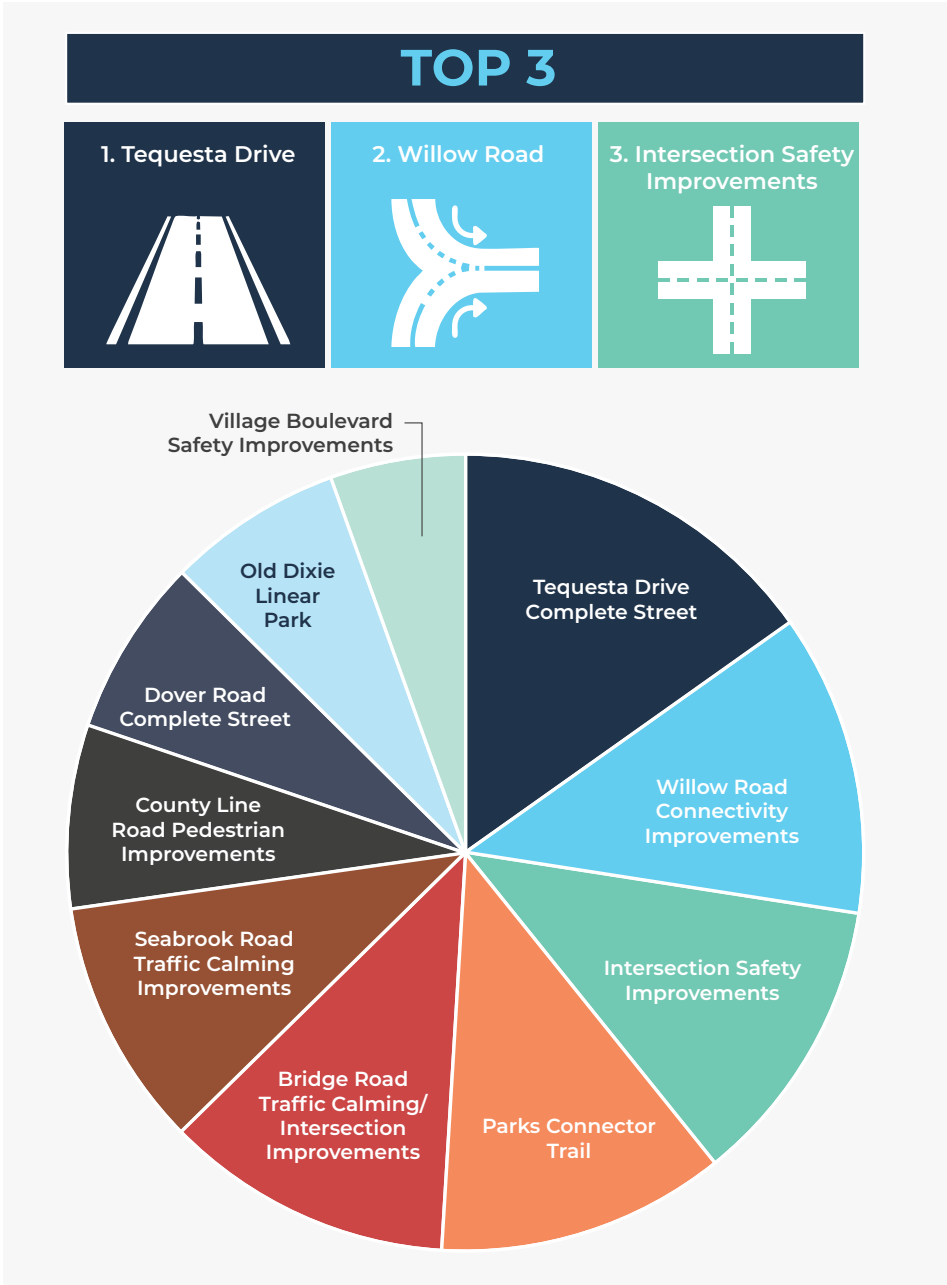
The Tequesta Mobility Plan Projects online survey received 138 total responses from Tequesta residents. This survey asked residents to rank, 1 through 10, their most desired potential projects, to select up to 5 additional projects from a larger pool of projects, and to identify any other projects not listed that they would like to see prioritized. The survey helped reinforce the priority projects and began to identify the next level of projects for the Village to track and identify future projects.

The results of the survey showed that the Tequesta Drive Complete Street project was the most preferred, with the greatest number of first place votes (59 total first place votes out of 138 responses). Willow Road Connectivity Improvements received the next highest number of first place votes with 39. The point totals and rankings for each project are shown in Figure X.

From the additional pool of potential projects (See Appendix E for the full list), 65 residents included Tequesta Drive/Riverside Drive Pedestrian Safety Improvements as a project that they would also like to see prioritized. Other projects that were selected by more than 30 residents included Tequesta Drive/Old Dixie Highway Intersection Improvements (51), Tequesta Drive/US 1 Intersection and Pedestrian Improvements (43), and Tequesta Drive Bridge Sidewalk Improvements (38).

Other types of improvements that residents suggested prioritizing included improving lighting throughout the village, specifically for people walking and biking, sidewalk connectivity throughout the village, bicycle and pedestrian improvements along Old Dixie Highway, traffic calming on local roads like Mars Avenue, and village-wide LSV and E-Bike policy.

Figure 7: Online Survey Results



Public Engagement Summary

Overall, the mobility plan saw more than 180 online responses and had over 100 in-person participants. This feedback strongly supported mobility improvements at a Village level that prioritize the safety and comfort of all users, with a particular focus on protecting pedestrians and traditional cyclists from speeding vehicles and emerging micromobility conflicts.

Public engagement revealed that cut-through traffic and speeding are persistent concerns. The Village's unique shape, creates limited east-west connectivity and places pressure on Tequesta Drive as the primary thoroughfare. Drivers often use residential streets to bypass congestion, prompting calls for better traffic calming. Speeding was reported across several corridors, particularly where pedestrian or school activity is present. Along with these concerns, participants also highlighted sidewalk gaps and missing connections to key destinations, especially on the west side of the Village. Additional public engagement information can be found in Appendix E.



4. EXISTING CONDITIONS & NEEDS ASSESSMENT

The Village of Tequesta's transportation network presents both opportunities and challenges as it evolves toward a more walkable, bikeable, and connected community. This section summarizes existing infrastructure conditions and outlines critical issues identified through plan review, GIS analysis, field observations, and public engagement.

General Findings

The Village of Tequesta is home to over 6,100 (6,118) residents and 3,125 jobs. Almost a third (32%) of these residents work from home, which is more than double the state average (14%). The rest of the workers that live in the Village of Tequesta typically spend 27 minutes commuting to and from work each day. Households in Tequesta have a significantly higher median household income than the state average, earning $103,036 per year as compared to $71,711. Only 2.8% of households in Tequesta do not have access to a vehicle, which is about the same as the rest of Florida.

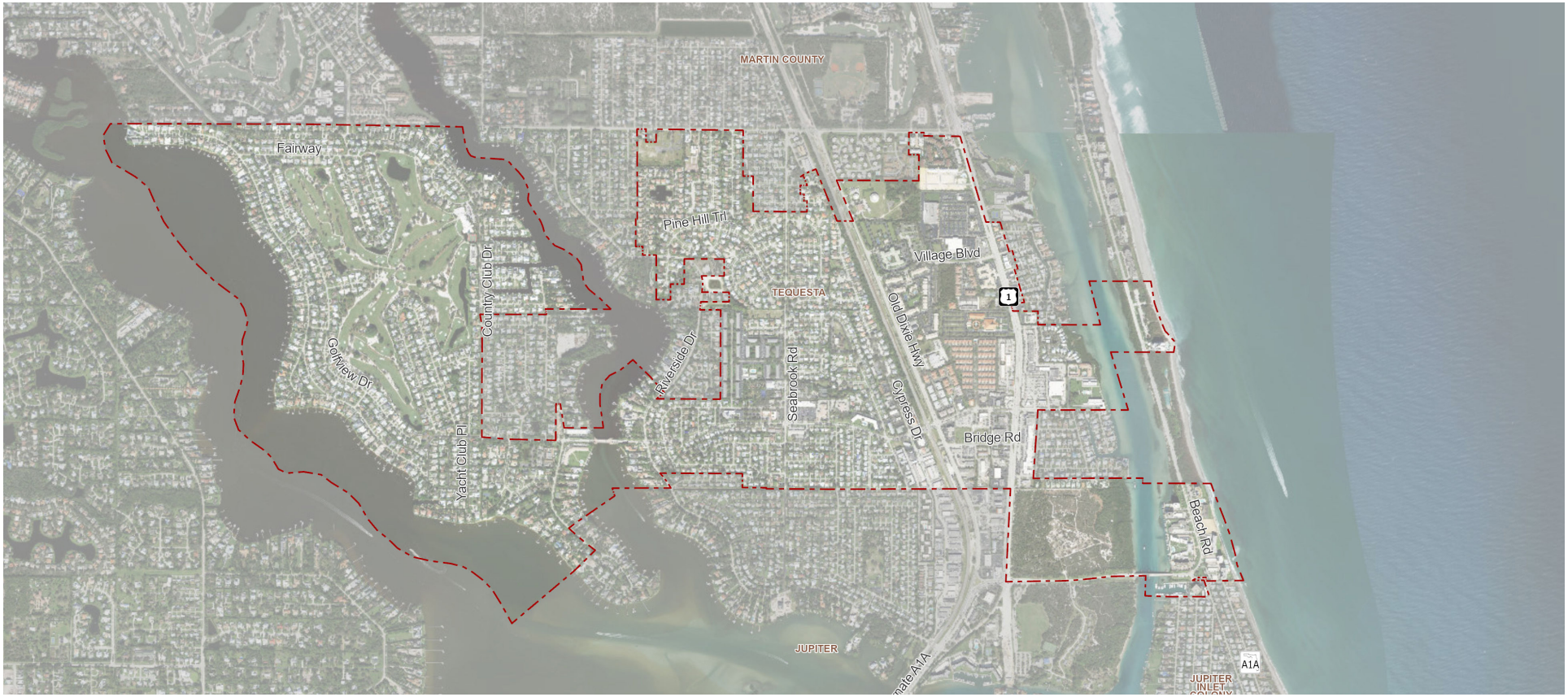


Figure 8: Tequesta Study Area

Where Tequesta Workers Live

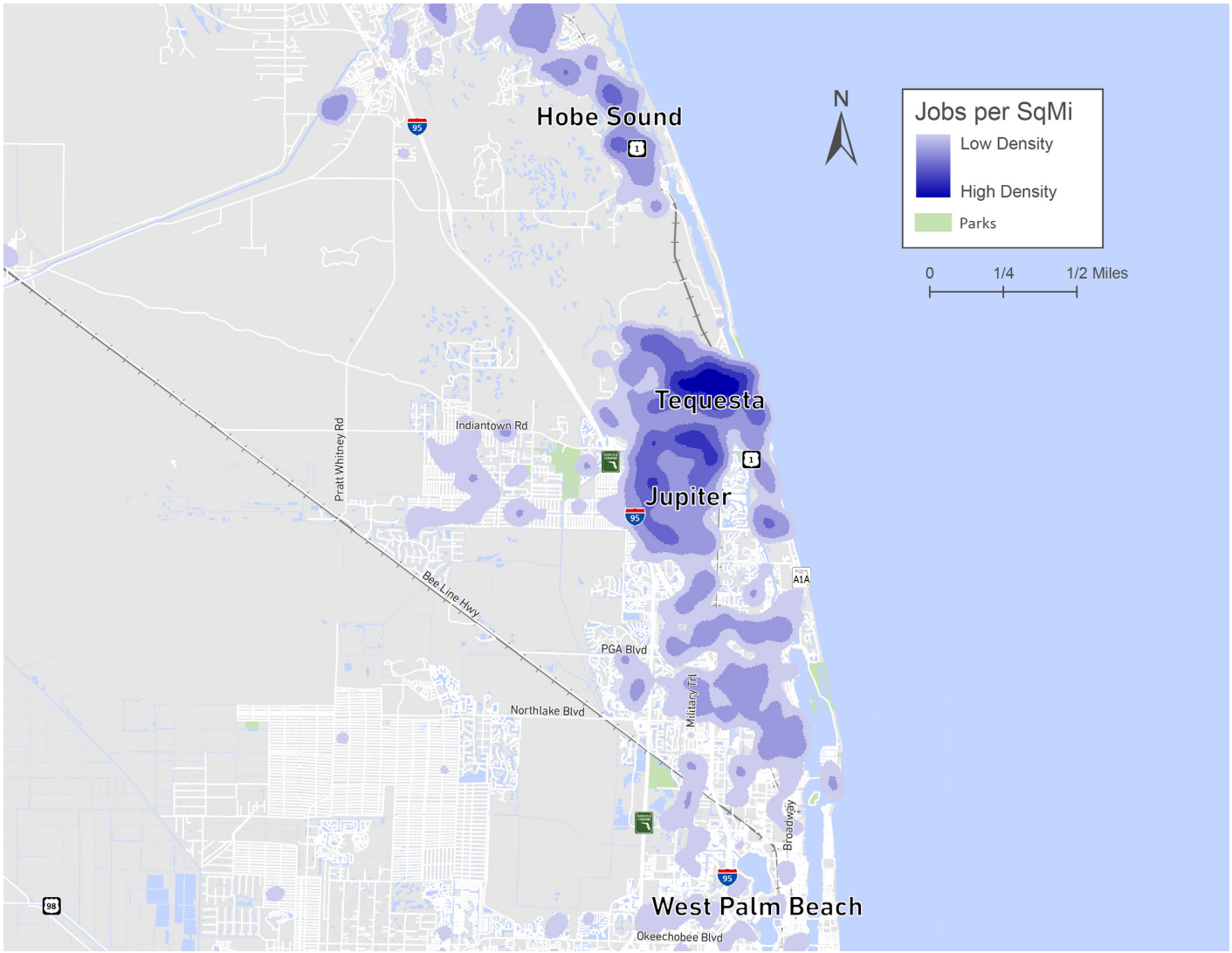


Figure 9: Where Workers Live

Understanding where the workers of Tequesta live is the first step in understanding how travelers navigate throughout and around the village. In the figure above we see that a large number of workers live in the area, with large concentrations in the Village and surround communities such as Jupiter and Palm Beach Gardens. The team also observe in the figure that there are concentrations of the workers within the village that commute as far as West Palm Beach and Palm City. This allows us to begin to understand that types of trips workers in the Village are taking.

Where Tequesta Residents Work

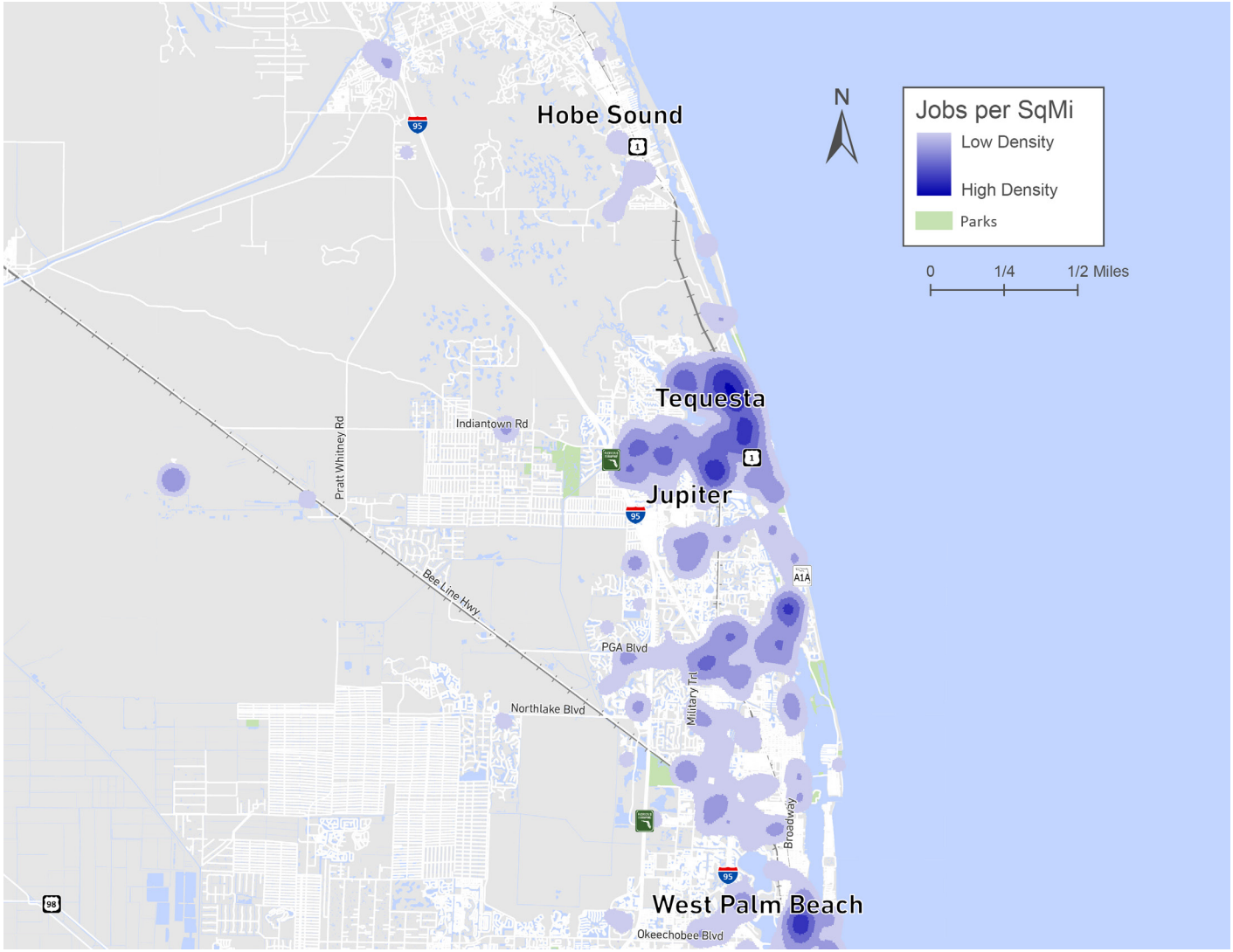


Figure 10: Where Residents Work

Understanding where Village residents work offers valuable context for regional travel patterns and commuting needs. The figure shows that many residents are employed in nearby communities like Jupiter and Palm Beach Gardens, indicating strong local and subregional ties. A large group of workers also commutes longer distances to employment centers such as West Palm Beach and Palm City. These patterns suggest that while many trips are local, a large group use regional corridors, highlighting the balanced transportation network.

Where People are Walking Today

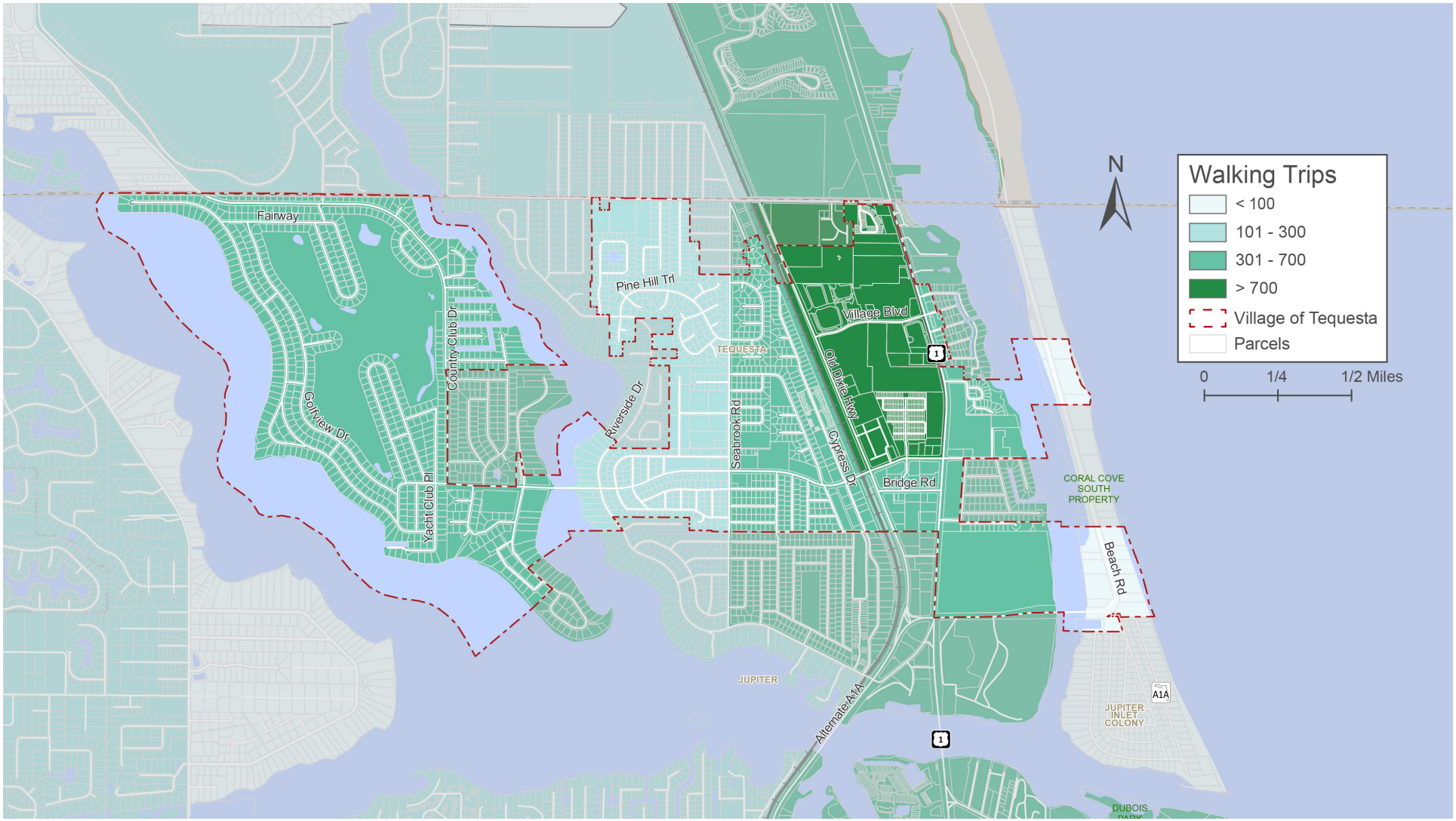


Figure 11: Where are Walking Trips Today

Existing walking trips within the Village were documented through both field observations and available data sources. As shown in the figure above, most pedestrian activity occurs in the northeastern portion of the Village, particularly around existing retail areas, with additional concentrations near local parks. Improving the safety and completeness of the pedestrian network will be essential to better connect key destinations and support an increase in walking trips throughout the Village.

Where People are Biking Today

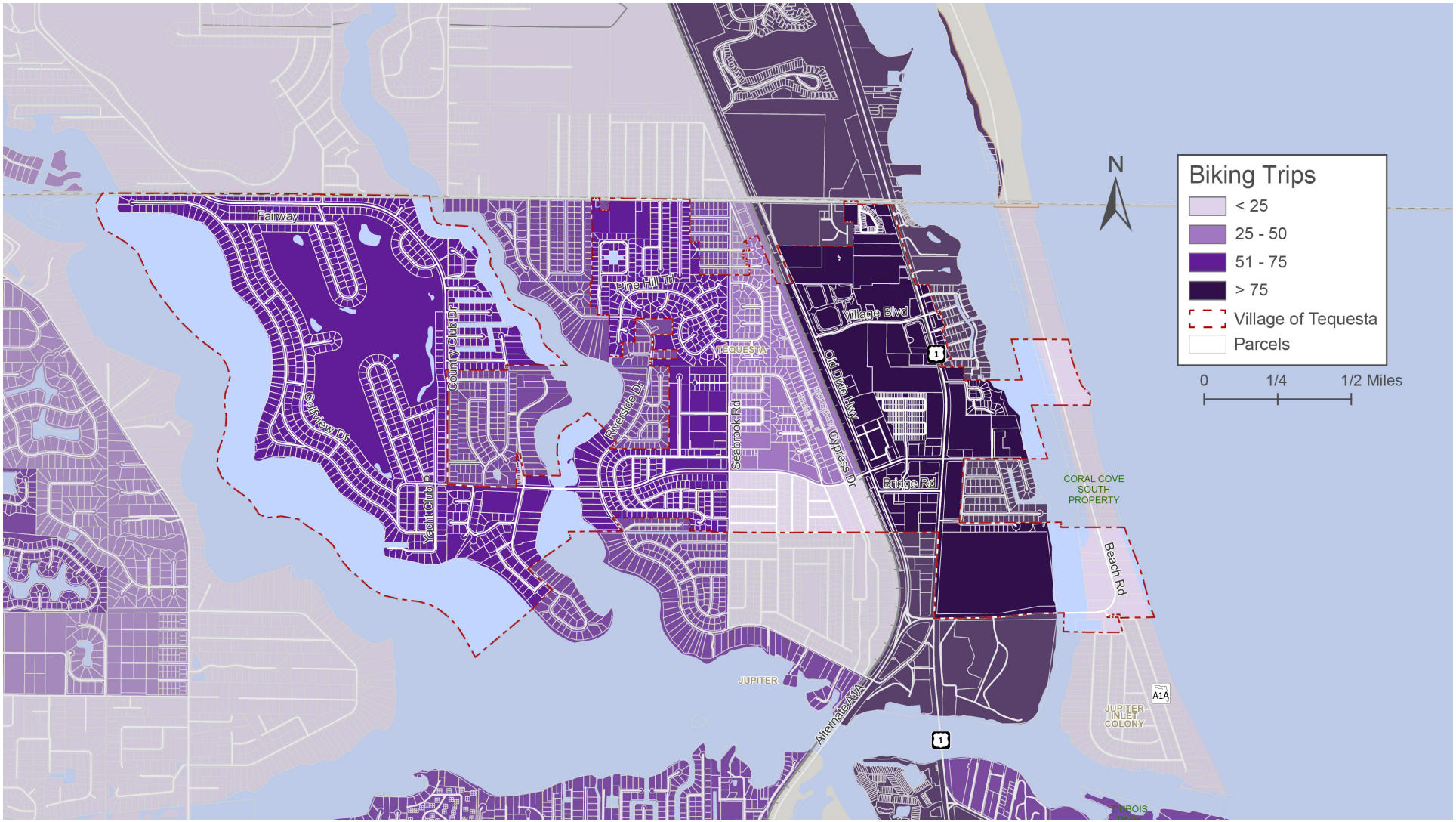


Figure 12: Where are Biking Trips Today

Existing biking trips within the Village were identified through observed data and field analysis. As shown in the figure above, the highest concentration of bicycle activity occurs in the eastern portion of the Village, particularly around retail areas and along the existing facilities on US-1. Similar to walking trips, additional biking activity is concentrated around parks and recreational areas. Public input throughout the process emphasized the need for safer and more comfortable cycling infrastructure to parks, schools, and commercial destinations.

Existing Multimodal Facilities

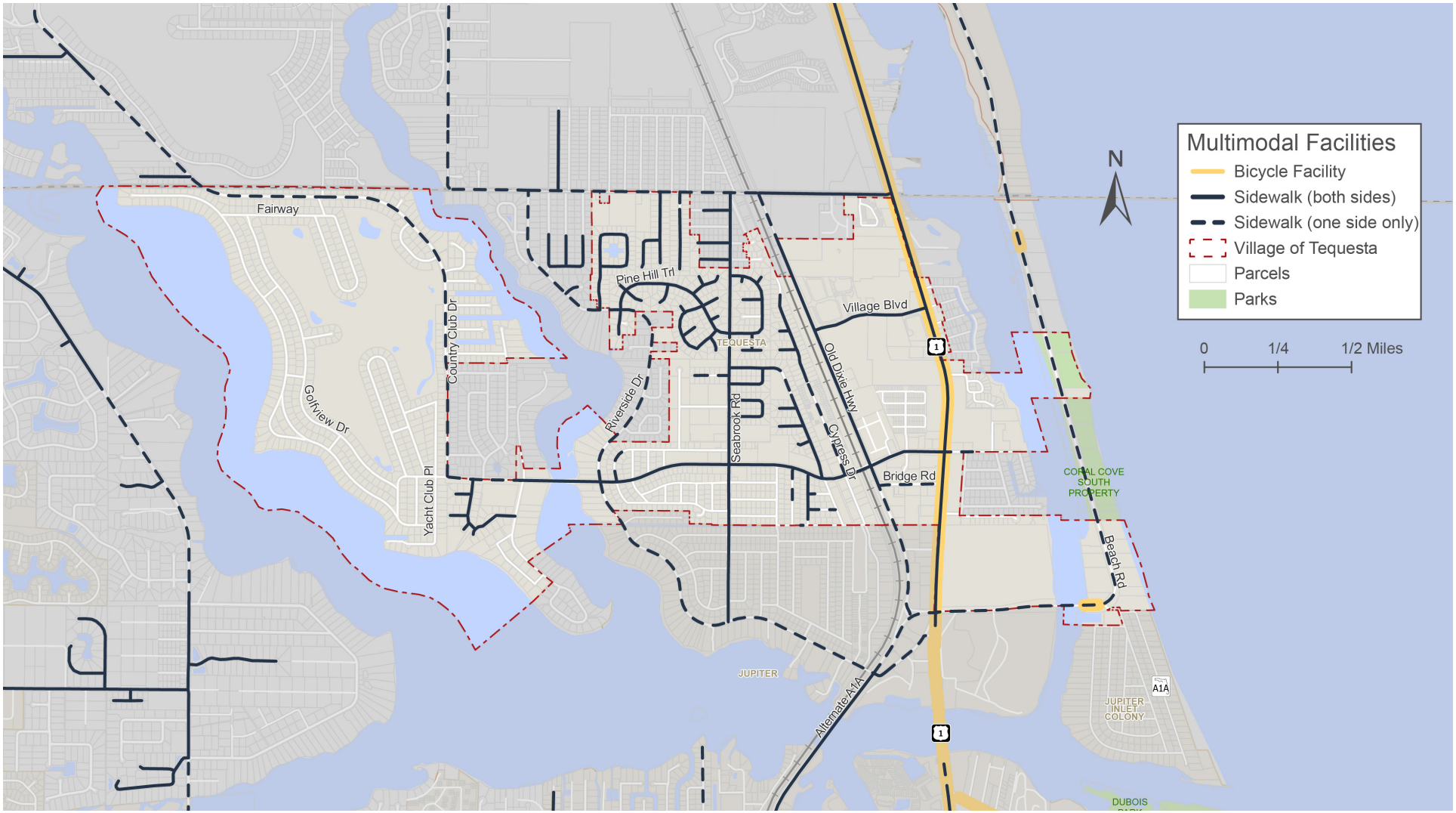


Figure 13: Existing Multimodal Facilities

To understand how and where people are walking and biking, it is essential to first examine the existing network. Pedestrian infrastructure is present along most major corridors; however, the network is insufficient in many residential and commercial areas. Sidewalks are often narrow, located only on one side of the street. ADA accessibility is inconsistent, and many key intersections lack crosswalks. Improving the completeness and safety of the pedestrian network was a major theme in public engagement. Dedicated bicycle facilities are limited, with continuous bike lanes found only along US 1 and in select segments of SR A1A.

Points of Interest

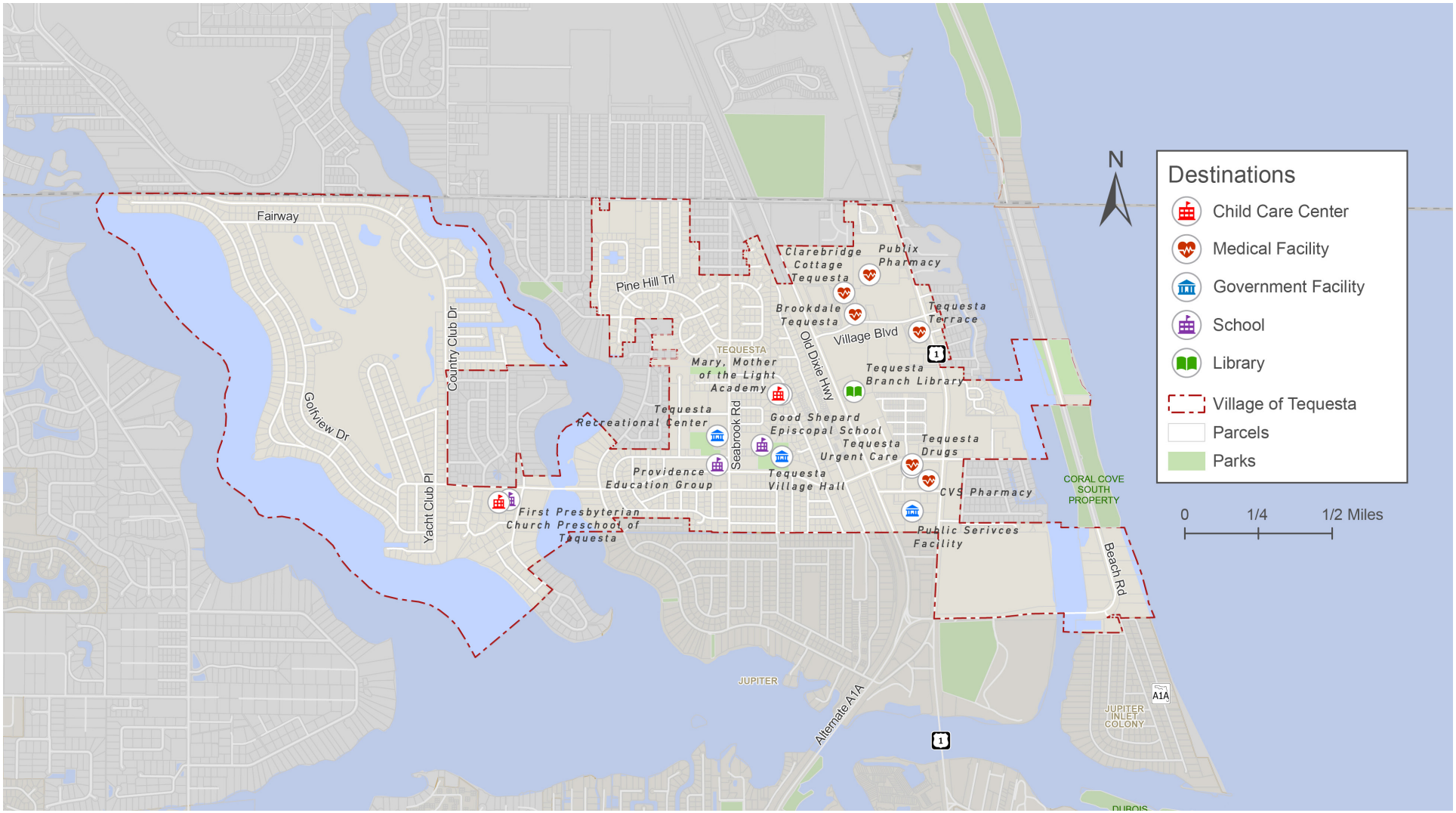


Figure 14: Points of Interest

Several of the Village's community destinations are located east of Old Dixie Highway, concentrated along the commercial spine near US 1. This area includes a grocery store, coffee shops, restaurants, retail services, and several parks, schools, and child care centers. West of US 1, community destinations are more focused around institutional and civic uses, such as schools, churches, the recreation center, and the public library. These areas provide important insight into the locations that residents and visitors are most frequently traveling to across the Village, helping to inform where improved multimodal connections are most needed.

Roadway Ownership

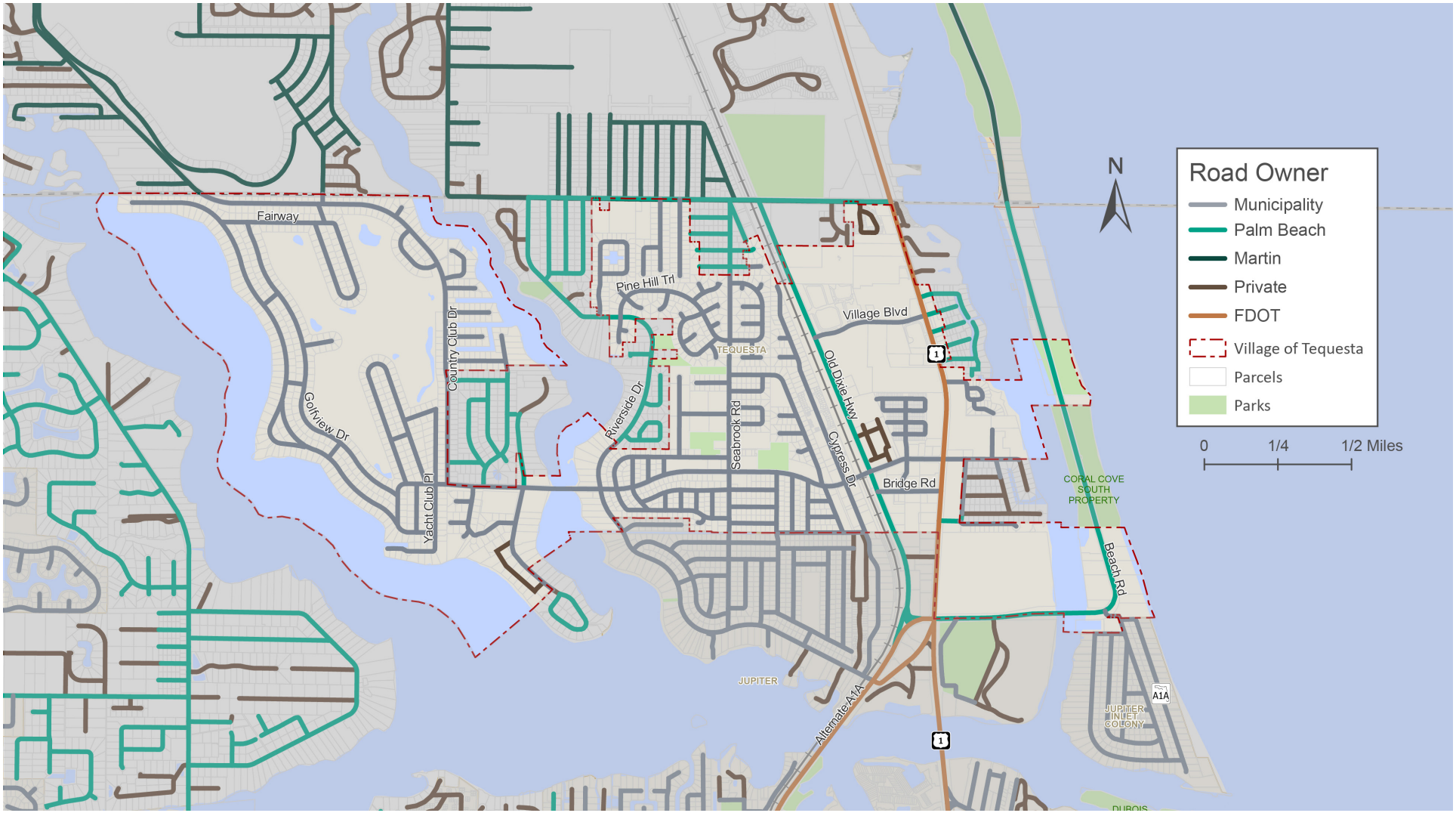


Figure 15: Roadway Ownership

Roadway ownership in the Village is divided among the jurisdictions: the Village manages most neighborhood streets and local connectors, Palm Beach County oversees Seabrook Road and portions of Old Dixie Highway, and FDOT maintains the major regional corridors of US-1 and SR A1A. Understanding this division is critical, as each jurisdiction carries responsibility for design, funding, and long-term maintenance of its facilities. Coordinating across these agencies will be essential to advance multimodal projects, particularly along high-volume roads where safety and connectivity needs are greatest.

Where is Traffic Today

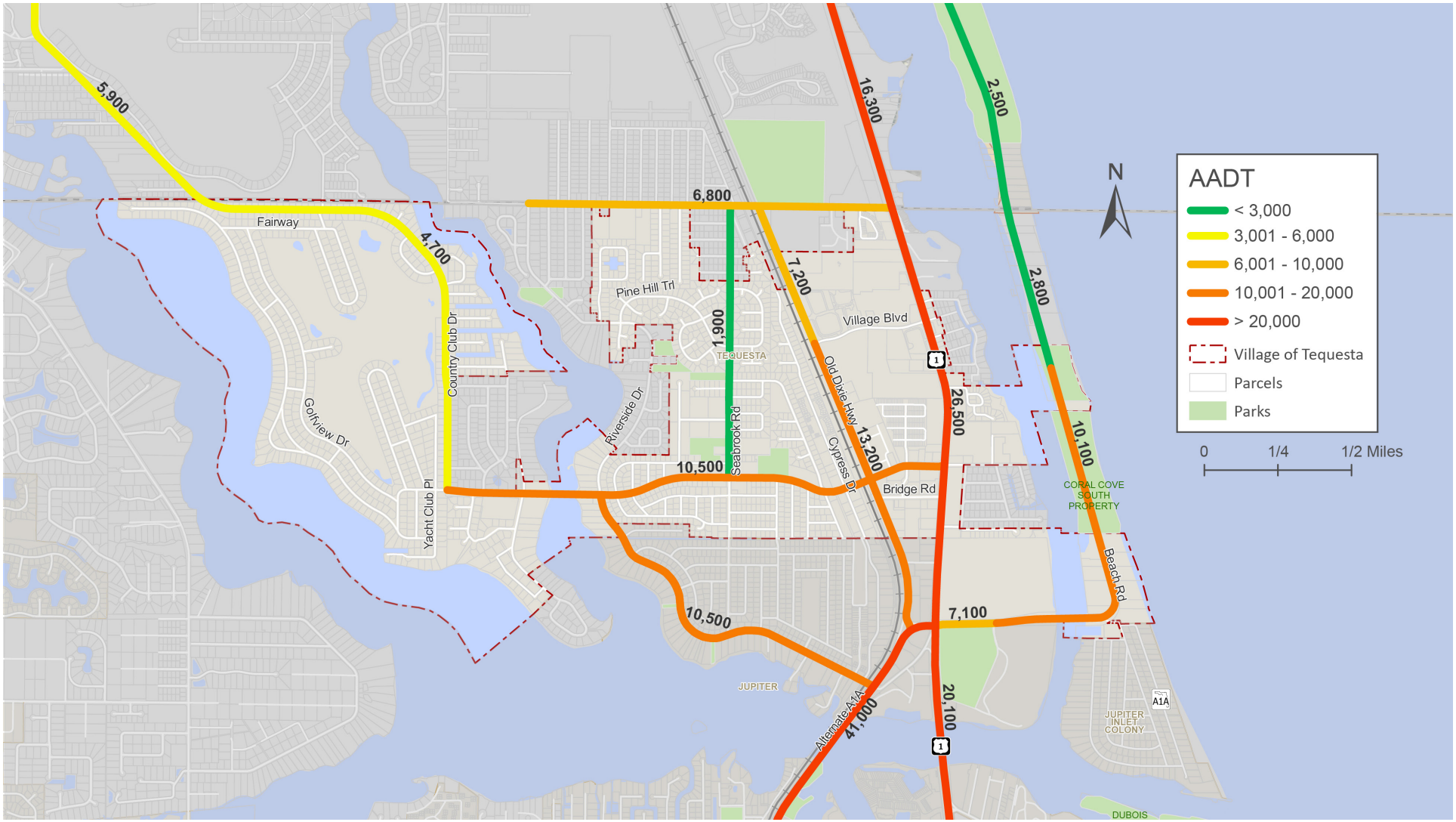


Figure 16: Existing Traffic Volumes

Existing traffic volumes and posted speed limits in the Village highlight US-1 (45 mph) and Old Dixie Highway (40 mph) as the primary thoroughfares connecting the Village to the surrounding region and to its internal commercial core. Tequesta Drive (30 mph), Beach Road (35 mph), and Riverside Drive (25 mph) serve as key collector streets, linking neighborhoods to parks and other community destinations. Streets such as Seabrook Road (30 mph) and Country Club Drive (25 mph) primarily serve local traffic, accommodating residential trips and access into and out of the Village. These volumes and classifications identify opportunities for better access for pedestrians, cyclists, and low-speed vehicles.

Where are there Crashes Today

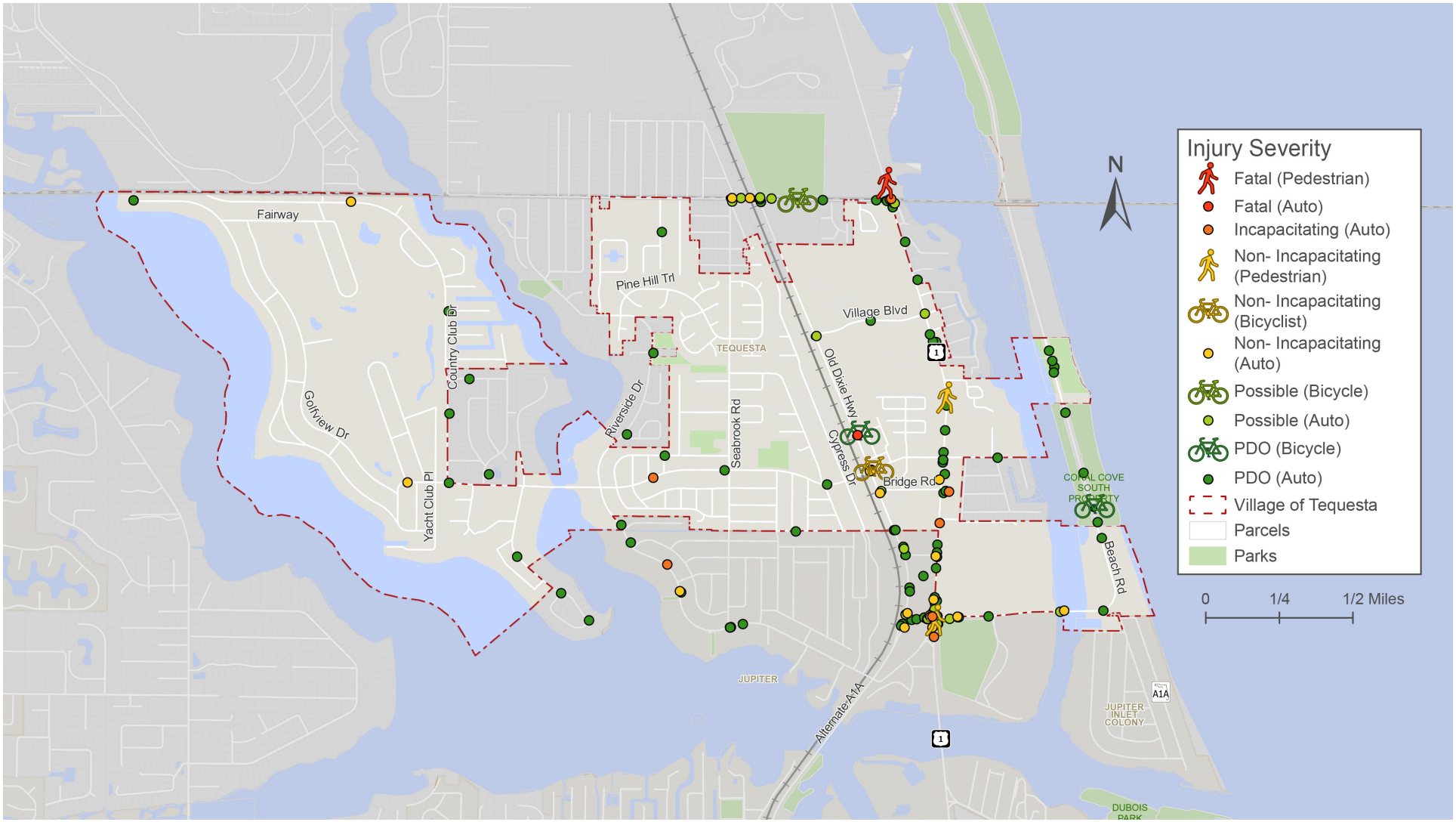


Figure 17: Existing Crashes (2019-2024)

Safety remains a top priority for both the community and the project team. As shown in the figure above, crash data over the past five years (2019–2024) highlights key areas of concern within the Village. US-1 stands out as a critical corridor, with a concentration of crashes along the eastern portion of the Village. Additional crashes were noted along Old Dixie Highway, Beach Road, and Tequesta Drive. These patterns helped in identifying and refining areas for improvement and directly informed the selection of the Village's priority projects.

Zero Car Households in the Village

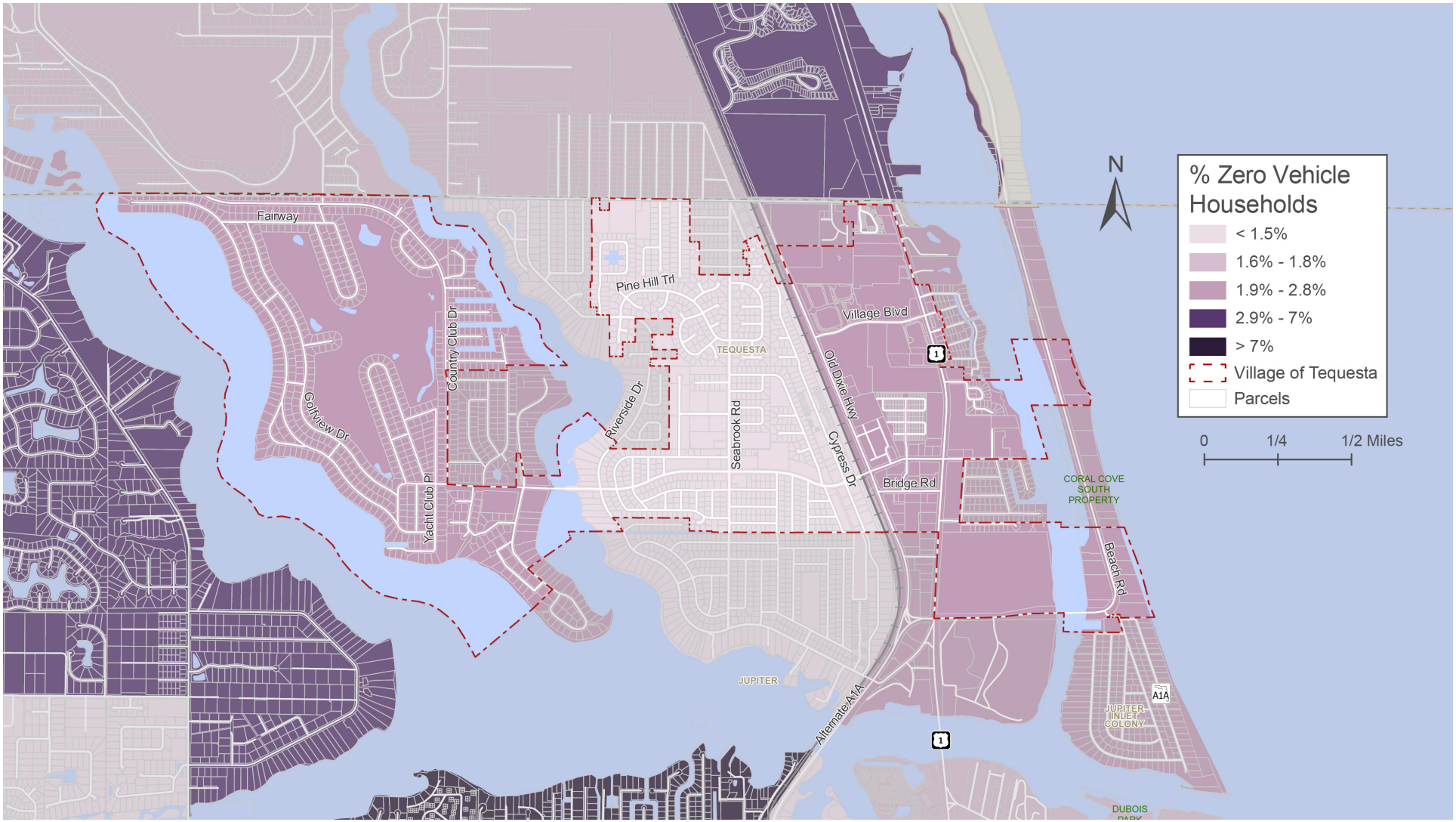


Figure 18: Zero Car Households

Tequesta is a predominantly auto-oriented community, with a relatively low percentage of zero-vehicle households (2.8%), consistent with the Florida state average. While most residents own and rely on personal vehicles, the Village's aging population, families with young children, and individuals seeking alternatives to driving all stand to benefit from expanded multimodal options. Strategic investments in safe, accessible transportation infrastructure will not only improve mobility for all users.

Key Mapping Takeaways

The analysis of existing conditions mapping along with the field reviews helped identify several trends and areas of opportunities.

One key take away was the highest concentrations of vehicle, pedestrian, and bicycle activity, as well as crashes reported is located east of Old Dixie Highway, particularly around Village Boulevard and the Jupiter Inlet Natural Area. These activity hotspots reflect activity of both local and through traffic and the connectivity opportunity.

There is an opportunity to expand multimodal facilities within existing right-of-way, especially along old Dixie Highway, Tequesta Drive and Riverside Drive. These corridors have sufficient right-of-way accommodate wider sidewalks, buffered bike lanes, or shared-use paths that improve safety and comfort for all users.

Improving connectivity between local parks and open spaces is another key opportunity. Improved routes linking community destinations such as Constitution Park, Remembrance Park, and nearby natural areas will significantly enhance walkability and support active recreation.

Improving streetscape conditions across the Village is another key observation while today they vary widely across the Village. Most local roads rely on open swales for stormwater management and lack curb and gutter, while major corridors like US 1 and SR A1A include paved shoulders and storm drains. Seabrook Road and Old Dixie Highway feature a mix of both systems. Streetscapes were observed with limited shade, pedestrian lighting, or amenities that support walkability by providing enhanced landscaping, furnishings, and lighting will create more comfortable, people-focused public spaces.

The existing conditions data along with community feedback highlight several mobility opportunities. Addressing these issues is essential for realizing the Village's vision of a safe and connected community whether traveling by foot, bike, golf cart, or vehicle.



5. VISION & GOALS

The Village's vision for safe, accessible, and vibrant streets was shaped through a collaborative planning process that included Steering Committee meetings, public engagement activities, and a comprehensive assessment of existing transportation conditions. Through this process, a shared goal emerged: to build a connected, low-stress transportation network that supports walking, biking, and low-speed travel while reinforcing the Village's unique character. The goals outlined below are grouped into three core categories: Safety, Access, and Placemaking and will serve as guiding principles for both near-term priorities and long-term investments.

Safety

Enhance Safety for All Users
Reduce crashes and conflicts between vehicles, pedestrians, cyclists, and low-speed vehicles through improved crossings, street design, and traffic calming measures.

Design for Safe Travel Speeds
Apply context-sensitive roadway designs that encourage appropriate travel speeds and create safer environments, particularly in residential areas.

Access

Improve Connectivity and Mobility

Close sidewalk and bike facility gaps and ensure comfortable, direct routes to parks, neighborhoods, schools, and commercial areas.

Expand Multimodal Travel Options
Support walking, biking, golf carts, and e-bikes through infrastructure improvements and policies that reduce reliance on cars and support active transportation.

Coordinate with Regional Partners
Align local projects with regional transportation plans and collaborate with agencies such as the Palm Beach TPA and FDOT to expand funding and impact.

Placemaking

Strengthen Village Character
Enhance the public realm with streetscape improvements such as shade trees, lighting, signage, and public art that reflect the Village's identity.

Promote Walkable Development Patterns
Support land use and zoning policies that encourage compact, pedestrian-friendly development and integrate mobility into the built environment.

Plan for a Flexible Future
Maintain a living, adaptable framework that evolves with new technologies, funding opportunities, and community needs while remaining rooted in local values.



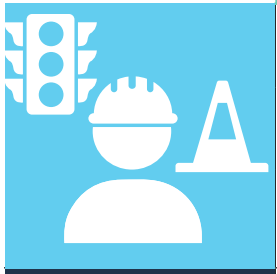
	Goal	Objective
	**Safety**	Identify roadway safety improvements to reduce crash severity.
		Reduce vehicle speeds through traffic calming design features and speed management strategies.
		Identify improvements and proven safety measures to reduce crashes involving pedestrians and bicyclists.
	**Access**	Increase the comfort of using crosswalks by enhancing the visibility of crosswalks, enhancing the visibility of pedestrians in crosswalks, providing refuge, or similar features.
		Establish continuous bicycle and pedestrian routes that lead to priority destinations including, but not limited to, Tequesta Dr, parks, schools, grocery stores, and restaurants.
		Develop a plan that is consistent with the transportation goals identified in other Village plans.
		Design dedicated space for pedestrians and bicyclists, with an emphasis on physical separation from vehicular traffic.
		Ensure future redevelopment is cohesive with surrounding area by identifying the Village's desired transportation improvements within and connecting to the public right-of-way.
	**Placemaking**	Create aesthetically pleasing complete streets to serve all users.
		Identify areas of the Village to continue to pursue growth and to conversely continue to preserve.
		Develop programming and facilities to connect to all of the Village's amenities (parks, beach side, restaurants, etc)

Table 2: Mobility Vision Goals

6. PROJECT IDENTIFICATION

The project team began by compiling a comprehensive inventory of potential mobility improvements within and adjacent to the Village. This included project identified in previous plans, those suggested through public engagement, and new opportunities observed during the field reviews and data analysis. The intent was to ensure that no viable project was overlooked in the early stages of evaluation.

The Synthesis Map (Figure 19) shown in the following page identifies the issues and opportunities identified through the analysis and was pivotal in developing the projects and recommendations. The map identifies the following themes :

- Improve safety and access for pedestrians and cyclists
- Enhance connections to parks, schools, and commercial areas
- Improved streetscape and complete streets improvements
- Improved intersection and crossing conditions for all users
- Traffic calming and multimodal improvements
- Strengthen village identity through placemaking

A list of projects was developed based on the type of project identified and their primary and secondary benefits to being to sort and group projects. This process helped establish clear categories of project types such as sidewalk gap closures, pedestrian crossings, bike facilities, golf cart routes, streetscape enhancements, and traffic calming. These thematic categories were essential to identifying where proposed improvements could deliver the greatest benefit to safety, connectivity, and community character.

This led to the selection of ten priority projects that most effectively advance the Village's multimodal mobility goals. These projects balance geographic coverage, feasibility, and alignment with community feedback and are intended to serve as near- and mid-term implementation targets.

Figure 19: Project Identification Steps



STEP 1: COLLECT PROJECTS AND PROGRAMS

The study team gathered more than 50 project and program ideas, including recommendations from previous plans and public outreach events.

STEP 2: SCREENED AND EVALUATED PROJECTS

The study team screened and evaluated recommended projects for validity, feasibility, and need.

STEP 3: PRIORITIZE PROJECTS

Projects were prioritized based on a set of prioritization criteria to identify projects that best meet the vision and goals along with public input.

STEP 4: CONCEPTUALIZING AND PROJECT FEASIBILITY

Projects were developed to a planning level and evaluated to determine phasing of implementation.

STEP 5: PRIORITIZE AND RECOMMEND

Based on results from previous steps, projects were assigned to implementation timeframe and project types based on need and coordination needs

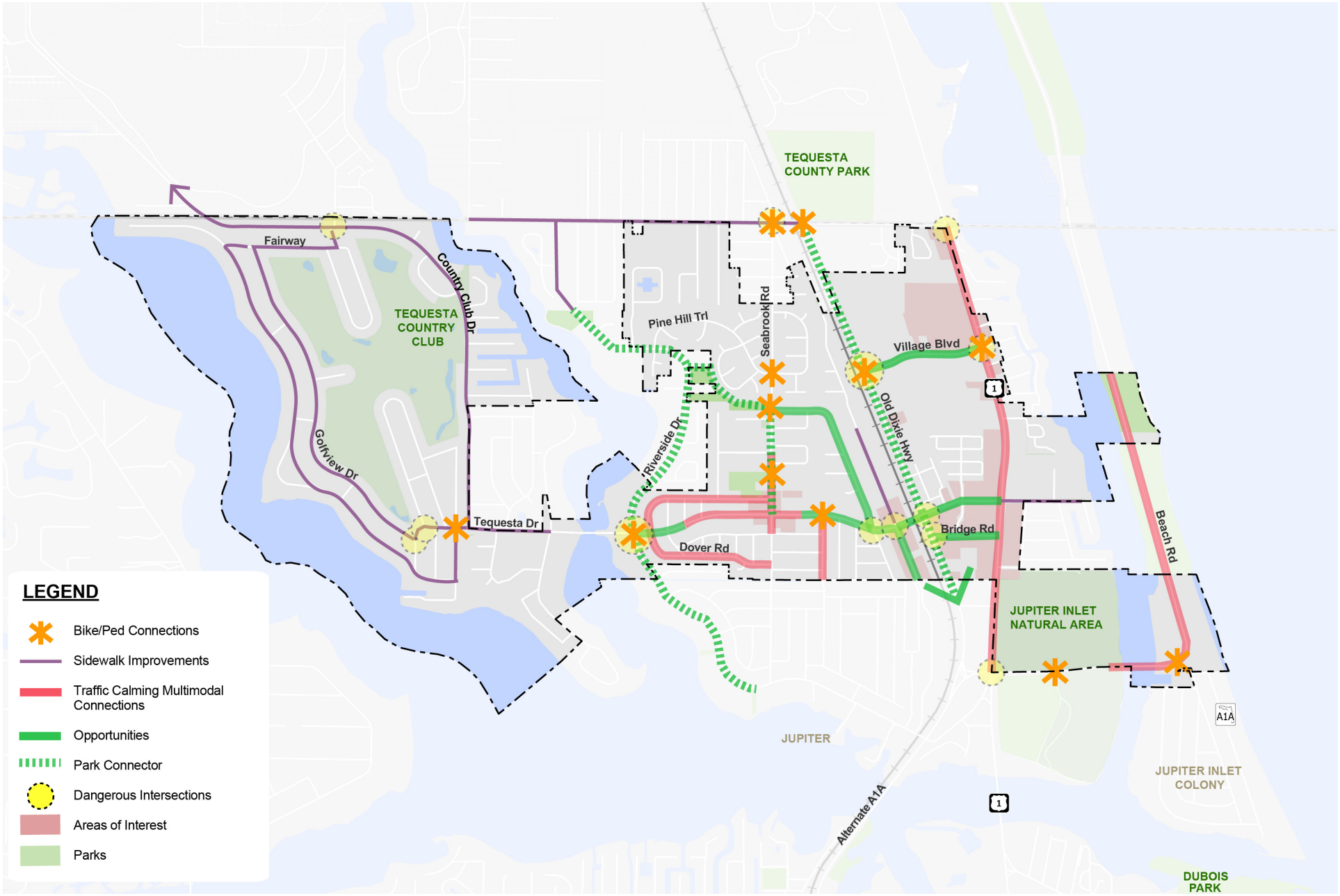


Figure 20: Synthesis Map

7. PRIORITY PROJECTS

Ten priority projects have been identified and evaluated as part of this Plan. Each project addresses key mobility challenges, including connectivity gaps, safety concerns, and opportunities to expand and strengthen the Village's multimodal network. These projects are supported by conceptual renderings, planning-level cost estimates, and are categorized as either short- or long-term based on readiness, complexity, and funding potential.

Together, the ten projects reflect and support the broader mobility goals for the Village. They contribute to three overarching outcomes: expanding the pedestrian and bicycle network, improving local access to key destinations, and creating a safer, low-stress environment for all users. Table 2 summarizes the major project types identified, which formed the foundation for evaluating and prioritizing the final list.

From the initial project inventory, the project team evaluated each project through the lens of the Mobility Plan's vision and goals. Additional prioritization criteria included potential impact, feasibility, community support, and jurisdictional authority (e.g., Village-managed streets versus FDOT corridors). This process led to a refined and balanced set of high-priority opportunities that are both actionable and aligned with community needs.

The resulting priority projects include a range of improvement types from sidewalk infill , intersection upgrades, to new corridor-wide connections. Each is intended to enhance the existing transportation network and deliver meaningful safety and access benefits. Detailed information on each of the priority projects, including concept summaries and visualizations, is provided in Appendix B.

Table 3: Project Types to Benefits

Project Type	Primary Benefits	Secondary Benefits
Traffic Operations/ Calming	Increased Pedestrian Safety; Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior	Improved Traffic Operations and Access to Additional Network
Safety	Increased Protection for Vulnerable Users	Increased Pedestrian Safety; Increased Bicycle Safety
Access	Increased Pedestrian & Bicycle Connectivity	Streetscape Enhancement/Street Design
Multimodal (Pedestrian & Bicycle & Transit)	Increased Pedestrian Safety; Increased Bicycle Safety	Increased Community Connectivity
Sustainability / Aesthetic Enhancements	Streetscape Enhancement/Street Design	Sustainability and Water Management
Placemaking	Increased Community Connectivity	Economic Development

While ten individual projects have been identified through the planning process, each one contributes to a broader vision for mobility in the Village. These projects are not isolated efforts, they collectively advance three strategic initiatives that emerged from public input, data analysis, and long-term planning goals:

- River to Ocean Trail
- Old Dixie Linear Park
- Village Safety and Connectivity Improvements

To better understand how each of the ten priority projects contributes to these three overarching initiatives, the project team categorized each improvement by project type and location, then evaluated their alignment with the Plan's goals. This helped clarify how individual improvements support broader outcomes identified in the public outreach process.

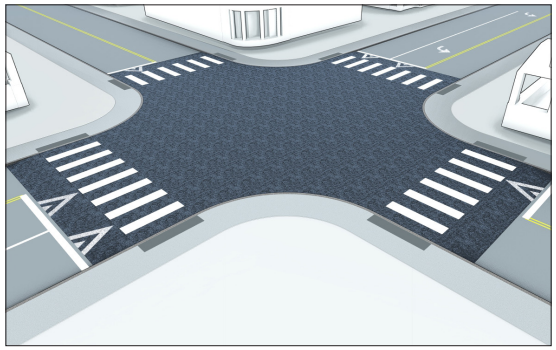
Each priority project plays a key role in shaping a safer, more accessible, and better-connected Village. Their grouping under these three strategic projects provides a framework for phasing, funding, and communication that will guide implementation in the years to come.



River to Ocean Trail
A transformative east-west corridor that will provide a continuous multimodal connection across the Village, linking neighborhoods, parks, schools, and commercial areas from the Loxahatchee River to the Atlantic Ocean.



Old Dixie Linear Park
A north-south spine that re-imagines Old Dixie Highway as a linear greenway, connecting the Village to adjacent communities while enhancing walkability, bike access, and public space along this historic corridor.



Village Safety and Connectivity Improvements
A coordinated package of targeted enhancements identified through crash data and public feedback. These projects focus on improving crossings, traffic calming, closing sidewalk gaps, and making trips safer and more accessible throughout the Village.

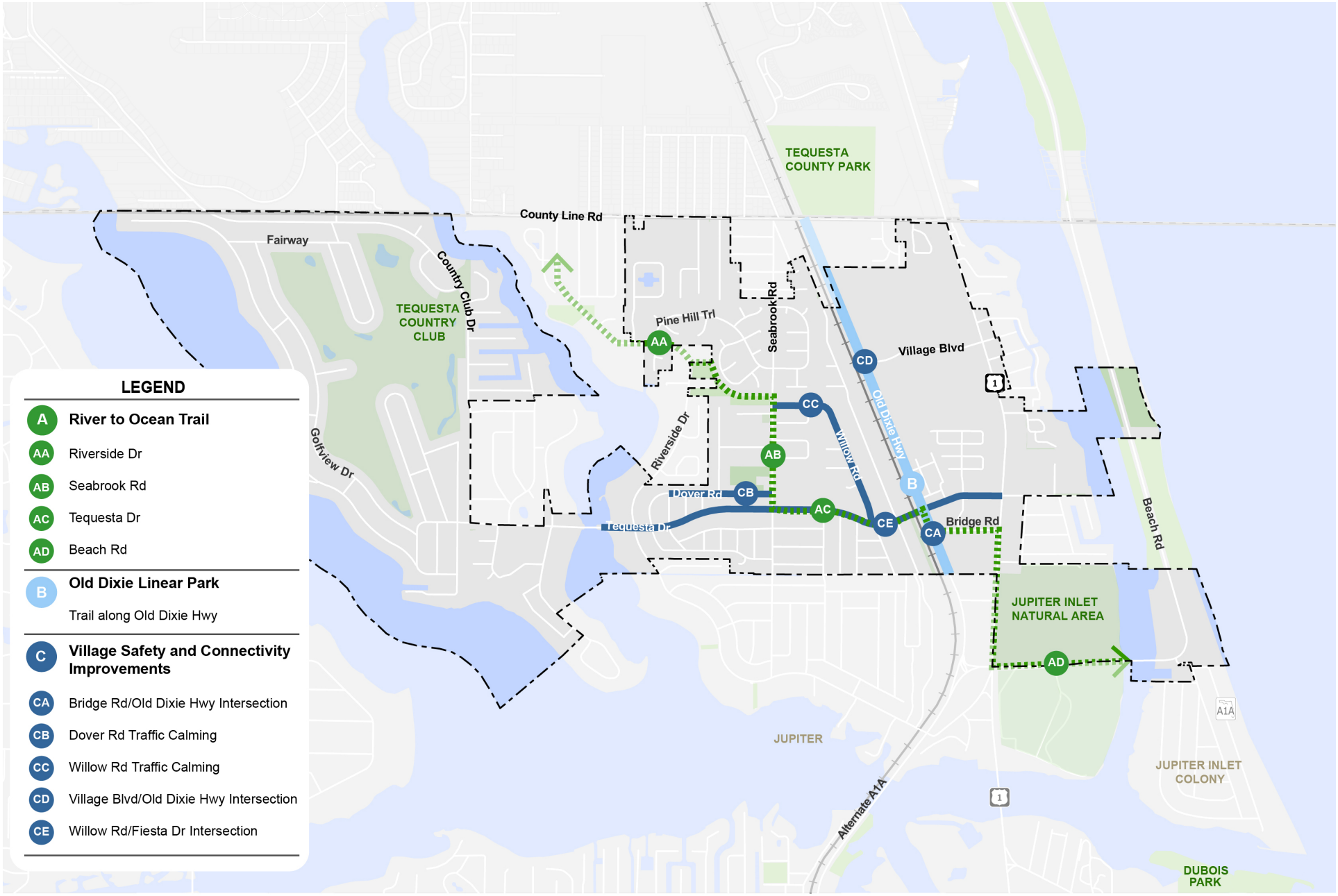


Figure 21: Priority Projects

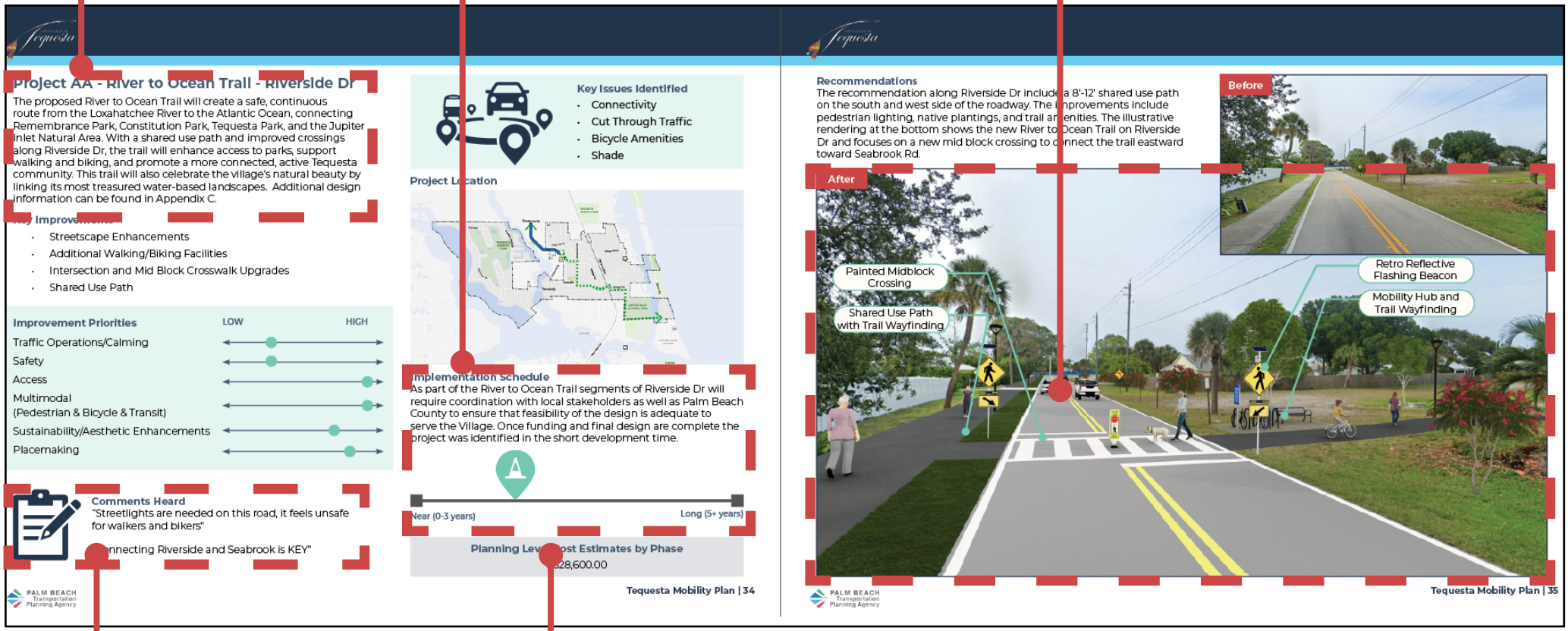
How to use the Priority Projects

Each of the 10 projects has its own sheet set which details its improvements and improvement priority; describes the project and information regarding its improvement; lays out a process for improvement priorities ; provides details on the dimensions of street elements and where to find additional guidance; and a project cut sheet or visualization about the project

Project name with description of the improvements

Implementation schedule for the priority project

Cut sheet, typical section, illustrative of the priority project



Public Feedback and Comments

The planning level cost estimate for the project

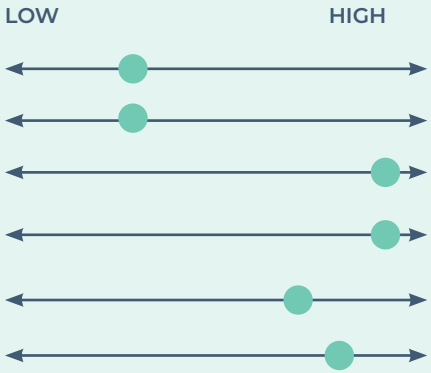
Project AA - River to Ocean Trail - Riverside Dr

The proposed River to Ocean Trail will create a safe, continuous route from the Loxahatchee River to the Atlantic Ocean, connecting Remembrance Park, Constitution Park, Tequesta Park, and the Jupiter Inlet Natural Area. With a shared use path and improved crossings along Riverside Dr, the trail will enhance access to parks, support walking and biking, and promote a more connected, active Tequesta community. This trail will also celebrate the village's natural beauty by linking its most treasured water-based landscapes. Additional design information can be found in Appendix C.

Key Improvements

- Streetscape Enhancements
- Additional Walking/Biking Facilities
- Intersection and Mid Block Crosswalk Upgrades
- Shared Use Path

Improvement Priorities



Comments Heard

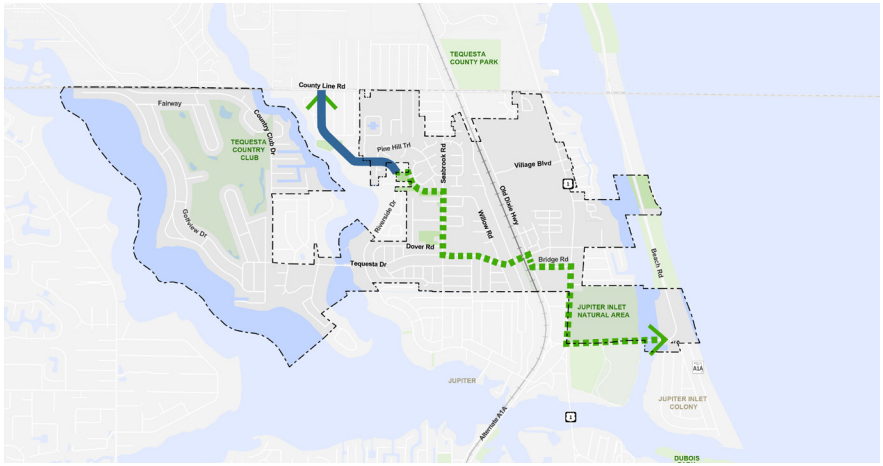
"Streetlights are needed on this road, it feels unsafe for walkers and bikers"

"Connecting Riverside and Seabrook is KEY"

Key Issues Identified

- Connectivity
- Cut Through Traffic
- Bicycle Amenities
- Shade

Project Location



Implementation Schedule

As part of the River to Ocean Trail segments of Riverside Dr will require coordination with local stakeholders as well as Palm Beach County to ensure that feasibility of the design is adequate to serve the Village. Once funding and final design are complete the project was identified in the short development time.



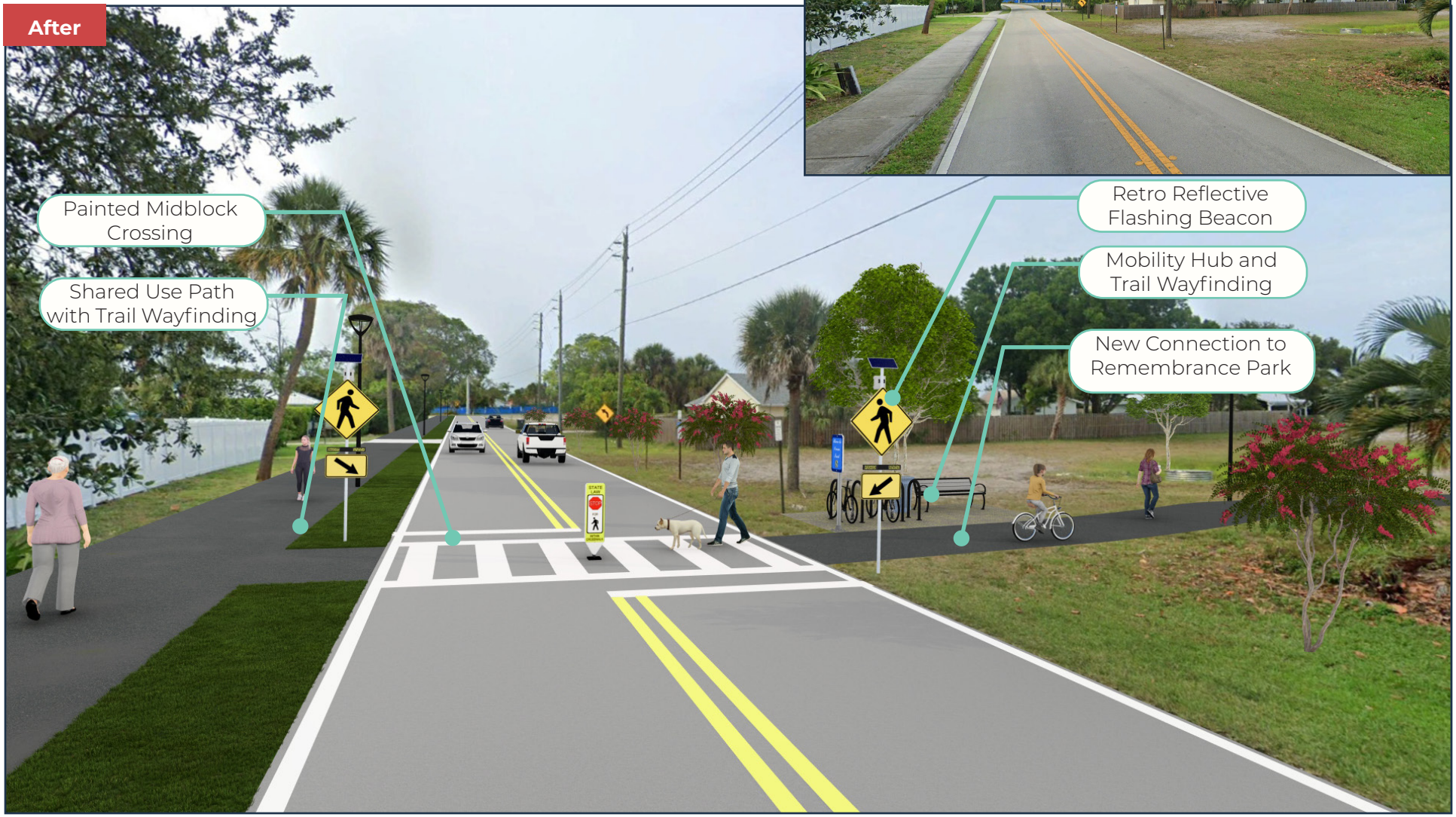
Planning Level Cost Estimates by Phase

$628,600.00

Recommendations

The recommendation along Riverside Dr include a 8'-12' shared use path on the south and west side of the roadway. The improvements include pedestrian lighting, native plantings, and trail amenities. The illustrative rendering at the bottom shows the new River to Ocean Trail on Riverside Dr and focuses on a new mid block crossing to connect the trail eastward toward Seabrook Rd.





Project AB - River to Ocean Trail - Seabrook Rd

As a segment of the proposed River to Ocean Trail, planned improvements along Seabrook Rd will focus on creating a safer, more accessible corridor for pedestrians and cyclists. This includes the addition of a shared use path, and a mid-block crossing near Constitution Park designed to improve safety and connectivity between parks and neighborhoods. These upgrades will not only support active transportation but also serve as a vital link in the larger River to Ocean Trail network. Additional design information can be found in Appendix C.

Key Improvements

- Streetscape Enhancements
- Shared Use Path
- Traffic Calming
- Crosswalk Upgrades
- Wayfinding

Improvement Priorities



Comments Heard

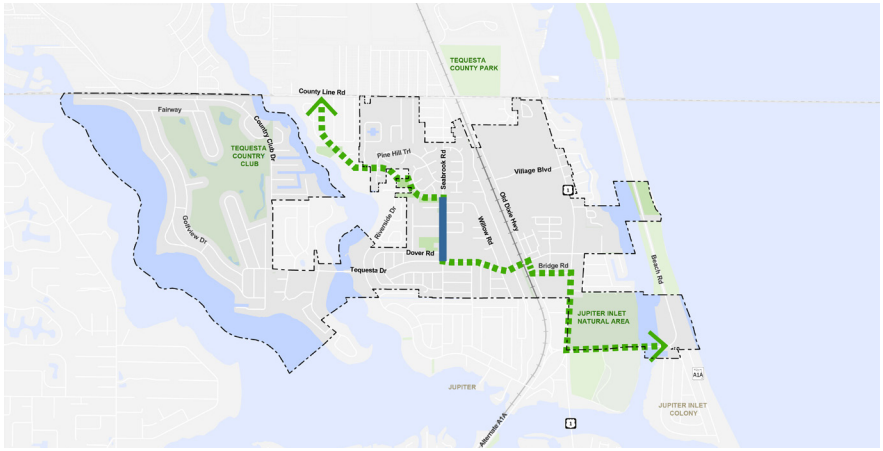
"Painted crosswalk that encourages safe crossing and shows vehicles the pedestrians are the priority"

"Better bike connections!"

Key Issues Identified

- Connectivity
- Speeding
- Pedestrian Safety
- Shade

Project Location



Implementation Schedule

As part of the River to Ocean Trail segment of the Seabrook Rd, coordination with local stakeholders among the Village will be required to ensure that feasibility of the design is adequate to serve the Village. Once funding and final design are available, the project will be identified in the short development timeframe.

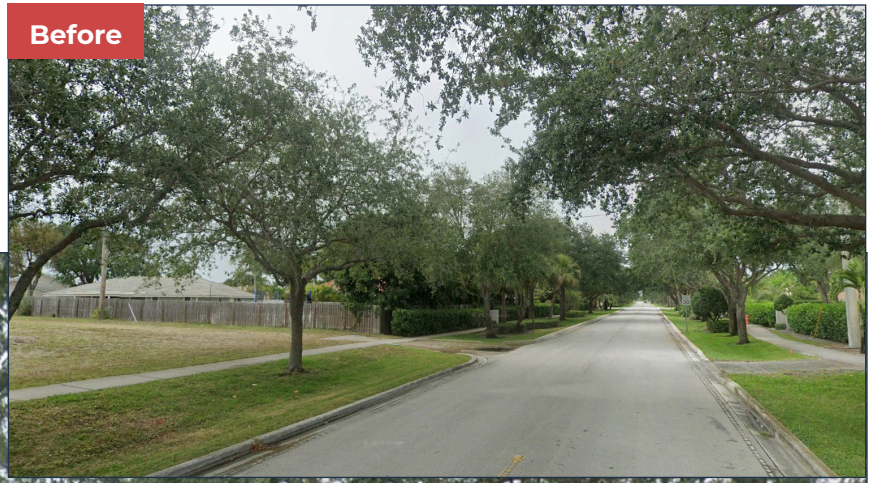


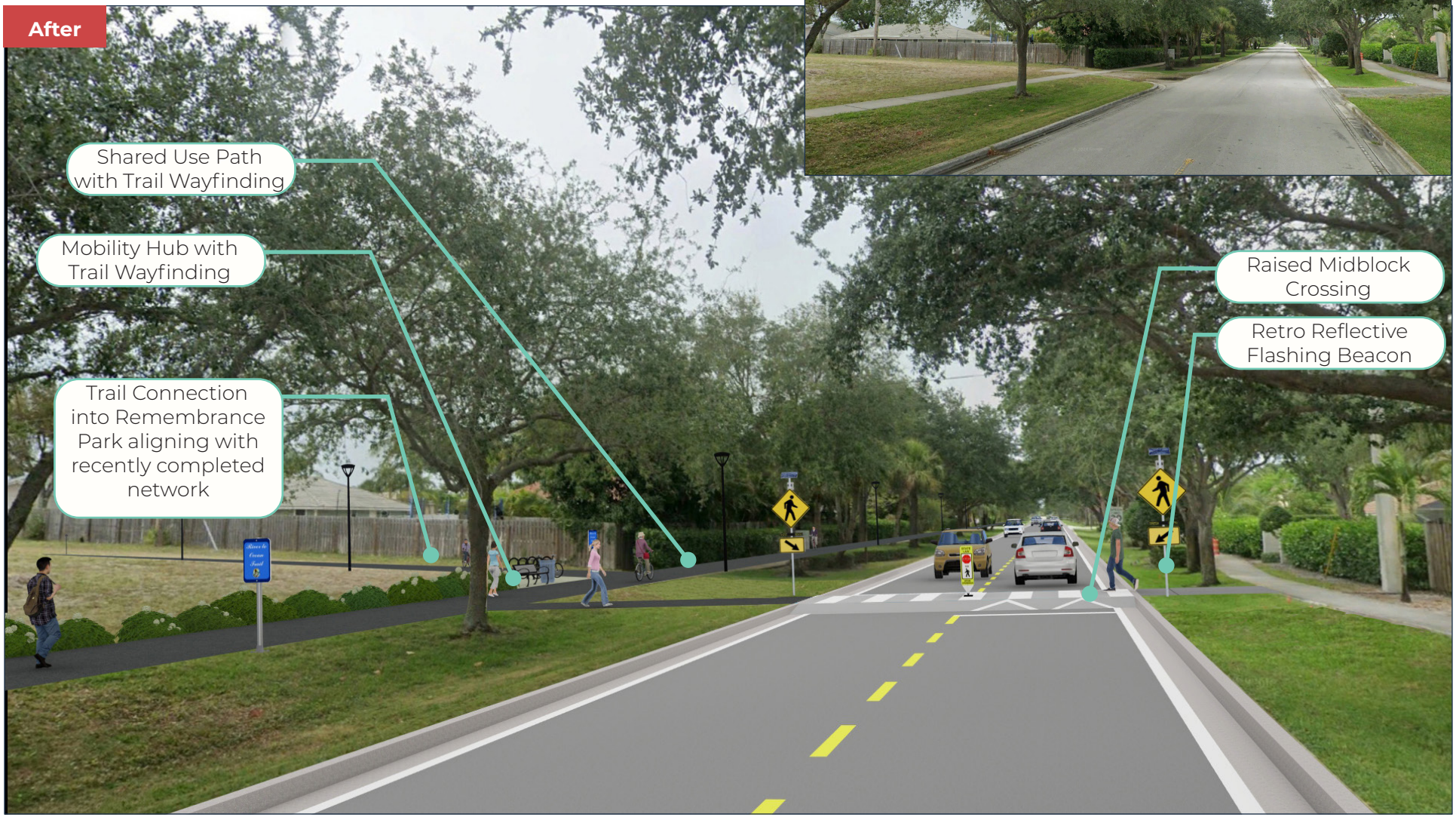
Planning Level Cost Estimates by Phase

$752,300.00

Recommendations

The recommendation along Seabrook Rd include a 8'-12' shared use path on the west side of Seabrook Rd. The improvements include pedestrian lighting, native plantings, and trail amenities. The illustrative rendering shows the new River to Ocean Trail on Seabrook Rd and focuses on a new raised mid-block crossing to connect the trail and the park to the west side of Seabrook Rd.





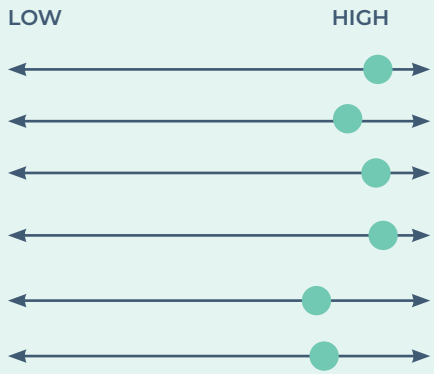
Project AC - River to Ocean Trail - Tequesta Dr

Tequesta Dr presents an opportunity to be transformed into a complete street that safely accommodates pedestrians, cyclists, and drivers. Key improvements for Tequesta Dr and the segment of River to Ocean Trail on Tequesta Dr include traffic calming measures, enhanced pedestrian and bicycle infrastructure, improved Tequesta Dr and Seabrook Rd Intersection, and a shared use path. These upgrades aim to improve mobility, encourage walking, and support safer, more accessible travel for all users. Additional design information can be found in Appendix C.

Key Improvements

- Streetscape Enhancements
- Intersection Improvements
- Crosswalk Upgrades
- Wayfinding

Improvement Priorities



Comments Heard

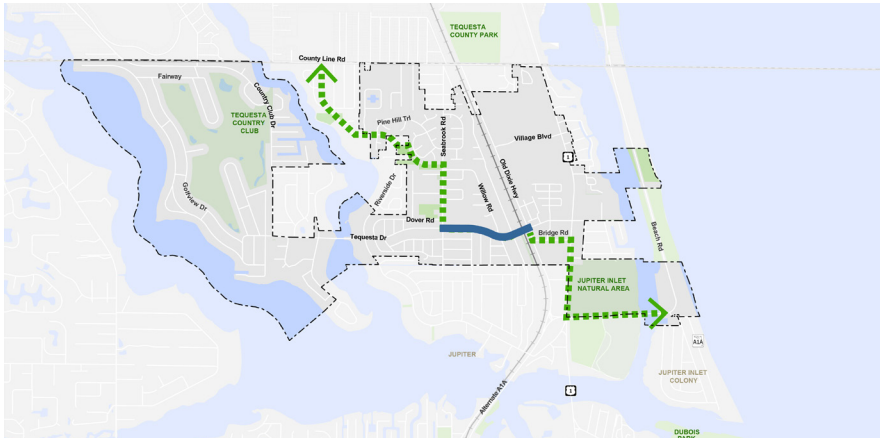
"Cars are doing over 40mph on a regular basis on Tequesta Drive."

"Tequesta Drive is dangerous for bikers/pedestrians "

Key Issues Identified

- Speeding
- Bike / Pedestrian Safety
- Shade
- Crosswalks

Project Location



Implementation Schedule

As part of the River to Ocean Trail segment of the Tequesta Dr, coordination with local stakeholders among the Village of Tequesta will be required to ensure that feasibility of the design is adequate to serve the Village. Once funding and final design are available, the project will be identified in the short development timeframe.



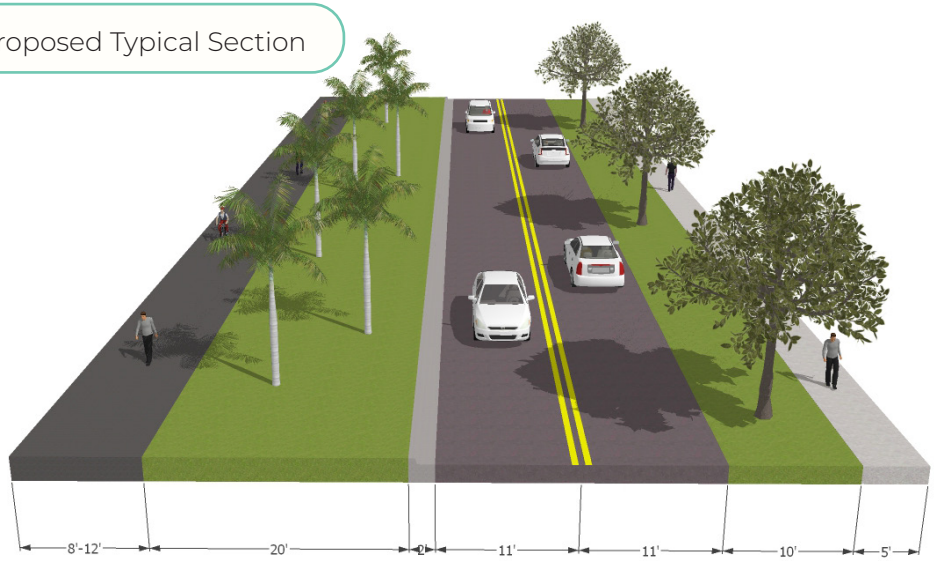
Planning Level Cost Estimates by Phase

$ 1,645,300.00

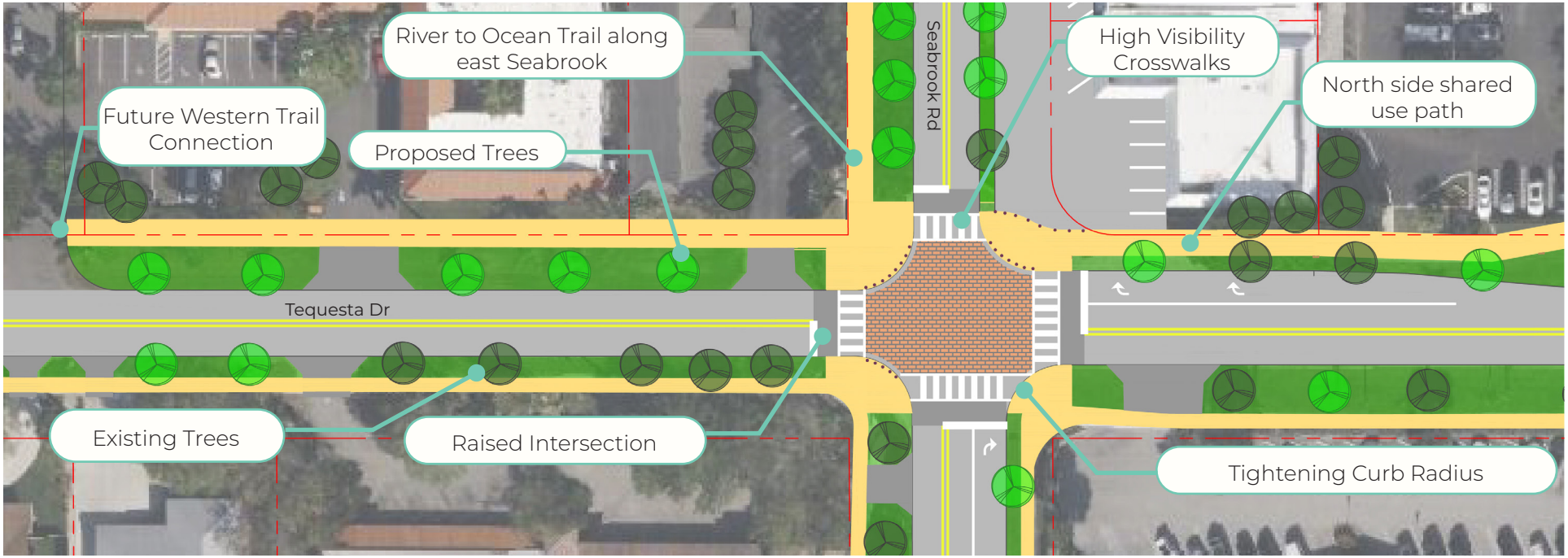
Recommendations

The recommendation along Tequesta include a 8'-12' shared use path on the north side of the roadway. The improvements include pedestrian lighting, new street trees, trail amenities, and improved Tequesta Dr/Seabrook Rd intersection. The illustrative section to the right shows a typical condition on Tequesta Dr with the River to Ocean Trail on the north side of the roadway. The cut sheet at the bottom shows the intersection improvements and proposed River to Ocean Trail. Potential further connection opportunities remain to strengthen connectivity to the west where the trail can extend westward to the Tequesta Drive Bridge, either along Riverside Drive or via Seabrook Road and Tequesta Drive. This would close a key network gap and link neighborhoods west of Old Dixie Highway to the broader trail system.

Proposed Typical Section



Proposed Typical Cut Sheet



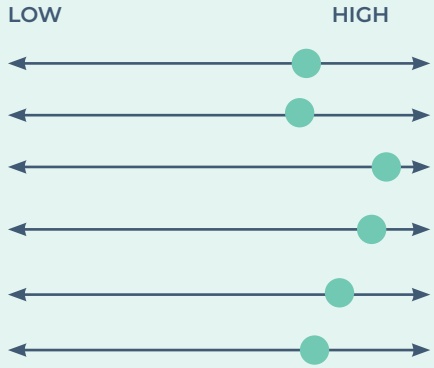
Project AD - River to Ocean Trail - Beach Rd

The Beach Rd segment of the River to Ocean Trail extends from US-1 Highway to Coral Cove Park, providing a critical connection across the bridge for pedestrians and cyclists. This corridor serves as a key link between inland neighborhoods and the coastline, offering both recreational and transportation opportunities. Wayfinding signage will also be incorporated to help users navigate the trail and connect with nearby destinations more easily. These upgrades aim to support a more vibrant, connected, and multimodal corridor. Additional design information can be found in Appendix C.

Key Improvements

- Streetscape Enhancements
- Additional Walking/Biking Facilities
- Crosswalk Upgrades
- Wayfinding

Improvement Priorities



Comments Heard

"No continuous sidewalks on this road"

"It be great to ride my bike to the preserve and then to the Ocean!"

Key Issues Identified

- Speeding
- Bike / Pedestrian Safety
- Shade
- Crosswalks

Project Location



Implementation Schedule

As part of the River to Ocean Trail segment of Beach Rd, coordination with local stakeholders among the Village of Tequesta will be required to ensure that feasibility of the design is adequate to serve the Village. Once developed this vital leg will connect Jupiter Inlet Natural Area to US-1 and the Indian River.



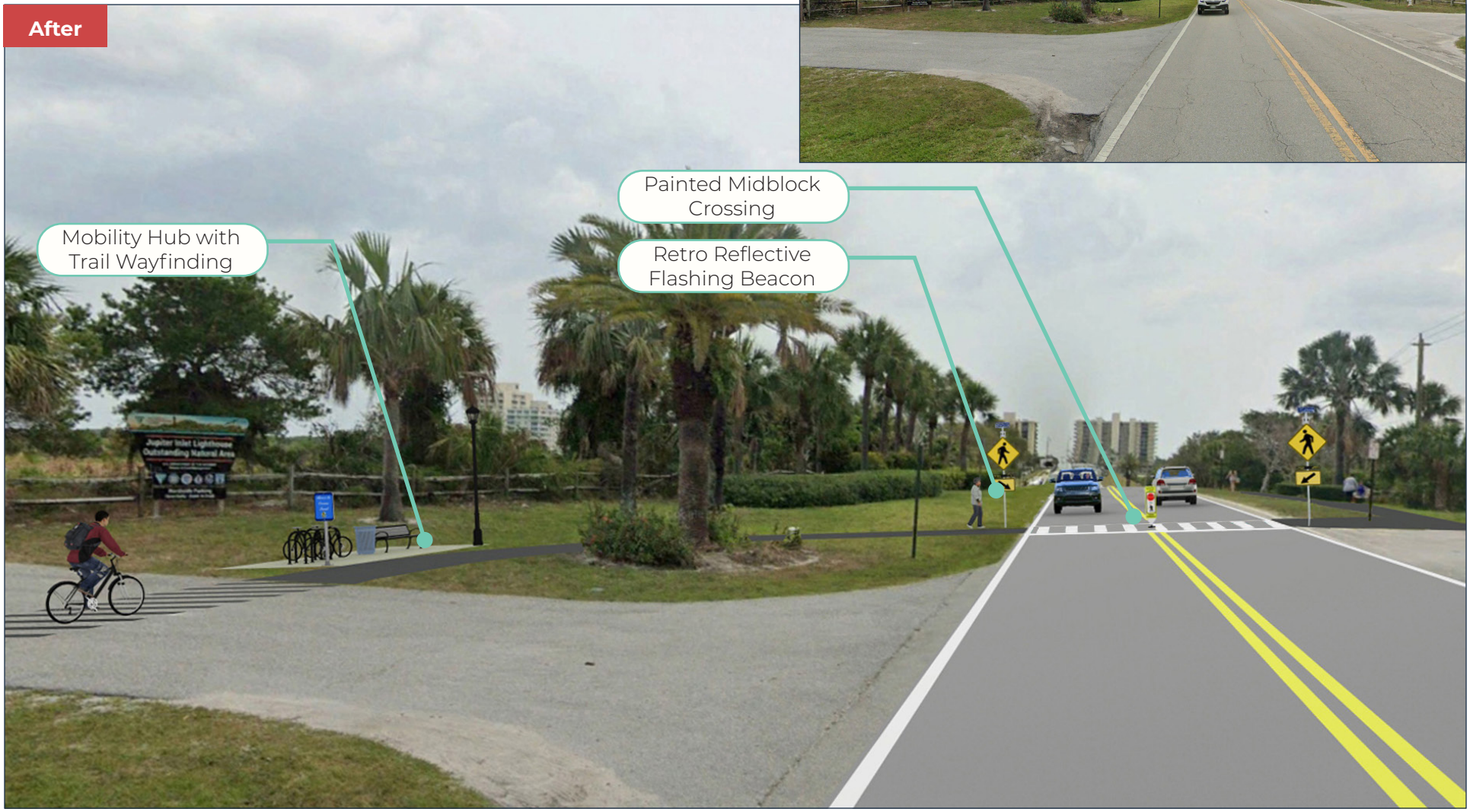
Planning Level Cost Estimates by Phase

$346,400.00

Recommendations

To enhance safety, comfort, and accessibility, we recommend a series of improvements including expanded walking and biking facilities, upgraded crosswalks, and targeted streetscape enhancements that promote a more active environment.





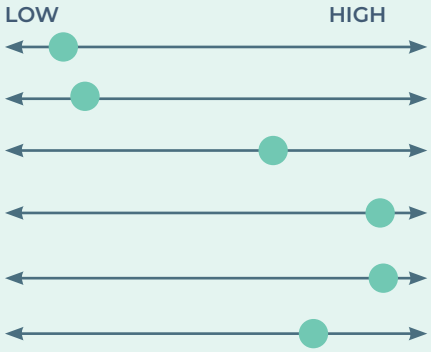
Project B - Old Dixie Linear Park

Old Dixie Hwy presents an opportunity to enhance multimodal connectivity and create a more inviting public space through the proposed Linear Park. Improvements include widening sidewalks to shared-use dimensions, extending the trail to County Line Rd, and adding streetscape and shade elements where appropriate. These enhancements aim to improve access, support walking and biking, and contribute to a more sustainable, attractive, and comfortable corridor for all users. Additional design information can be found in Appendix C.

Key Improvements

- Shared Use Path
- Shade Trees
- Additional Walking/Biking Facilities

Improvement Priorities



Comments Heard

"Make it safer to cross Old Dixie"

"Would reduce speed and encourage biking and walking"

Key Issues Identified

- Connectivity
- Shade
- Amenitites
- Safety

Project Location



Implementation Schedule

The Old Dixie Liner Park will require coordination between FDOT, County, and Railroad to ensure the proper setback and safety precautions are taking to develop this new key spine in the Village. Once the design and future are available, the project can be implemented in the long development timeframe.



Planning Level Cost Estimates by Phase

$1,828,500.00

Recommendations

The recommendations include providing a comfortable, dedicated space for walking and biking, supported by amenities such as bike racks, wayfinding signage, benches, and lighting along the corridor. Additionally, the trail is proposed to run on Old Dixie Highway to the north, avoiding the existing service area and maintaining continuous access. The rendering below illustrates the potential design and character of the Old Dixie Linear Park.





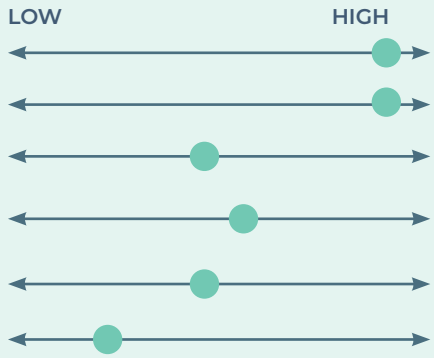
Project CA - Village Safety and Connectivity Improvements - Bridge Rd/Old Dixie Hwy Intersection

Bridge Rd/Old Dixie Hwy Intersection experiences frequent safety concerns due to high vehicle speeds and limited pedestrian visibility. The proposed improvements focus on calming traffic and creating a safer, more predictable environment for all users. Enhancements such as intersection modifications and wayfinding elements are intended to reduce conflicts, improve navigation, and support a safer and more accessible corridor. Additional design information can be found in Appendix C.

Key Improvements

- Intersection Improvements
- Additional Walking/Biking Facilities
- Crosswalk Upgrades
- Traffic Calming

Improvement Priorities



Comments Heard

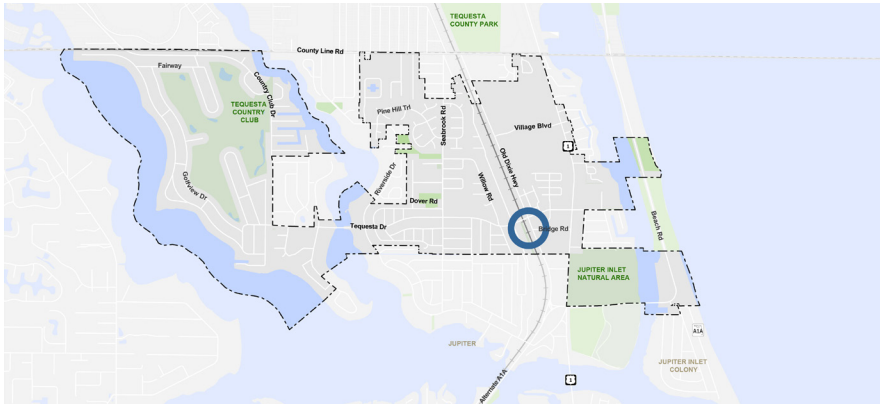
"Make it safer to cross"

"Dangers of right and left hand turn of vehicles "

Key Issues Identified

- Accidents
- Bike / Pedestrian Safety
- Connectivity
- Crosswalks

Project Location



Implementation Schedule

As part of the Bridge Rd/Old Dixie Hwy Intersection Improvements of the larger Village Safety and Connectivity Improvements effort, coordination will be required with local stakeholders among the Village of Tequesta and FDOT to ensure that feasibility of the design is adequate to serve the Village. Once funding and final design are available, the project will be identified in the mid development timeframe.



Planning Level Cost Estimates by Phase

$339,600.00

Recommendations

The proposed enhancements include intersection modifications, upgraded crosswalks with a pedestrian island, and a proposed median thus eliminating left turn from Old Dixie Hwy to Bridge Rd. The illustrative plan below shows these modifications along with the Old Dixie Linear Park and River to Ocean Trail along Bridge Rd.



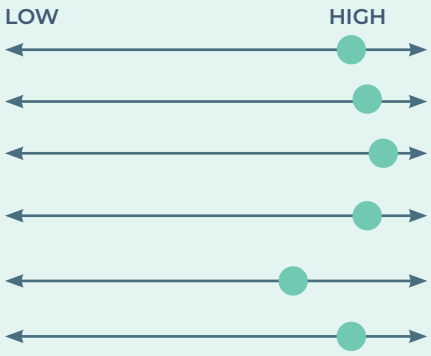
Project CB - Village Safety and Connectivity Improvements - Dover Rd Traffic Calming

Dover Rd currently lacks adequate facilities for pedestrians and cyclists and experiences vehicle speeds that limit safe, multimodal use. The proposed improvements between Evergreen Avenue and Constitution Park focus on enhancing bicycle and pedestrian infrastructure along with targeted traffic calming measures. These upgrades aim to improve access, encourage walking and biking, and support a safer, more balanced street for all users. Additional design information can be found in Appendix C.

Key Improvements

- Streetscape Enhancements
- Stormwater Upgrades
- Additional Public Space
- Landscape Improvements

Improvement Priorities



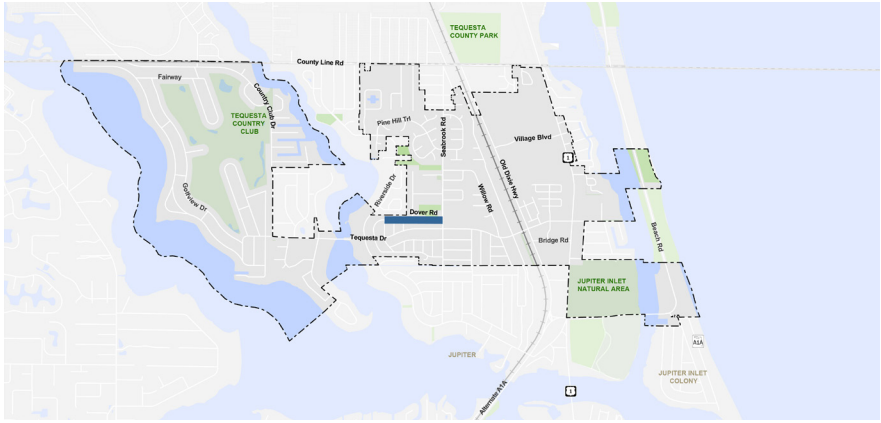
Comments Heard

"Since Dover Rd. is now the main entrance for skatepark and park, sidewalks would be helpful to separate bikers and pedestrians from vehicle traffic. Families very close to the road with young children."

Key Issues Identified

- Safety
- Flooding
- Access
- Connectivity

Project Location



Implementation Schedule

As part of the Dover Rd Traffic Calming Improvements of the larger Village Safety and Connectivity Improvements effort, coordination will be required with local stakeholders among the Village of Tequesta to ensure that feasibility of the design is adequate to serve the Village. Once funding and final design are available, the project will be identified in the long development timeframe.



Planning Level Cost Estimates by Phase

$1,682,100.00

Recommendations

Recommendations include a series of improvements to address the lack of pedestrian and bicycle facilities and to reduce vehicle speeds. The proposed upgrades include enhanced streetscape elements including a brick road, expanded public space with pedestrian and biking facilities, landscape improvements, and stormwater management enhancements.



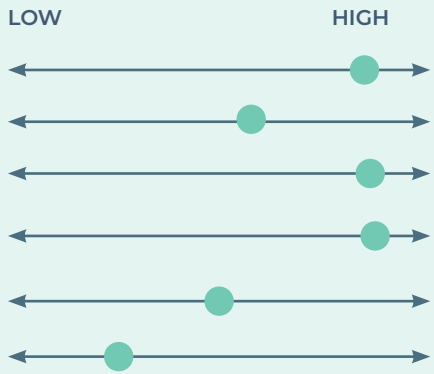
Project CC - Village Safety and Connectivity Improvements - Willow Rd Traffic Calming

Willow Rd currently experiences speeding concerns that impact safety for all users. The proposed improvements aim to address these issues by enhancing pedestrian infrastructure, and introducing traffic calming measures. These upgrades will improve safety, support active transportation, and foster a more connected and accessible corridor. Additional design information can be found in Appendix C.

Key Improvements

- Traffic Calming
- Chicane, Speed Tables
- Crosswalk Upgrades
- Wayfinding

Improvement Priorities



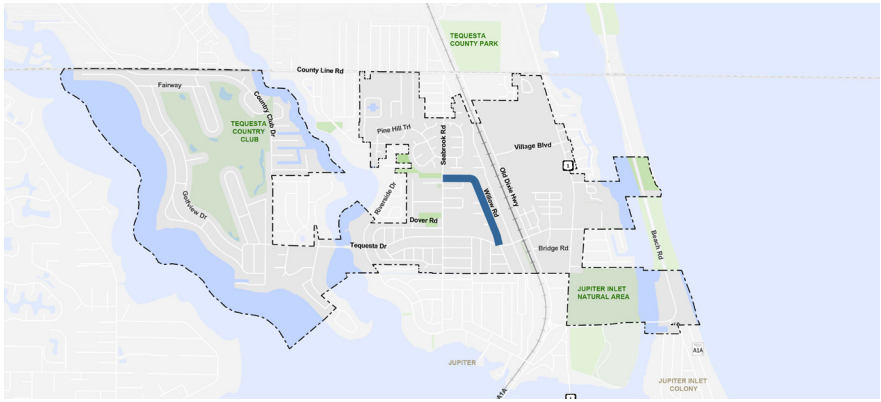
Comments Heard

" Willow Rd is a cut through to Seabrook and has a church/school that increases traffic more than its residents create."

Key Issues Identified

- Speeding
- Bike/Pedestrian Safety
- Cut Through Traffic

Project Location



Implementation Schedule

As part of the Willow Rd Traffic Calming Improvements of the larger Village Safety and Connectivity Improvements effort, coordination will be required with local stakeholders among the Village of Tequesta to ensure that feasibility of the design is adequate to serve the Village. Once funding and final design are available, the project will be identified in the short development timeframe.



Planning Level Cost Estimates by Phase

$228,600.00

Recommendations

To address ongoing speeding concerns along Willow Road, we recommend implementing targeted traffic calming measures, including chicanes and speed tables. These improvements are designed to slow vehicle speeds, enhance pedestrian safety, and create a more comfortable environment for walking and biking.



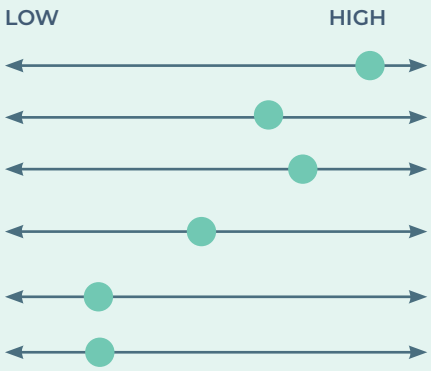
Project CD - Village Safety and Connectivity Improvements - Village Blvd/Old Dixie Hwy Intersection

The intersection of Village Blvd and Old Dixie Hwy in the Village of Tequesta presents significant safety concerns due to limited sight lines, reduced visibility, and an increased risk of crashes. These conditions create hazards for both drivers and pedestrians, highlighting the urgent need for targeted improvements to enhance visibility, reduce conflict points, and ensure safer travel through this area. Additional design information can be found in Appendix C.

Key Improvements

- Median, Traffic Island
- Clear Sight Lines
- Improved Crosswalks

Improvement Priorities



Comments Heard

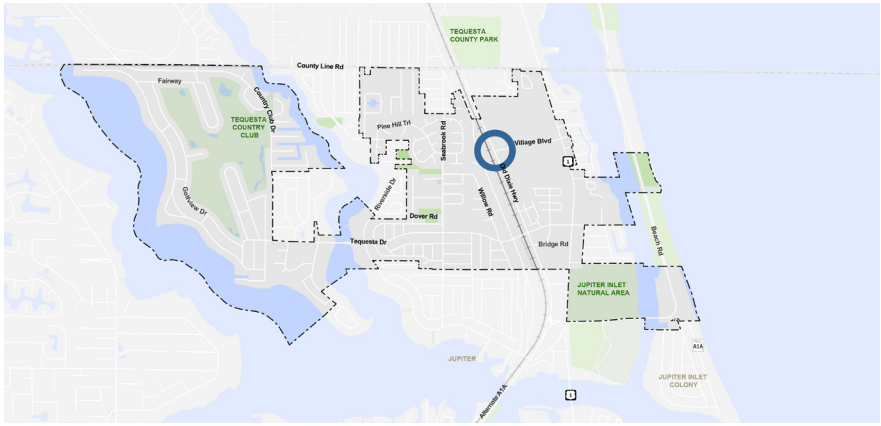
"People speed on Old Dixie and it makes turning onto the road from Village Blvd dangerous. "

"Consider putting a roundabout here"

Key Issues Identified

- Intersection Safety
- Crosswalks
- Traffic
- Speeding

Project Location



Implementation Schedule

As part of the Village Blvd/Old Dixie Hwy Intersection Improvements of the larger Village Safety and Connectivity Improvements effort, coordination will be required with local stakeholders among the Village of Tequesta and FDOT to ensure that feasibility of the design is adequate to serve the Village. Once funding and final design are available, the project will be identified in the long development timeframe.

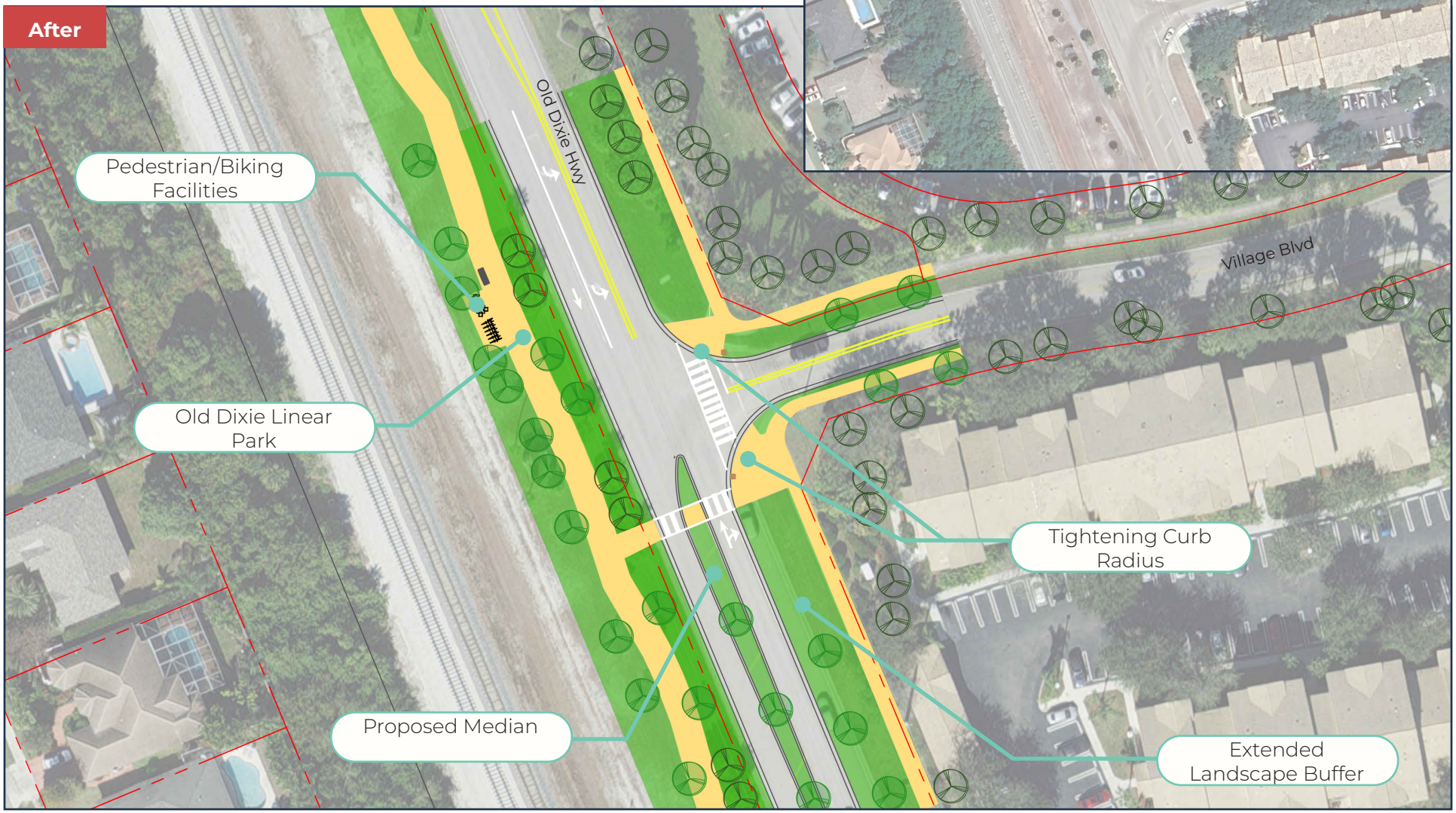


Planning Level Cost Estimates by Phase

$677,600.00

Recommendations

Recommendations include targeted safety improvements at the intersection to address limited sight lines and high crash potential. Proposed enhancements include the addition of a median and tightening curb radius to better organize vehicle movements and reduce conflict points, as well as improved crosswalks to enhance pedestrian visibility and safety.



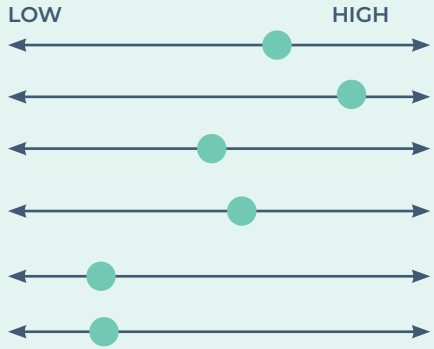
Project CE - Village Safety and Connectivity Improvements - Willow Rd/Fiesta Dr Intersection

Tequesta Dr at Willow Rd, Fiesta Ave, Cypress Dr Intersection faces significant safety challenges, where high vehicle speeds and limited pedestrian visibility create unsafe crossing conditions. The proposed improvements, including intersection enhancements, traffic calming measures, and upgraded crosswalks, aim to reduce conflict points and improve visibility. These changes are intended to create a safer, more comfortable environment for pedestrians and drivers alike. Additional design information can be found in Appendix C.

Key Improvements

- Streetscape Enhancements
- Additional Walking/Biking Facilities
- Crosswalk Upgrades
- Wayfinding

Improvement Priorities



Comments Heard

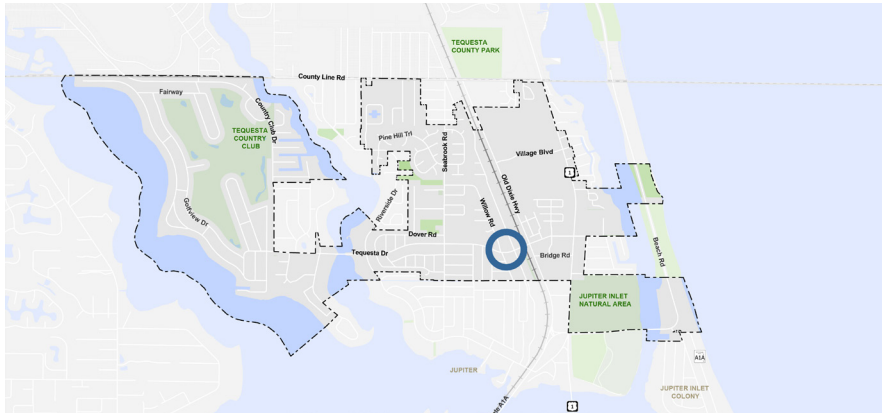
"This is a blind curve for traffic east and west."

"Intersection is dangerous for bikers/pedestrians"

Key Issues Identified

- Bike / Pedestrian Safety
- Landscaping
- Intersection Geometry

Project Location



Implementation Schedule

As part of the Willow Rd/Fiesta Dr Intersection Improvements of the larger Village Safety and Connectivity Improvements effort, coordination will be required with local stakeholders among the Village of Tequesta to ensure that feasibility of the design is adequate to serve the Village. Once funding and final design are available, the project will be identified in the short development timeframe.

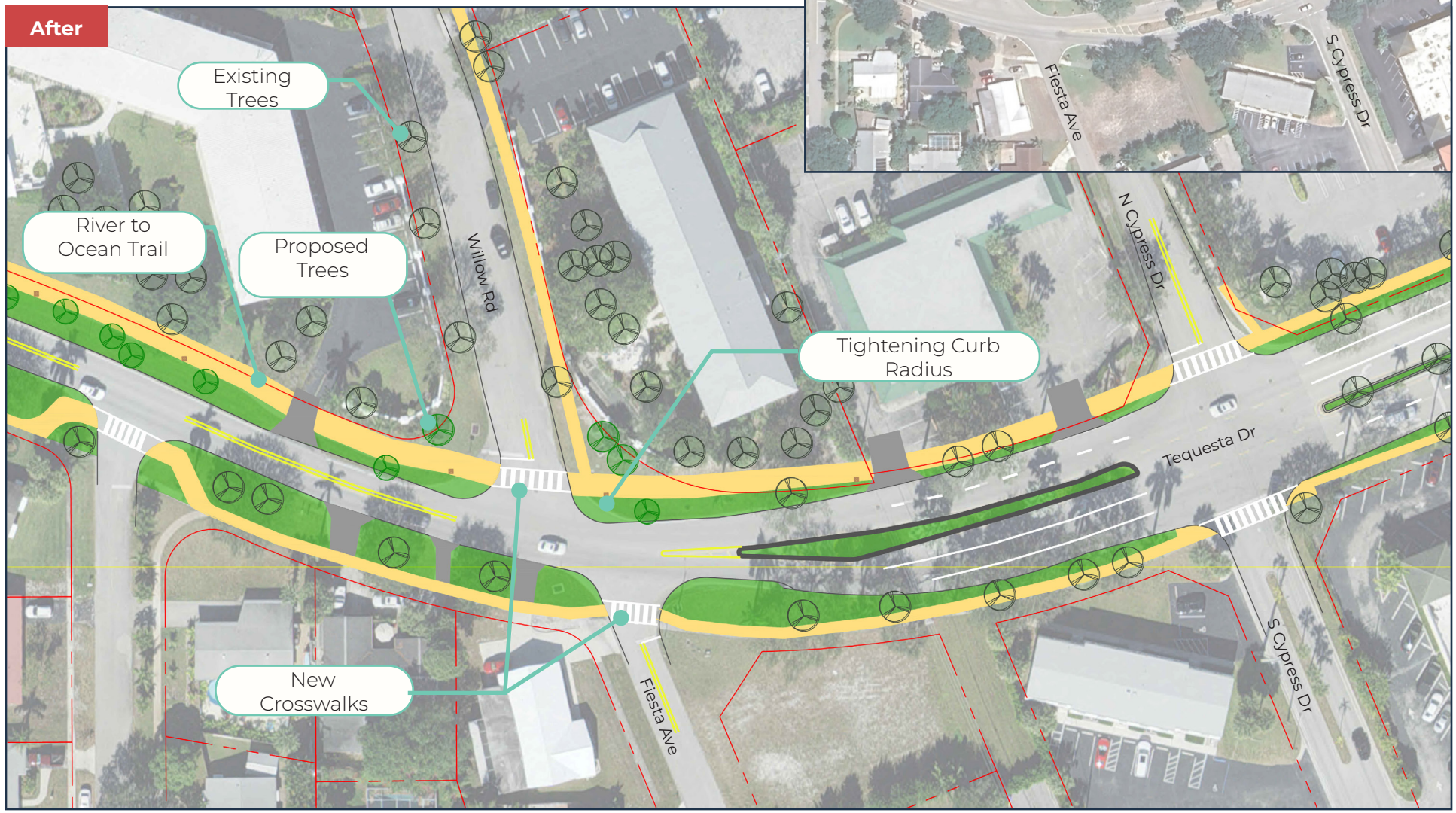


Planning Level Cost Estimates by Phase

$89,000.00

Recommendations

Proposed enhancements include upgraded crosswalks, expanded walking and biking facilities, and traffic calming measures designed to reduce conflict points and improve visibility. Streetscape improvements and wayfinding elements will further support a safer, more accessible, and user-friendly environment for all travelers.



8. RECOMMENDATIONS

This section presents both infrastructure and policy and programming recommendations based on community feedback, data analysis, and feasibility considerations. It focuses on delivering impactful, actionable improvements that align with the Village's goals. In addition to projects, the Plan includes programmatic and policy recommendations such as:

- Comprehensive Plan Updates
- Land Use and Zoning Improvements
- Support for safe routes to school initiatives and community-led events
- Vision Zero planning policies that encourage walkable, bikeable development patterns
- Ordinance updates to support expanded low-speed vehicle and golf cart use
- Ordinance and education focused on E-Bikes
- Community Shuttle and Micromobility
- Placemaking opportunities

Comprehensive Plan Alignment

Upon adopting the Mobility Plan, the Village should consider amending its Comprehensive Plan (2017) to formally recognize the Mobility Plan and align its goals, objectives, and policies with the Plan's vision. These amendments should strengthen the integration of street design, multimodal connectivity, and quality of service (QOS) into the Village's long-range planning framework. As part of this process, the Village can use the most current multimodal data and QOS standards to establish baseline existing conditions in the Data, Inventory, and Analysis section. This foundation will support the development of meaningful performance measures that can track progress over time.

Additionally, the Village is encouraged to build on the initial application of FDOT's Context Classification and expand its use as a guiding tool for transportation planning and design decisions throughout the community.



Figure 22: FDOT Context Classification

As the Village moves forward with implementing its Mobility Plan, there is a clear opportunity to advance beyond traditional roadway Level of Service (LOS) metrics by embracing multimodal Quality of Service (QOS) standards that prioritize people walking, biking, using low-speed vehicles, and accessing transit. While LOS measures roadway capacity for motor vehicles, QOS provides a more holistic view of how well the transportation network supports safe, comfortable, and efficient movement for all users.

The Village is well-positioned to adopt how roadways perform from the perspective of non-motorized users and integrating those findings into future planning efforts. This principle is particularly important in a residential community like the Village, where the safety of pedestrians, cyclists, and families is a top priority.

Research has consistently shown that vehicle speed is a critical factor in both the likelihood and severity of crashes. Streets that are designed for higher speeds, regardless of posted limits, often contribute to unsafe conditions for vulnerable road users. Factors such as wide travel lanes, minimal curvature, large turning radii, encourage drivers to travel faster than intended. By contrast, design elements like narrower lanes, street trees, marked crossings, and traffic-calming features encourage lower speeds and improve safety outcomes.

As the Village updates it's Comprehensive Plan, there is an opportunity to incorporate areawide multimodal street typologies or QOS standards and contextual street design principles. These updates will align with the Village's vision of a connected, people-focused transportation network and reinforce the goals of the Mobility Plan.

Land Use and Zoning Improvements

The success of the Mobility Plan relies not only on infrastructure investments, but also on a supportive land use and zoning framework that encourages walkable, connected development patterns. To promote a more multimodal and people-centered transportation network, the Village should consider targeted updates to its zoning code and land development regulations that align with the goals of the Mobility Plan.

Updating Parking Requirements

- Reevaluating minimum parking standards, especially in commercial areas, can help reduce land dedicated to vehicle storage and create opportunities for more open space and pedestrian-friendly design. Any adjustments should be incremental and carefully considered to avoid traffic or parking congestion. In the near term, the Village could allow shared parking or limited credits for golf carts and low-speed vehicles.

Requiring Access and Connectivity

- New development and redevelopment should provide safe access for all users, including pedestrians, cyclists, and golf carts. Requiring internal sidewalk networks, mandatory bike parking, and cross-access connections between parcels can enhance connectivity and reduce out-of-direction travel. Site plan review procedures should explicitly consider how development supports the Village's mobility goals.

Establish a Parking Credit Program for Low-Speed Vehicles

- Create a policy that allows developments to receive parking reductions or credits when they provide designated parking spaces for golf carts and other low-speed vehicles. This can incentivize the use of sustainable, space-efficient modes of transportation and reduce the footprint of traditional surface parking.

Implement Bicycle Amenities and Rack Requirements

- Require secure, visible, and accessible bike parking at commercial, civic, park, and multi-family residential developments. Consider additional requirements or incentives for amenities such as bike repair stations, shaded parking, or covered racks in activity centers.

Safe Routes to Schools Initiative

As a follow-up to the Mobility Plan, the Village should implement a Safe Routes to School (SRTS) initiative to improve walking and biking safety for children traveling to schools and other youth-oriented destinations. While there are no public schools within Village boundaries, several private schools, early learning centers, parks, and places of worship serve as key hubs for families. Targeted improvements such as high-visibility crosswalks, ADA-accessible sidewalks, school zone signage, and traffic calming can enhance safety and access along these routes. In addition to infrastructure, the Village can incorporate education and outreach efforts that promote safe travel behavior among students, families, and drivers. Using FDOT's Safe Routes to School Toolkit as a guide, the Village should coordinate with the Palm Beach TPA, school officials, and local partners to identify priority areas, conduct walk audits, and pursue funding opportunities through state and federal programs. Expanding SRTS beyond traditional schools reinforces the Mobility Plan's commitment to safety and helps foster a culture of walkability for future generations.



Figure 23: Bike Safety Event

Vision Zero

As the Village of Tequesta plans for a safer, more accessible transportation system, adopting the principles of Vision Zero offers a proactive, community-driven approach to traffic safety. Vision Zero is a strategy that aims to eliminate all traffic fatalities and severe injuries, recognizing that loss of life on roadways is preventable. Vision Zero emphasizes the responsibility of communities to design roadways that anticipate human error and minimize harm. Safe roadway design, speed management, and multimodal access

Palm Beach County is currently updating its Vision Zero policies in response to population growth, suburban expansion, and increasing multimodal travel needs. The Village of Tequesta shares many of the same characteristics, including an aging population and a growing desire for safe, low-stress walking and biking options. Nearly a quarter of Palm Beach County residents are 65 or older, a demographic particularly vulnerable to traffic-related injuries. In 2019, Florida reported the highest number of traffic fatalities among older adults in the nation



In the past five years, traffic crashes have killed 887 people on Palm Beach County Roadways.

To advance these safety goals, the Village should consider developing a local Vision Zero Action Plan or resolution. This would begin with the collection and analysis of crash data to identify high-risk areas and guide targeted interventions. Setting measurable safety objectives and prioritizing improvements in areas with vulnerable users will be essential. Design strategies that slow vehicle speeds and reduce conflicts between modes should be integrated into project delivery, especially along corridors like Tequesta Drive, Old Dixie Highway, and US 1.

By incorporating Vision Zero language and goals into future updates of the Comprehensive Plan and Land Development Regulations will help ensure that safety remains a guiding principle in all future transportation and land use decisions. By formally embracing Vision Zero, the Village can build on the foundation of this Mobility Plan to create safe and vibrant streets within its community.

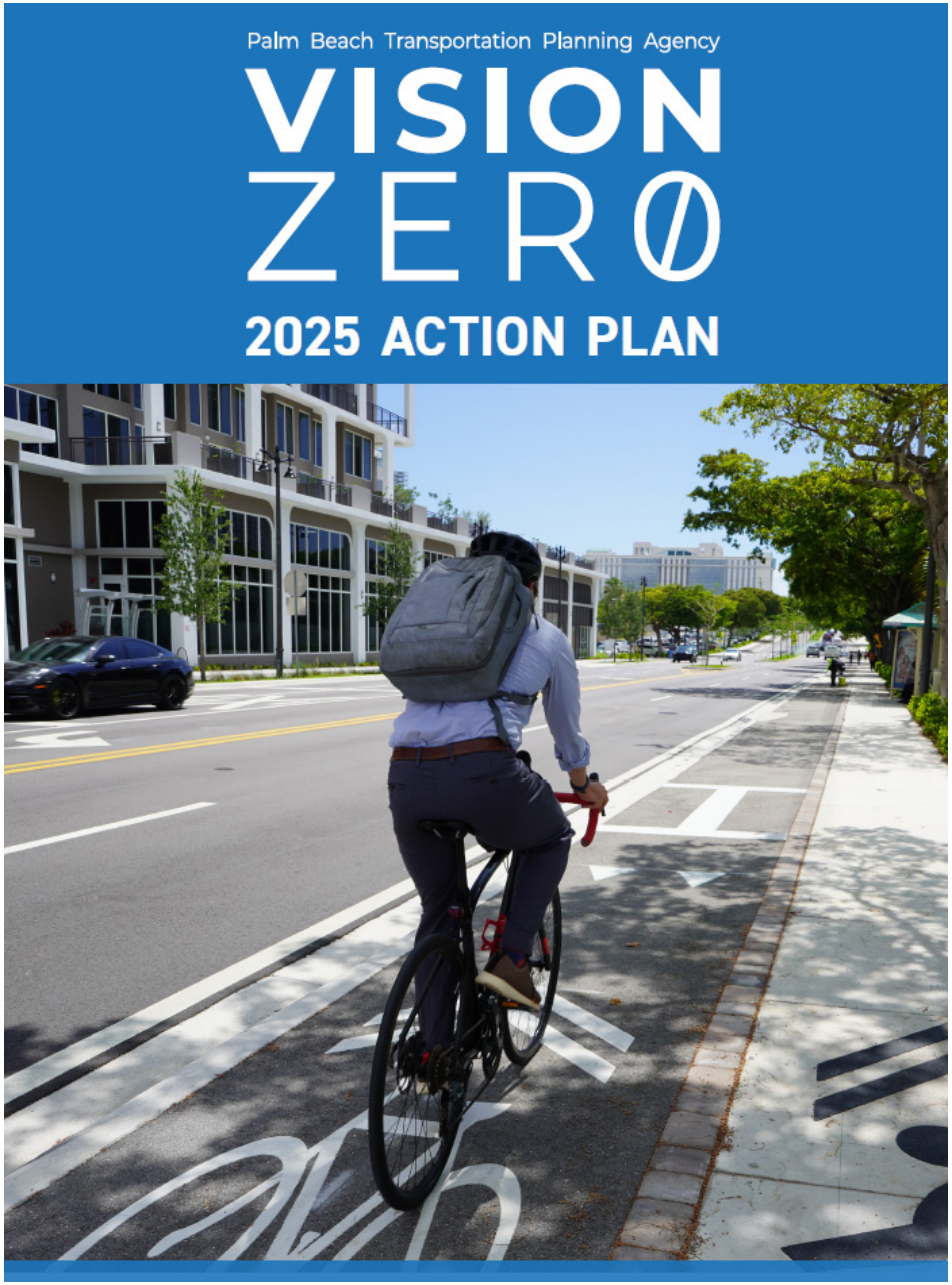


Figure 24: Palm Beach TPA Vision Zero

Low Speed Vehicle Initiatives

Building on the 2019 Golf Cart Feasibility Study and recent public feedback, the Village should continue to identify opportunities for safe, low-speed vehicle access that supports short trips within the community. While golf carts are currently restricted to use within Tequesta Country Club under Ordinance 14-23, Florida Statute 316.212 allows broader use if proper infrastructure is in place. The existing network, however, lacks the necessary connectivity and raises safety concerns when golf carts share space with pedestrians, cyclists, and higher-speed vehicles.

The public engagement process revealed mixed opinions on expanding golf cart access. While there is interest in increasing usage, many residents voiced concern about mixing golf carts with other modes, particularly on multi-use paths. The 2019 evaluation of Tequesta Drive concluded that a separate, buffered path would be necessary for golf carts to safely reach the Tequesta Bridge, an option that raised additional concerns about potential trade-offs with pedestrian and bicycle infrastructure. As a result, the Mobility Plan recommends maintaining the current limitations on golf carts while encouraging broader use of Low-Speed Vehicles (LSVs), which offer more robust safety features and greater roadway compatibility.

LSVs, which resemble golf carts but are equipped with lights, mirrors, seat belts, and other safety elements, are allowed on roads with speed limits of 35 mph or lower and can cross higher-speed roads at intersections. Given that many key roads in the Village such as Tequesta Drive, Riverside Drive, Seabrook Road, and County Line Road, fall within this speed range, LSVs could safely access destinations like Constitution Park, Tequesta Park, and commercial centers such as Village Square and Tequesta Shoppes. Promoting LSVs offers a practical path forward for expanding low-speed mobility while preserving safety and multimodal compatibility.



Figure 25: Golf Cart to Low Speed Vehicle Comparison

To support a more LSV-friendly environment, the Village could consider amending its zoning code to allow LSV parking spaces to count toward required parking in commercial developments. Several Florida communities, including Stuart and North Palm Beach, already offer similar incentives. Because LSVs occupy less space than standard vehicles, this policy could help businesses integrate more green space or amenities while encouraging sustainable travel. Retrofitting high-activity locations like Constitution Park and the Recreation Center with LSV parking would improve access and parking efficiency without significantly expanding paved surfaces.



Figure 26: Low Speed Vehicle Access

E-Bike Education and Safety

As e-bikes become increasingly popular in the Village, particularly among youth and recreational riders, there is a growing need to address safety, user behavior, and infrastructure compatibility on local streets, sidewalks, and shared-use paths. The Mobility Plan process highlighted both interest in e-bikes as a low-speed travel option and community concerns about unsafe riding practices, including excessive speeds, disregard for traffic laws, and frequent conflicts with pedestrians.

Under Florida law, e-bikes must have working pedals, a motor no greater than 750 watts, and a maximum speed of 28 mph. Riders under 16 are required to wear helmets, and all riders must obey the same traffic rules as bicyclists. If these standards are not met, the vehicle is legally classified as a motor vehicle requiring registration and a license. To proactively manage this evolving mode, the Village should implement an E-Bike Safety Initiative focused on education, enforcement, and infrastructure design. This initiative should be developed in partnership with the Tequesta Police Department, local schools, the Palm Beach TPA, and community organizations. The Police Department can play a key role in supporting rider education, hosting safety workshops, and conducting targeted enforcement in areas with high e-bike usage. Coordination with school resource officers can help address concerns among middle and high school students, who are among the most frequent and at-risk users.

Drawing inspiration from successful efforts in other Florida communities like:

- Key Biscayne which launched a youth-focused e-bike safety campaign in 2023, requiring riders under 16 to complete a training course and promoting helmet use and riding etiquette through school partnerships and signage.
- The City of Naples partnered with local law enforcement to create an “E-Bike Smart” campaign featuring pop-up safety stations, QR-coded maps with bike-legal routes, and warning signage in high-conflict zones.
- Boca Raton initiated a community-wide effort that included social media videos, informational flyers at schools and parks, and an ordinance clarifying where e-bikes are allowed on trails and sidewalks.

Public awareness efforts should include visible campaigns, such as signage, social media, school announcements, and pop-up safety events, that reinforce helmet use, proper rider behavior, and speed awareness. These efforts can be paired with in-classroom or community-based education programs that cover basic rules of the road, how e-bikes differ from traditional bicycles, and how to ride respectfully in shared environments.
The Village can build on these models by launching its own multi-layer

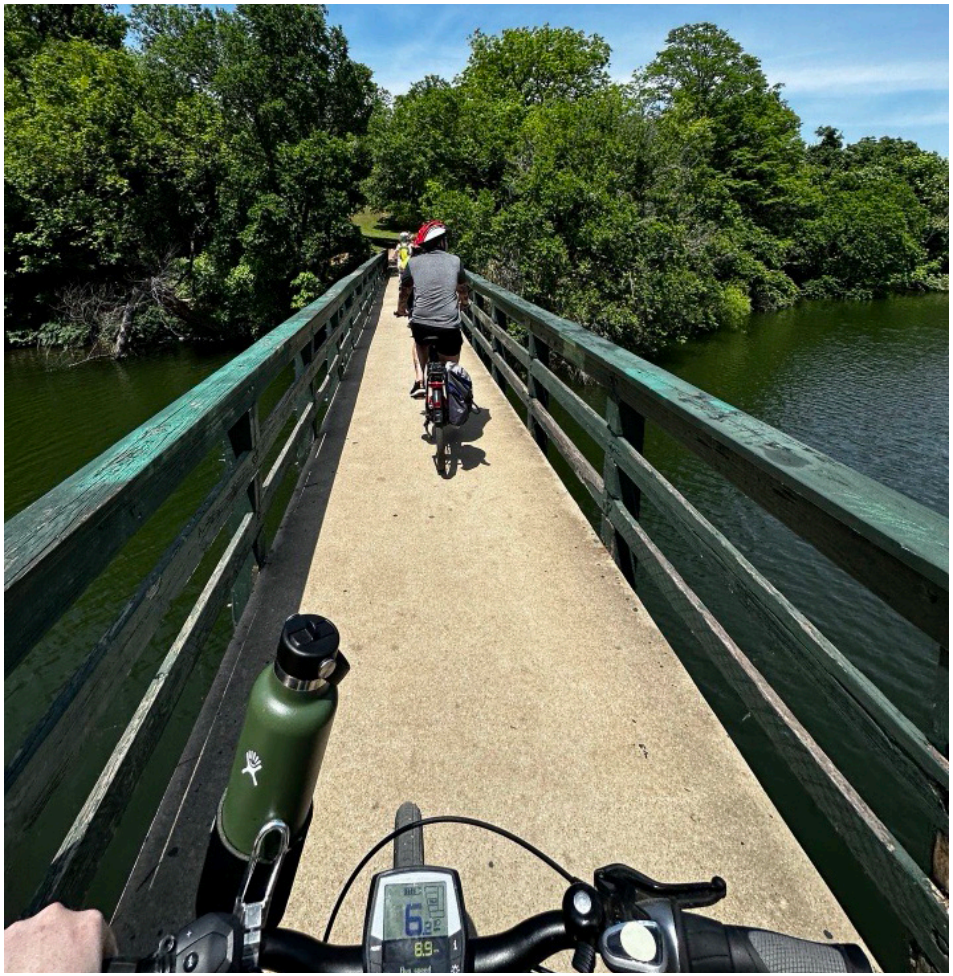


Figure 27: Example E-Bike Focused Trails

campaign, that could include:

- Public service announcements, flyers, and banners focused on helmet use, speed awareness, and sharing the path respectfully.
- School-based outreach, especially targeting middle and high school students in the regional area, with support from school resource officers and the local Police Departments.
- Safety workshops hosted at local parks like, Constitution Park , to teach safe riding skills, rules of the road, and e-bike maintenance.
- Targeted enforcement zones, where the Village Police Department issues warnings or citations for unsafe e-bike behavior near parks, schools, and busy corridors.
- Community rides or safety audits that involve parents, students, and residents in identifying unsafe behaviors or conditions.

Simultaneously, the Village should evaluate opportunities to adapt its infrastructure to better support safe e-bike use. Recommended strategies include:

- Installing clear regulatory signage on shared-use paths to define e-bike expectations and right-of-way protocols;
- Adding striped centerlines and posted speed advisories on high-use trail segments;
- Creating separation of modes by developing an off roadway shared use path network.

Close coordination with Palm Beach and Martin County, FDOT, and the Palm Beach TPA will be essential to ensure alignment with regional standards and to pursue funding for infrastructure enhancements. As travel behaviors and technologies continue to evolve, the Village's approach to e-bikes should remain flexible by balancing safe access and mobility while maintaining a high quality of life for all residents.



Figure 28: Example Bike Safety Event

Community Micromobility and Transit Readiness

As the Village continues to evolve, embracing small-scale, flexible transportation options will be essential to meeting local mobility needs. While the Village is not currently served by fixed-route public transit, planning for future coordination with Palm Tran will be critical as population and development densities increase especially along corridors like US 1 and Old Dixie Highway.

In the near term, the Village should continue to support community micromobility options such as walking, biking, and LSVs, while also exploring shared-use services like mobility-on-demand shuttles, bike share, or neighborhood electric vehicles. Planning for micromobility infrastructure, will also be important to ensure that these modes integrate safely into the Village's transportation network.

In the longer term, as travel demand grows, the Village should collaborate with Palm Tran to explore the feasibility of limited-stop circulator service, flexible microtransit zones, or demand-responsive services that can connect residents to regional transit hubs. These services can provide flexible options for residents without the cost of operating full fixed-route transit and can adapt over time as travel patterns change.

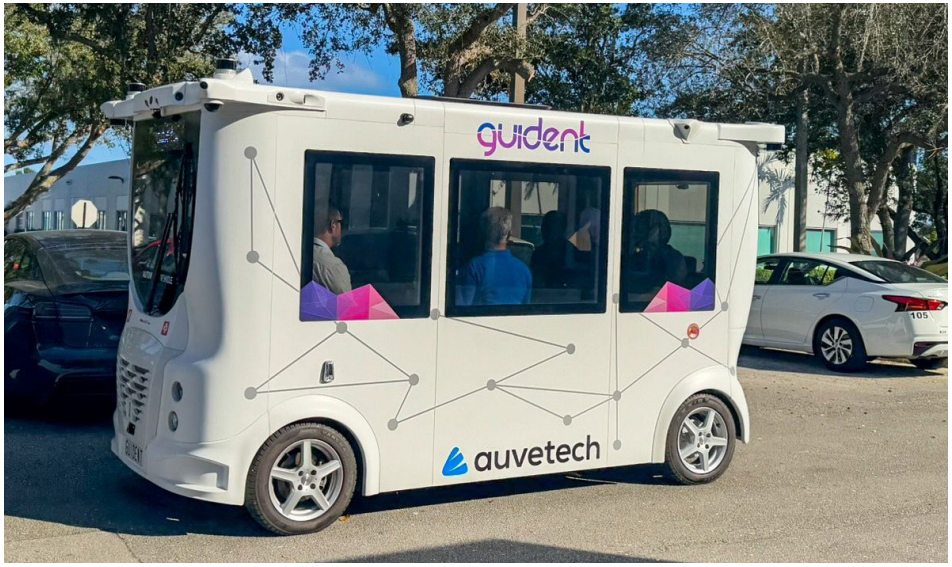


Figure 29: AV Vehicle Shuttle (Credit: Palm Beach TPA)

Additionally, the Village should monitor and remain open to emerging mobility technologies, such as autonomous shuttle programs (e.g., Beep, MiCA), which have been piloted successfully in other Florida communities. These services could provide last-mile connectivity from neighborhood centers to parks, civic facilities, and future transit stops, particularly for seniors and those with limited mobility.

Ongoing dialogue with Palm Tran, the Palm Beach TPA, and private-sector mobility providers will ensure the Village is well-positioned to scale its transportation options alongside future growth while maintaining local control over service character and design.

Placemaking

Preserving the Village's charm and identity while planning for thoughtful, incremental growth is a core value expressed throughout the Mobility Plan process. As new development or redevelopment occurs, transportation improvements should be designed to reinforce a strong sense of place, reflect the Village's scale, and support a vibrant, walkable community. Integrating placemaking elements such as decorative paving, native landscaping, pedestrian-scale lighting, wayfinding signage, and public art can enhance both safety and aesthetics. These features should be context-sensitive and reflect the coastal and village character that residents value.

Placemaking efforts should also prioritize the Village's parks, shared-use path/trail network, and proximity to natural resources. Constitution Park, Remembrance Park, and future park spaces along with connections to the Loxahatchee River, Jupiter Inlet, and Atlantic Ocean help form the foundation of Tequesta's character. Strengthening access to these recreational amenities through high-quality walking and biking routes, signage, and neighborhood connections will reinforce the Village's identity as an active and environmentally connected community.

The Village should continue to promote compact, walkable development patterns that support local mobility, reduce auto dependency, and create inviting street frontages. Tools such as form-based codes, streetscape design standards, and development incentives can help ensure new projects enhance public space while respecting the Village's scale and character.

9. IMPLEMENTATION PLAN

The success of the Tequesta Mobility Plan depends on moving from vision to action through a focused and collaborative implementation process. This chapter outlines recommended next steps the Village should pursue to bring the Plan's projects and programs to life, along with tools and strategies for funding, policy integration, and partnerships.

POLICY ACTIONS

The Village should take key policy steps to embed the Plan into local decision-making processes and ensure consistency across planning efforts:

- Adopt the Tequesta Mobility Plan as a guiding framework for future transportation and land use decisions.
- Integrate the Plan's goals, typologies, and design strategies into the Village's Comprehensive Plan, CIP, and Land Development Regulations.
- Work with Palm Beach County to include mobility plan projects in the Palm Beach Countywide Transportation Master Plan
- Apply context-sensitive design principles to all transportation related projects moving forward.
- Use the priority project cut sheets as companion documents to guide site design, redevelopment review, and future grant applications.
- Maintain and update the Implementation Matrix as a living tool to prioritize, track, and adjust mobility investments over time.

FUNDING STRATEGIES

Implementation will rely on a mix of local investment and external funding opportunities. The Village should consider:

- Leveraging developer contributions and coordination during site plan review to advance nearby sidewalk, crossing, or bike network improvements.
- Applying for Palm Beach TPA grant programs to fund bicycle, pedestrian, and golf cart network upgrades.
- Pursuing FDOT funding through SRTS and SUN Trail programs to support safe, regional trail and path connections.
- Exploring federal grant opportunities, such as Safe Streets and Roads for All (SS4A) or RAISE, to fund larger corridor or safety-focused projects.
- Including priority projects in the Village's Capital Improvement Plan to ensure budget alignment and funding readiness.

PARTNERSHIPS

The Village will need to collaborate closely with a range of local, regional, and state partners to deliver projects efficiently and align improvements with broader transportation goals:

- **Palm Beach Transportation Planning Agency (TPA)**
  The TPA can support grant applications, regional coordination, and technical assistance for project delivery.
- **Florida Department of Transportation (FDOT)**
  FDOT oversees state roadways such as US 1 and SR A1A and will be a critical partner for any improvements within or adjacent to these corridors, as well as a resource for funding and permitting.
- **Palm Beach County Engineering and Public Works**
  The County manages intersections, drainage, and segments of the roadway network that require coordination for signal upgrades, safety improvements, or shared responsibilities.
- **Palm Tran**
  While the Village is not currently served by fixed-route transit, Palm Tran remains an important long-term partner. As the Village grows, collaboration on future service extensions, microtransit pilots, or first-mile/last-mile solutions will become increasingly valuable.
- **Local Schools, Churches, and Institutions**
  These partners can assist in implementing Safe Routes to School initiatives, community education, and trail connections that support access to key destinations.

Through coordinated efforts, clear policies, and strategic funding,

the Village can begin implementing near-term improvements while positioning itself for long-term mobility success.

Tracking Progress

An action-oriented implementation tracking matrix (Appendix E) has been developed to guide the Village in advancing the Mobility Plan's recommendations from vision to reality. The matrix provides a clear framework for organizing, phasing, and tracking both infrastructure projects and supporting programs. It is designed to be flexible and revisited regularly as funding, community priorities, and partnership opportunities evolve.

Projects and initiatives have been categorized into near-term (0–5 years) and long-term (5+ years) timeframes based on factors such as project readiness, community support, jurisdictional control, cost magnitude, and alignment with ongoing capital improvements or resurfacing efforts.

Near-term projects are generally low to moderate in cost, located on Village-owned roads, or represent quick wins that address critical safety needs. Long-term projects may require coordination with external agencies (such as the TPA, FDOT or Palm Beach County), ROW acquisition, or significant design and engineering.

Each entry in the implementation matrix includes:

- Project or program name
- Location or corridor extents
- Project Category/Type
- Lead agency and supporting partners
- Planning-level cost estimate
- Potential funding sources (e.g., TPA grants, FDOT programs, local capital funds)
- Performance metrics for evaluating progress

For the Village, the matrix also serves as a tool to foster accountability and coordination between departments, ensure transparent decision-making, and align annual budget priorities with long-term mobility goals. By assigning roles and identifying funding pathways early, the



Figure 30: Example of Walking Audit at local intersections

Village can streamline project delivery and build momentum toward a safer, more connected multimodal network.

Additional Project Identification

The Mobility Plan is intended to serve as a living document, adaptable to the Village's evolving needs, opportunities, and priorities. While the ten priority projects identified in the implementation matrix represent the most impactful and actionable short- to mid-term investments, they are not exhaustive. The Plan provides a framework for continued project identification as conditions change, development occurs, and new funding opportunities arise.

Future projects may be added to the implementation matrix through field reviews, coordination with capital improvement planning, or public feedback. Examples include sidewalk gap closures triggered by redevelopment, new bike connections tied to park access, or traffic calming needs emerging from neighborhood input. The Village can also revisit previously identified lower-priority projects to reevaluate their feasibility as projects are completed.

By maintaining a flexible and forward-looking approach, the Village ensures that the Mobility Plan remains relevant, responsive, and aligned with community values. This living framework allows for the integration

of innovative mobility solutions, such as new micromobility options or regional trail connections, and supports a sustained commitment to improving safety, accessibility, and connectivity for all users.

Long Term Success

A key component of the implementation matrix is tracking the implementation and impact of the Mobility Plan is essential to ensuring long-term success. To support this, the implementation matrix includes a second tab with a set of performance metrics and monitoring strategies that allow the Village to measure progress over time and make data-informed decisions.
Key performance indicators include:

- Miles of new or improved sidewalk and bicycle facilities
- Number of new pedestrian crossings or safety enhancements
- Reduction in crash rates involving pedestrians, cyclists, and low-speed vehicles
- Bicycle and Pedestrian counts for new facilities (e.g., trail counts, observation data)



Figure 31: MICA Vehicle Shuttle

- Community feedback gathered through engagement tools
- Number of grant applications submitted and funding secured for mobility projects

The Village should review these metrics quarterly and incorporate progress reporting into capital improvement planning and budget cycles. Over time, this approach will help demonstrate the return on investment in mobility improvements and support continued momentum for implementation. To streamline monitoring, the Village can utilize existing GIS data, traffic analysis, and project tracking tools. Partnering with agencies like the TPA, FDOT, and local stakeholders can also enhance data sharing and coordination.

By regularly evaluating outcomes and adapting the Plan as needed, the Village can ensure that its investments are effectively advancing community mobility goals and improving quality of life for all residents

Planning Process

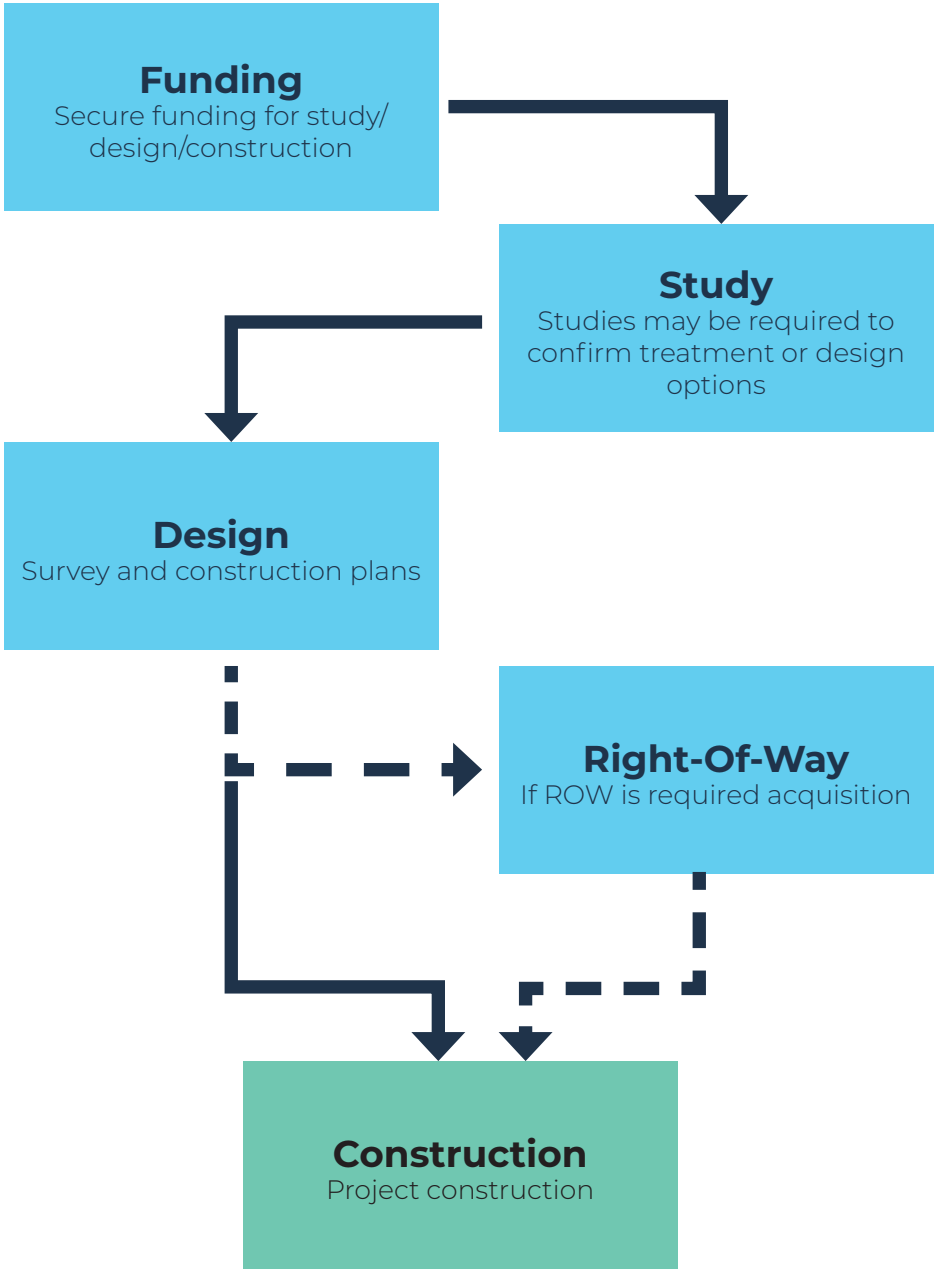
The priority projects identified in this Mobility Plan are intended as planning-level concepts, conceptual recommendations based on existing conditions, stakeholder input, and best practices. While this foundational planning work is critical, successful implementation will require additional steps to move each project from concept to construction.

The Village should anticipate the following process (Figure 31) for advancing priority projects:

1. **Preliminary Design and Feasibility Review**
   Each project will require a refined concept development, and an assessment of feasibility. This includes evaluating right-of-way constraints, utility conflicts, drainage conditions, and potential environmental or community impacts.
2. **Stakeholder and Agency Coordination**
   Projects located on or adjacent to roadways under the jurisdiction of Palm Beach County, FDOT, or adjacent municipalities will require coordination and potential agreements with those agencies. Early collaboration helps clarify roles, responsibilities, and funding eligibility.
3. **Community Engagement and Feedback**
   The Village should provide opportunities for residents, business owners, and other stakeholders to review and comment on design alternatives, especially for projects with significant visual or traffic impacts. This may involve open houses, online surveys, or pop-up events.
4. **Funding Identification and Application**
   Depending on project scale and readiness, the Village may pursue grant funding from sources such as the Palm Beach TPA, FDOT's Local Agency Program (LAP), the SUN Trail program, or federal sources like Safe Streets and Roads for All (SS4A). Matching funds or local contributions may be required.
5. **Final Design and Engineering**
   Once funded, projects will advance through detailed engineering and construction design, including the development of construction documents, permitting, and cost estimates. Design should incorporate context-sensitive solutions that reflect Village character.
6. **Construction**
   Village will proceed with contractor procurement, construction oversight, and regular communication to the public during construction context-sensitive solutions that reflect Village character.

By following these steps, the Village can transition the Mobility Plan from a vision document to a series of actionable, community-supported transportation improvements.

Figure 32: Roadmap of Planning Process



Agency Coordination

The Mobility Plan identifies the agencies that will be needed to coordinate with to ensure effective implementation of the projects. While the Village will lead most efforts, especially for projects located on Village-owned streets or within local right-of-way, many projects will also require collaboration with outside entities to align with broader transportation systems and secure funding support.

The Village has been identified as the primary agency responsible for the mobility improvements found in Appendix A. In this role, the Village will coordinate and champion the projects identified with the following agencies

- The Palm Beach TPA will be a key regional partner, providing technical support and funding opportunities through its Transportation Alternatives (TA), SU, and Local Agency Program (LAP) funding streams. The TPA plays a vital role in reviewing and scoring project applications and ensuring that local efforts are consistent with the agency's Long Range Transportation Plan and regional mobility priorities.
- FDOT District 4 is essential. FDOT will be involved in permitting, review, and the integration of planned resurfacing or reconstruction efforts with Village-led projects. The department also provides critical funding opportunities, including the SUN Trail program and Safe Routes to School grants, which align well with several recommendations in this Plan.
- Palm Beach County Engineering and Public Works will be engaged for projects that intersect with county-maintained infrastructure, including certain intersections, drainage facilities, and roadways outside of Village jurisdiction. Their role includes technical review and potential partnership in traffic signal coordination, roadway enhancements, or right-of-way improvements.

By maintaining close working relationships with these agencies, the Village can align mobility investments with regional initiatives, leverage outside funding, and ensure that projects are coordinated, cost-effective, and community-driven.

Funding Sources

Funding the Mobility Plan will require a diverse funding strategy that leverages local resources while maximizing opportunities from regional, state, and federal programs. Many of the projects identified in this Plan like new sidewalks, bicycle facilities, pedestrian crossings, and other improvements are eligible for competitive grant funding through transportation agencies and mobility-focused initiatives. Table 4 highlights potential funding sources and agencies the Village can apply for/with to gain funding for the priority projects.

At the local level, the Village can utilize its Capital Improvement Program (CIP) to fund near-term, Village-led projects, particularly those located on local roads with minimal design requirements. These funds can also be used to match external grants, increasing competitiveness for regional and state programs. Regionally, the TPA offers annual funding through programs such as the Transportation Alternatives (TA) and Surface Transportation Block Grant). These programs prioritize safety, access to schools and transit, and low-stress multimodal networks all key goals of the Village's Mobility Plan. The Village should coordinate closely with the TPA to align project timing with funding cycles and ensure that applications are competitive.

At the state level, FDOT provides multiple programs that support mobility infrastructure. The Shared-Use Nonmotorized (SUN) Trail Program offers funding for regional trail connections and high-quality bicycle infrastructure. The Village should highlight the County Line Road–Old Dixie–River-to-Ocean connection as a priority candidate for Sun Trail funding, addressing a recognized gap in the statewide network. Close coordination with the Treasure Coast Regional Planning Council will help elevate this project for state-level consideration. The Safe Routes to School (SRTS) program supports improvements near educational facilities, and the Local Agency Program (LAP) allows local governments to implement federally funded projects on state roads, provided they meet FDOT certification requirements.

Additional funding sources may include:

- Federal programs, such as Safe Streets and Roads for All (SS4A) or the Better Utilizing Investments to Leverage Development (BUILD) Grant Program grants

Table 4: Potential Funding Sources

Funding Source	Agency	Project Types
Village Capital Improvement Program (CIP)	Village of Tequesta	Sidewalks, bike lanes, traffic calming, local crossings, matching funds
Transportation Alternatives (TA)	Palm Beach TPA	Pedestrian, bicycle, Safe Routes to School projects
Local Initiatives (LI) Program	Palm Beach TPA	Multimodal projects, corridor improvements, trail segments
FDOT Safe Routes to School (SRTS)	FDOT District 4	Safety improvements near K–8 schools (public or private)
SUN Trail Program	FDOT / Florida Greenways & Trails	Shared-use paths in statewide SUN Trail network
Safe Streets and Roads for All (SS4A)	USDOT	Planning and implementation of safety-focused infrastructure
Better Utilizing Investments to Leverage Development (BUILD) Grant Program	USDOT	Corridor projects with multimodal, environmental, and infrastructure improvements
Palm Beach County Mobility Fee Credits / Coordination	Palm Beach County	Projects on or near county roadways or benefiting regional access
Community Development Block Grant (CDBG)	Palm Beach County	ADA upgrades, safety projects in eligible areas
Private or Institutional Partnerships	Local businesses, schools, or churches	Access improvements, bike racks, education programs

- Community development block grants for ADA compliance
- Private partnerships or developer contributions, especially in areas undergoing redevelopment or infill

As part of the implementation process, the Village should maintain a rolling list of eligible projects and prepare concept plans and cost estimates in advance to be ready for upcoming grant cycles. Establishing a grant calendar and assigning staff or consultant support to manage applications will help ensure the Village remains competitive and efficient in securing external funding.

Mobility Fee Program

As the Village continues to grow and implement multimodal improvements, it may need to explore the development of a mobility fee to support infrastructure that aligns with the goals of the Village. A mobility fee program takes a multimodal approach, aligning contributions from new development with the Village's complete streets, safety, and accessibility goals. The Village should consider coordinating with Palm Beach County to explore participation in a countywide or area-specific mobility fee framework, similar to other municipalities in the region that have adopted or partnered in such programs.

This process would involve:

- Evaluating existing capital needs related to mobility improvements;
- Defining eligible project types (e.g., sidewalks, crossings, bike lanes, traffic calming);
- Aligning the fee structure with local land use and development patterns; and
- Coordinating with Palm Beach County to ensure legal and technical alignment.
- A mobility fee could provide a stable, predictable revenue source to help fund priority projects identified in this Plan while ensuring new development contributes equitably to the

Village's long-term transportation vision.

Potential Additional Plans and Studies

Below is the list of plans or studies which may be required, to complete the Mobility Plan projects. While the list is intended to be comprehensive of all additional plans and studies, it is possible that the roadway owners may require additional plans or studies. Several studies, as noted below, will need to be undertaken in accordance with the referenced sections of the Florida Design Manual (FDM).

- Midblock Crossings: Palm Beach County will encourage a pedestrian study. Pedestrian studies should follow the process outlined in Florida Traffic Engineering Manual Section 5.2.6. Existing lighting must be present, or lighting should be installed; lighting must adhere to FDM Section 231 Lighting Table 231.2.1.
- Painted Bike Lanes. Green painted bike lanes must be coordinated with FDOT on all state-owned facilities. Green paint may be applied in areas highlighted in FDM Section 223 Bicycle Facilities 223.2.1.4. The use of green-colored pavement markings on state-owned facilities requires the approval of the FDOT District Design Engineer through Project Suite's Design Approval Request Process.
- Lighting Improvements. It is recommended a nighttime lighting audit be completed prior to advancement of any lighting design. Lighting audit should measure existing footcandles and denote dark areas. Coordination with maintaining agencies and owners during audit is also recommended for collection of data on existing and proposed lighting fixtures.
- Lane Repurposing. The lane repurposing process should follow the process and guidance as outlined within FDM 126 Lane Repurposing Projects and as outlined within FDOT's Lane Repurposing Guidebook. A study should be performed in accordance with an agreed-upon methodology with the facility owner. The study should include, at minimum, existing peak hour and daily traffic volumes, forecasted traffic volumes based upon a validated subarea travel demand model, existing and future 24-hour, peak-hour, and/or peak period level-of-service analysis, an evaluation of potential network diversions caused by a lane repurposing, historical and future multimodal safety conditions with/ without the lane repurposing, and a multi-faceted benefit/cost evaluation.
- Speed Adjustments. It is recommended that a speed study be coordinated with a conceptual design. Conceptually designed geometric improvements must be able to effectively reduce roadway design speed down to proposed target speed. Strategies and guidance can be found within FDOT FDM Section 202 Speed Management.
- Signal Modifications. It is recommended to collect turning movement counts (TMCs) and prepare operational analyses for all signal modification studies. Signal operational analyses should consider potential impacts to upstream and downstream signals, or the signal system and system timings should be evaluated for update. All proposed signal modifications will require coordination with Broward County, of the agency responsible for signal management. For all signal modification designs, it is also recommended to review existing lighting at intersection.
- Signal Modifications - Scramble Crossings: Scramble crossings will require a pedestrian crossing study prior to design.

10. NEXT STEPS

The adoption of the Tequesta Mobility Plan marks an important step toward creating a safer, more connected, and people-focused community. With clear a clear vision and goals, actionable projects, and community-oriented projects, the Village is well-positioned to begin implementing the plan's recommendations in a phased and coordinated manner.



Figure 33: Riverside Drive Midblock Crossing and Shared Use Path

The next steps should focus on advancing the priority projects into preliminary design and funding readiness. This includes conducting feasibility reviews, engaging the public, and initiating coordination with key partners. As projects move forward into design and construction, the Village should amend its Comprehensive Plan and Land Development Regulations as needed to reflect the evolving mobility network and ensure that planning documents remain consistent with improvements. Rather than conducting a one-time overhaul, updates should be made incrementally. As part of this effort, the Village should actively pursue the incorporation of the Mobility Plan into future Palm Beach County transportation plans and the Palm Beach TPA's LRTP, TIP, and funding priorities.

Formal recognition of the Mobility Plan in county and regional planning documents will help ensure alignment across agencies, increase project visibility, and enhance the Village's eligibility for external funding programs. Additionally the Village should evaluate the potential for establishing a mobility fee, in coordination with Palm Beach County, to generate dedicated revenue for future multimodal infrastructure. Regular engagement with the TPA, FDOT, and other local agency partners will be critical in allocating funding and ensuring that the Village's projects are incorporated into regional planning efforts. This paired with outreach to the community will help build support, right size designs, and ensure that future investments reflect the communities visions.

The Plan is intended to be a living document one that can evolve with the needs of the Village. As things in the Village grow and evolve, projects are completed, and new opportunities arise, the implementation and tracking matrix should be updated to reflect progress and guide future action. By tracking performance metrics and celebrating successes, the Village can demonstrate its ongoing commitment to safety, sustainability, and accessibility.

The goals and vision of the Village focus on multimodal connections that supports residents. With thoughtful implementation, Tequesta can continue to grow as a vibrant, connected community where walking, biking, and mobility are safe, enjoyable, and central to daily life.

APPENDICES

APPENDICES

A. Identified Potential Projects

Project	Name	Location	Type	Improvements	Jurisdiction
A	River to Ocean Trail - Riverside Drive	Along Riverside Drive from County Line Road to Garden Street	Access; Multimodal; Sustainability/Aesthetic Enhancements	Streetscape Enhancements, Additional Walking/Biking Facilities, Intersection and Mid Block Crosswalk Upgrades, Shared Use Path	Village of Tequesta, Palm Beach County
B	River to Ocean Trail - Seabrook Road	Along Seabrook Road from Willow Road to Tequesta Drive	Access; Multimodal; Traffic Operations/Calming	Streetscape Enhancements, Shared Use Path, Traffic Calming Strategies, Crosswalk Upgrades, Wayfinding	Village of Tequesta
C	River to Ocean Trail - Tequesta Drive	Along Tequesta Drive from Seabrook Road to Old Dixie Highway	Access; Multimodal; Traffic Operations/Calming; Safety	Streetscape Enhancements, Intersection Improvements, Crosswalk Upgrades, Wayfinding	Village of Tequesta
D	River to Ocean Trail - Beach Road	Along Beach Rd from US-1 to Coral Cove Park	Access; Multimodal; Sustainability/Aesthetic Enhancements	Streetscape Enhancements, Additional Walking/Biking Facilities, Crosswalk Upgrades, Wayfinding	Village of Tequesta, Palm Beach County
E	Old Dixie Linear Park	Trail abutting Old Dixie Highway from County Line Road to Tequesta Drive	Multimodal; Sustainability/Aesthetic Enhancements; Placemaking	Shared Use Path, Shade Trees, Additional Walking/Biking Facilities	Village of Tequesta, Palm Beach County
F	Bridge Road/Old Dixie Highway Intersection	At the Bridge Road and Old Dixie Highway Intersection	Traffic Operations/Calming; Safety	Intersection Improvements, Additional Walking/Biking Facilities, Crosswalk Upgrades, Traffic Calming	Village of Tequesta, Palm Beach County
G	Dover Road Traffic Calming	Along Dover Road from Garden Street to Seabrook Road	Access; Safety; Multimodal; Traffic Operations/Calming; Sustainability/Aesthetic Enhancements; Placemaking	Streetscape Enhancements, Stormwater Upgrades, Additional Public Space, Landscape Improvements	Village of Tequesta
H	Willow Road Traffic Calming	Along Willow Road from Seabrook Road to Tequesta Drive	Traffic Operations/Calming; Access; Multimodal	Traffic Calming, Chicane, Speed Tables, Crosswalk Upgrades, Wayfinding	Village of Tequesta
I	Village Boulevard/Old Dixie Highway Intersection	At the Village Boulevard and Old Dixie Highway Intersection	Traffic Operations/Calming; Access; Safety	Median, Traffic Island, Clear Sight Lines, Intersection Improvements, Improved Crosswalks	Village of Tequesta, Palm Beach County
J	Willow Road/Fiesta Drive Intersection	At the Willow Road, Cypress Drive, and Fiesta Drive Intersection	Traffic Operations/Calming; Safety	Intersection Improvements, Streetscape Enhancements, Additional Walking/Biking Faciltiies, Crosswalk Upgrades, Wayfinding	Village of Tequesta
K	N Old Dixie Highway Traffic Calming	Along N Old Dixie Highway from Tequesta Drive to County Line Road	Traffic Operations/Calming	Traffic Calming (e.g. Speed Cushions/Humps/Chicane); Consideration of Lane Repurposing	Village of Tequesta, Palm Beach County
L	Country Club Drive/Concourse Drive Intersection Safety Improvements	At the Country Club and Concourse Drive Intersection	Traffic Operations/Calming; Safety	Improve Intersection Visibility and Conflict Mitigation	Village of Tequesta, Palm Beach County
M	Beach Road Complete Street Corridor Improvements	Along Beach Road from US 1 to Coral Cove Park	Access; Multimodal; Sustainability/Aesthetic Enhancements	On-Street Parking, Fill Sidewalk Gaps, and Build More Walking/Biking Facilities	Village of Tequesta, FDOT, Palm Beach County
N	Tequesta Drive/US 1 Intersection and Pedestrian Improvements	At Tequesta Drive and US 1 Intersection	Traffic Operations/Calming; Safety	Leading Pedestrian Interval (LPI) and Exclusive Pedestrian Phase	Village of Tequesta, FDOT
O	US 1 and Village Road Signal	At the US 1 and Village Boulevard Intersection	Traffic Operations/Calming	Install Traffic Signal	Village of Tequesta, FDOT
P	Beach Road/Colony Road Midblock Crossing	Across Beach Road at Colony Road Inlet	Access; Traffic Operations/ Calming; Safety	Protected Midblock Crossing	Village of Tequesta
Q	Tequesta Drive/Riverside Drive Pedestrian Safety Improvements	At the Tequesta Drive and W Riverside Drive Intersection	Access; Traffic Operations/ Calming; Safety	Enhanced Crossings and Pedestrian Safety Measures such as Leading Pedestrian Interval (LPI) and Exclusive Pedestrian Phase	Village of Tequesta
R	Venus Avenue Complete Street Corridor Improvements	Along Venus Avenue from Pineview Road to Tequesta Drive	Multimodal (Pedestrian & Bicycle & Transit); Traffic Operations/ Calming	Fill Sidewalk Gaps, Walking/Biking Facilities, Speed Humps, and Streetscape	Village of Tequesta

S	Venus Avenue Midblock Crossing	Across Tequesta Drive near Venus Avenue and Village Hall Complex	Safety	Protected Midblock Crossing	Village of Tequesta
T	El Portal Drive Neighborhood Roundabout	El Portal Drive at Golfview Drive and Fairview Drive Intersections	Traffic Operations/Calming	Construct a Neighborhood Roundabout	Village of Tequesta
U	Jupiter Inlet Lighthouse Midblock Crossing	Beach Road at Jupiter Inlet Lighthouse	Access	Protected Midblock Crossing	Village of Tequesta
V	Bridge Road Complete Street Corridor Improvements	Along Bridge Road from Old Dixie Highway to US 1	Safety	Streetscape Enhancements, Additional Walking/Biking Facilities Were Applicable, Crosswalk Upgrades, and Wayfinding	Village of Tequesta
W	Tequesta Drive/Old Dixie Highway Intersection Safety Improvements	At Tequesta Drive and Old Dixie Highway Intersection	Safety	Intersection Improvements	Village of Tequesta, Palm Beach County
X	Tequesta Drive Bridge Sidewalk Improvements	Along Tequesta Drive from Point Drive to W Riverside Drive	Multimodal (Pedestrian & Bicycle & Transit)	Southside sidewalk - Improve north sidewalk to shared use path	Village of Tequesta
Y	US 1 Complete Street Corridor Improvements	Along US 1 from County Line Road to S Beach Road	Access; Multimodal; Sustainability/Aesthetic Enhancements	Streetscape Enhancements, Additional Walking/Biking Facilities Were Applicable, Crosswalk Upgrades, and Wayfinding	Village of Tequesta, FDOT
Z	Village Boulevard Complete Street Corridor/Pedestrian Improvements	Along Village Boulevard from Old Dixie Highway to US 1	Access; Multimodal; Sustainability/Aesthetic Enhancements	Streetscape Enhancements, Additional Walking/Biking Facilities Were Applicable, Crosswalk Upgrades, and Wayfinding	Village of Tequesta, Palm Beach County
AA	Golfview Drive Traffic Calming	Along Golfview Drive From Fairway N to El Portal Drive	Traffic Operations/Calming	Traffic Calming (e.g. Speed Cushions/Humps/Chicane)	Village of Tequesta

B. Priority Project Cut Sheets





LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 100'

100 50 0 100

PRELIMINARY
NOT FOR
CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

#	DATE	REVISION	APP'D

Submission Date:
08/01/2025

Drawn:	Designed:	Checked:
XXX	XXX	XXX

PROJECT NO.
25264.017

Tequesta Downtown Mobility Plan

SHEET NO.
R2O-RIV1

Plot Stamp: 8/28/2025 8:15:11 AM - Alex Reasbeck
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LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 100'

100 50 0 100

PRELIMINARY
NOT FOR
CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

#	DATE	REVISION	APPD

Submission Date:
08/01/2025

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PROJECT NO.
25264.017

Tequesta Downtown Mobility Plan

SHEET NO.
R2O-RIV2

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LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 100'

100 50 0 100

PRELIMINARY NOT FOR CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

#	DATE	REVISION	APPD

Submission Date: 08/01/2025

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PROJECT NO. 25264.017

Tequesta Downtown Mobility Plan

SHEET NO. R2O-SEA1

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Raised MidBlock Crossing

Mobility Hub (Bike Racks, Shade, Seating, Wayfinding)

High Visibility Crosswalk

Constitution Park

Improved Landscaping and Street Beautification

Raised MidBlock Crossing

Tequesta Dr

New 5' Landscape Buffer with 8'-12' Shared Use Path

High Visibility Crosswalk

High Visibility Crosswalk



LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 100'

100 50 0 100

PRELIMINARY NOT FOR CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

#	DATE	REVISION	APPD

Submission Date: 08/01/2025

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PROJECT NO. 25264.017

Tequesta Downtown Mobility Plan

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LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 100'

100 50 0 100

PRELIMINARY NOT FOR CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

#	DATE	REVISION	APPD

Submission Date: 08/01/2025

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PROJECT NO. 25264.017

Tequesta Downtown Mobility Plan

SHEET NO. R2O-TEQBRID

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LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 100'

100 50 0 100

PRELIMINARY
NOT FOR
CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

#	DATE	REVISION	APP'D

Submission Date:
08/01/2025

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PROJECT NO.
25264.017

Tequesta Downtown Mobility Plan

SHEET NO.
R2O-US1

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LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 100'

100 50 0 100

PRELIMINARY NOT FOR CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

#	DATE	REVISION	APPD

Submission Date: 08/01/2025

Drawn:	Designed:	Checked:
XXX	XXX	XXX

PROJECT NO. 25264.017

Tequesta Downtown Mobility Plan

SHEET NO. R2O-BEACH

Plot Stamp: 8/28/2025 8:18:54 AM - Alex Reasbeck
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Permeable Bulb Out with Native Landscaping

Mobility Hub (Bike Racks, Wayfidning, Seating)

Stamped Concrete Shared Street
Pedestrian Focused Street

Textured Raised Intersection

Dover Rd

Seabrook Rd

High Visibility Crosswalks

Rain Garden



LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 20'

20 10 0 20

PRELIMINARY
NOT FOR
CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

#	DATE	REVISION	APPD

Submission Date:
08/01/2025

Drawn:	Designed:	Checked:
XXX	XXX	XXX

PROJECT NO.
25264.017

Tequesta Downtown Mobility Plan

SHEET NO.
D-1

Plot Stamp: 8/28/2025 8:38:47 AM - Alex Reasbeck
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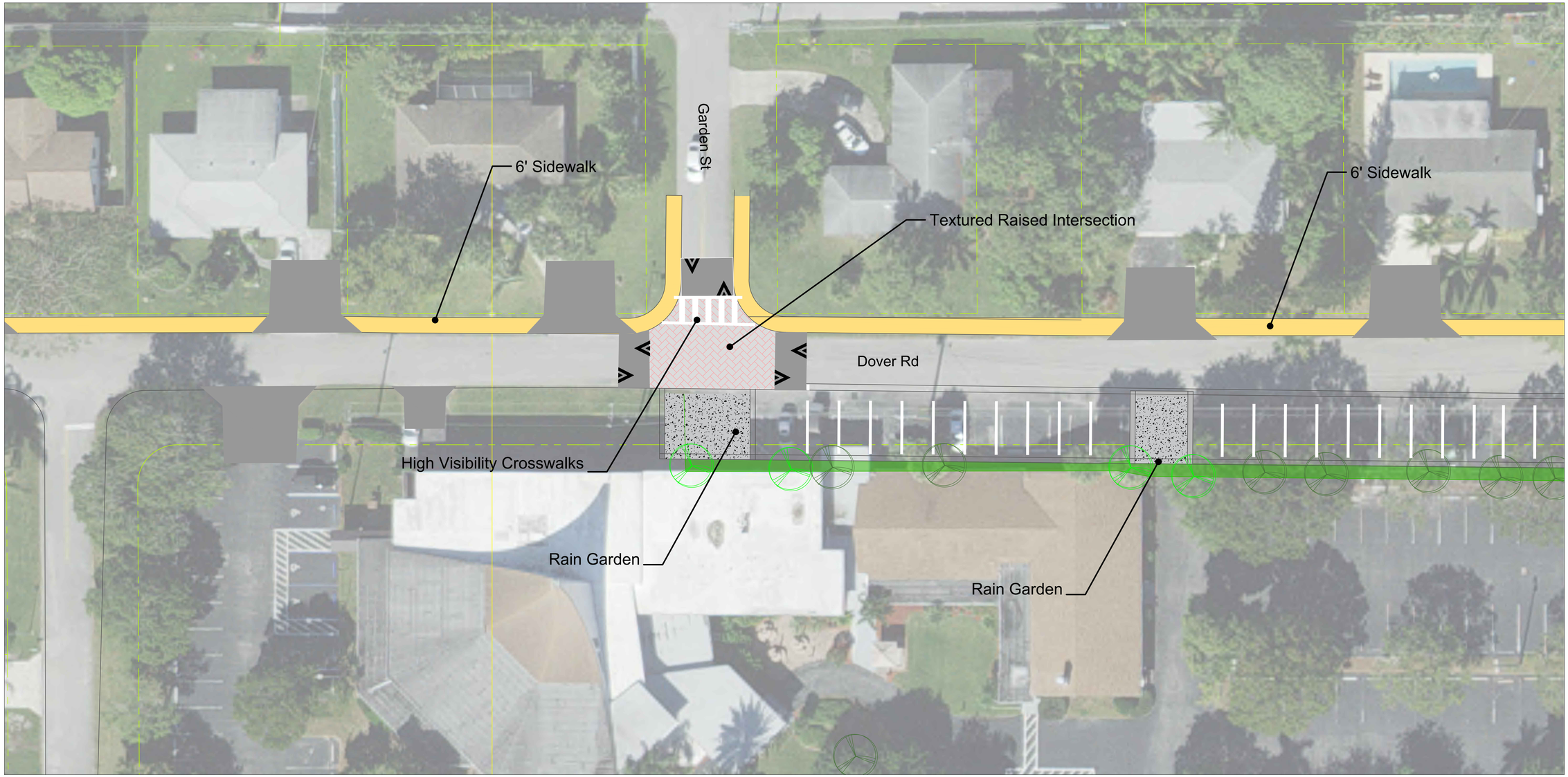



LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 20'

20 10 0 20

PRELIMINARY NOT FOR CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

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Submission Date: 08/01/2025

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PROJECT NO. 25264.017

Tequesta Downtown Mobility Plan

SHEET NO. D-2

Plot Stamp: 8/28/2025 8:39:38 AM - Alex Reasbeck
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Planted Median Island

Old Dixie Hwy

Pedestrian Refuge Island and
Limit Left Turns onto Old Dixie Hwy

Bridge Rd

High Visibility Crosswalks



LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 20'

20 10 0 20

PRELIMINARY
NOT FOR
CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

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Submission Date:
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PROJECT NO.
25264.017

Tequesta Downtown Mobility Plan

SHEET NO.
OD&B-1

Plot Stamp: 8/28/2025 8:37:57 AM - Alex Reasbeck
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LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 20'

20 10 0 20

PRELIMINARY NOT FOR CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

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Submission Date: 08/01/2025

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PROJECT NO. 25264.017

Tequesta Downtown Mobility Plan

SHEET NO. OD&V-1

Plot Stamp: 8/28/2025 8:43:54 AM - Alex Reasbeck
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Cypress Dr

Tequesta Dr

High Visibility Crosswalks

Tighten Curb Radi

Tighten Curb Radi

High Visibility Crosswalks



LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 20'

20 10 0 20

PRELIMINARY NOT FOR CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

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PROJECT NO. 25264.017

Tequesta Downtown Mobility Plan

SHEET NO. T&F-1

Plot Stamp: 8/28/2025 8:44:49 AM - Alex Reasbeck
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Seabrook Rd

Tequesta Dr

High Visibility Crosswalks

Removed Driveway Entrance
Bollards to Separate Pedestrians
and Vehicles

8-12' Sidewalk
with Native Plantings

Tighten Curb Radi

Raise Stamped Concrete
Intersection



LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 20'

20 10 0 20

PRELIMINARY
NOT FOR
CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

#	DATE	REVISION	APP'D

Submission Date:
08/01/2025

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PROJECT NO.
25264.017

Tequesta Downtown Mobility Plan

SHEET NO.
T&S-1

Plot Stamp: 8/28/2025 8:45:39 AM - Alex Reasbeck
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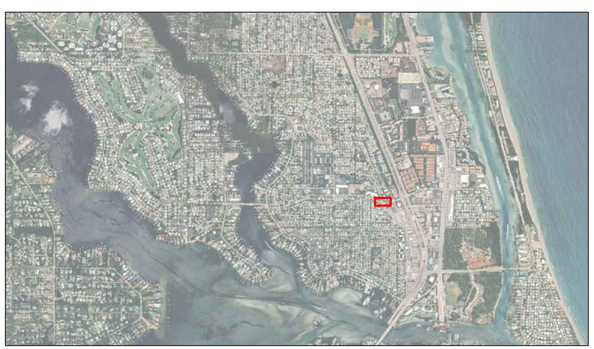

LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 20'

20 10 0 20

PRELIMINARY NOT FOR CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

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PROJECT NO. 25264.017

Tequesta Downtown Mobility Plan

SHEET NO. W-1

Plot Stamp: 8/28/2025 8:40:28 AM - Alex Reasbeck
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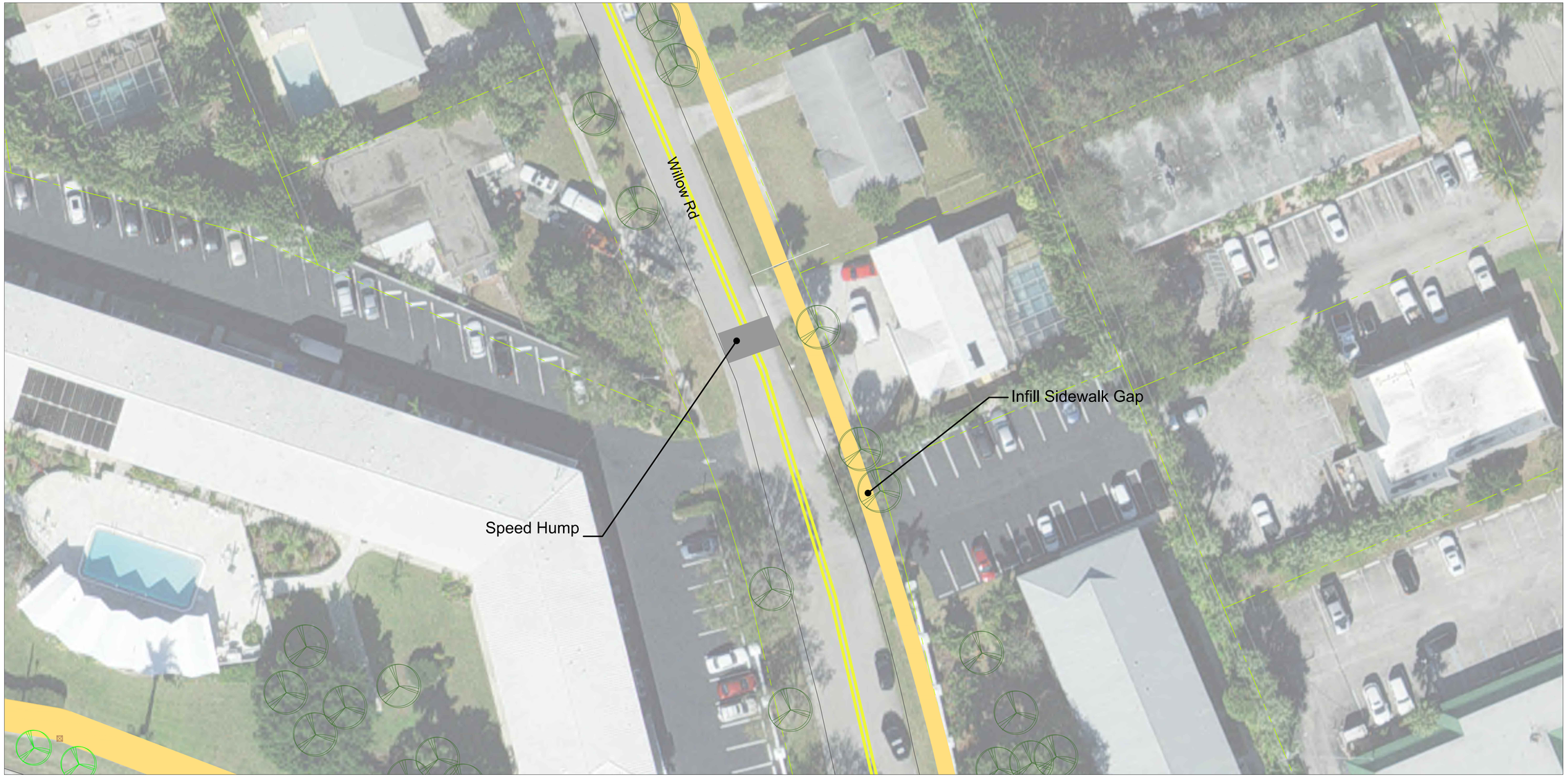



LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 20'

20 10 0 20

PRELIMINARY NOT FOR CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

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Submission Date: 08/01/2025

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PROJECT NO. 25264.017

Tequesta Downtown Mobility Plan

SHEET NO. W-2

Plot Stamp: 8/28/2025 8:41:16 AM - Alex Reasbeck
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LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 20'

20 10 0 20

PRELIMINARY NOT FOR CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

#	DATE	REVISION	APPD

Submission Date: 08/01/2025

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PROJECT NO. 25264.017

Tequesta Downtown Mobility Plan

SHEET NO. W-3

Plot Stamp: 8/28/2025 8:42:06 AM - Alex Reasbeck
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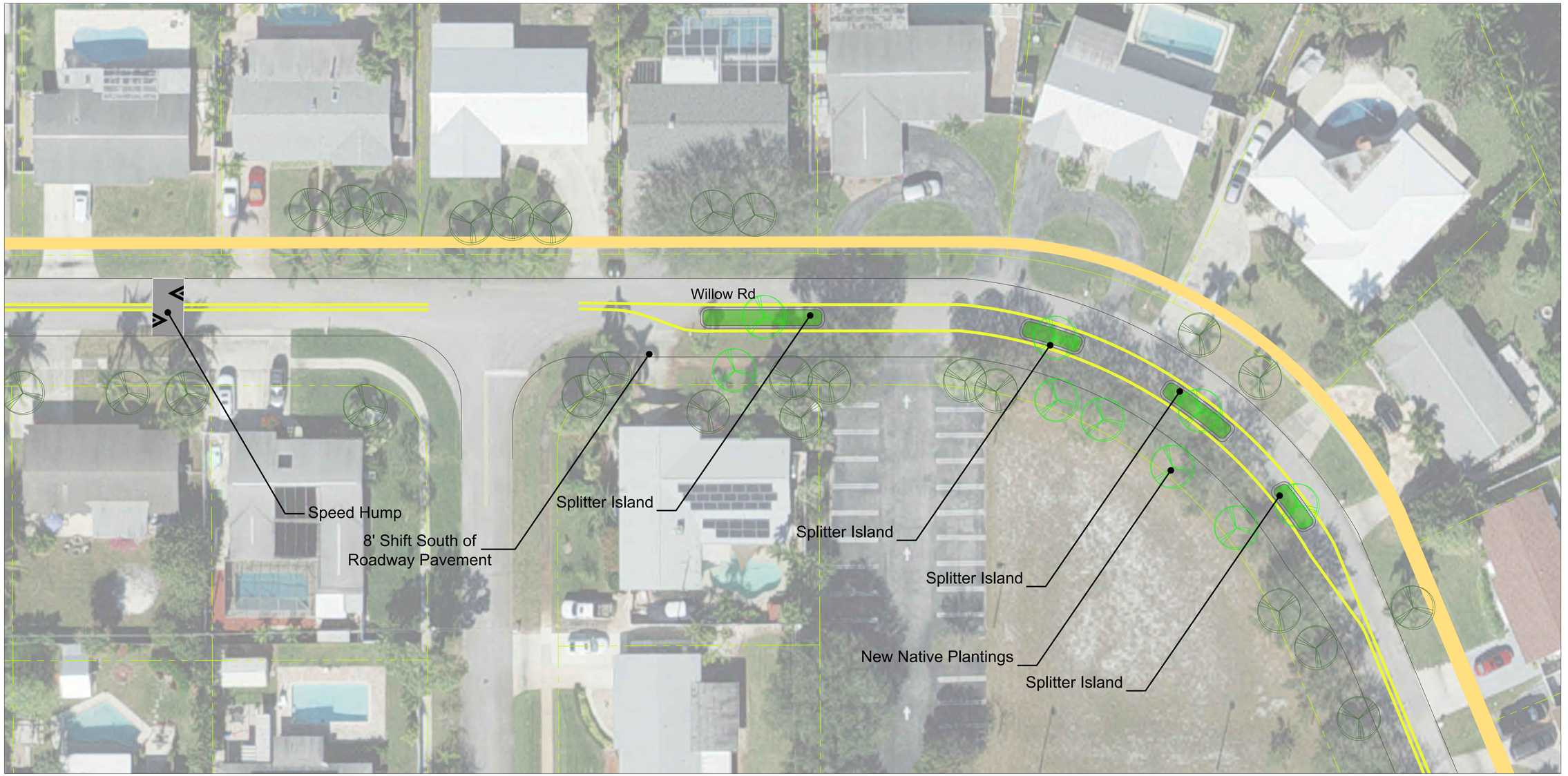



LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 20'

20 10 0 20

PRELIMINARY NOT FOR CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

#	DATE	REVISION	APPD

Submission Date: 08/01/2025

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PROJECT NO. 25264.017

Tequesta Downtown Mobility Plan

SHEET NO. W-4

Plot Stamp: 8/28/2025 8:42:56 AM - Alex Reasbeck
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Planted Median

Improved Landscaping and Native Shade Plantings

Old Dixie Hwy

Landscape Buffer with 14' Shared Use Path

Mobility Hub (Bike Racks, Seating, Lighting, Wayfinding)

High Visibility Crosswalks

Planted Median

Tequesta Dr



LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 100'

100 50 0 100

PRELIMINARY NOT FOR CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

#	DATE	REVISION	APP'D

Submission Date: 08/01/2025

Drawn:	Designed:	Checked:
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PROJECT NO. 25264.017

Tequesta Downtown Mobility Plan

SHEET NO. OD-1

Plot Stamp: 8/28/2025 8:08:59 AM - Alex Reasbeck
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6' Sidewalk Connection along the South Side of County Line Rd

8' Buffered Path. Pinch Point lanes to 11'

High Visibility Crosswalks

Improved Landscaping and Native Shade Plantings

County Line Rd

Old Dixie Hwy

Landscape Buffer with 14' Shared Use Path

Mobility Hub (Bike Racks, Seating, Lighting, Wayfinding)



LEGEND

- Shared Use Path
- Landscaped Areas
- Proposed Trees
- Existing Trees

Scale: 1" = 100'

100 50 0 100

PRELIMINARY NOT FOR CONSTRUCTION

PALM BEACH Transportation Planning Agency

KITTELSON & ASSOCIATES

#	DATE	REVISION	APP'D

Submission Date: 08/01/2025

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PROJECT NO. 25264.017

Tequesta Downtown Mobility Plan

SHEET NO. OD-2

Plot Stamp: 8/28/2025 8:10:01 AM - Alex Reasbeck
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C. Renderings & Visualizations

RIVERSIDE DRIVE - BEFORE



RIVERSIDE DRIVE - AFTER



SEABROOK ROAD - BEFORE



SEABROOK ROAD - AFTER



OLD DIXIE HIGHWAY - BEFORE



OLD DIXIE HIGHWAY - AFTER



BEACH ROAD - BEFORE



BEACH ROAD - AFTER



D. Planning Level Cost Estimates

ID	Project	Limits	Improvements Types	Improvements	Cost Estimate
A	River to Ocean Trail	Jackson Riverfront, Constitution, Tequesta County, Jupiter Inlet Natural Area	Access; Sustainability/Aesthetic Enhancements	10' to 12' trail	$ 3,372,600.00
AA	Riverside Dr Connectivity Improvements	Riverside Dr	Safety; Traffic Operations/ Calming	Fill Sidewalk Gaps And Traffic Calming Strategies (Chicane, On Street Parking/ Bulb Outs), Especially Around Constitution Park	$ 628,600.00
AB	Seabrook Road Connectivity Improvements	Seabrook Road	Safety; Traffic Operations/ Calming	Fill Sidewalk Gaps And Traffic Calming Strategies (Chicane, On Street Parking/ Bulb Outs), Especially Around Constitution Park	$ 752,300.00
AC	Tequesta Drive Connectivity Improvements	Tequesta Drive	Access ; Multimodal ; Sustainability/Aesthetic Enhancements	Streetscape Enhancements, Additional Walking/Biking Facilities Were Applicable, Crosswalk Upgrades, Wayfinding	$ 1,645,300.00
AD	Beach Rd Connectivity & Intersection Improvements	Beach Road	Access ; Multimodal ; Sustainability/Aesthetic Enhancements	Streetscape Enhancements, Additional Walking/Biking Facilities Were Applicable, Crosswalk Upgrades, Wayfinding	$ 346,400.00
B	Old Dixie Linear Park	Adjacent to Old Dixie Highway	Access ; Multimodal ; Sustainability/Aesthetic Enhancements	14' linear park	$ 1,828,500.00
B	Old Dixie Linear Park	Abutting Old Dixie Highway	Access ; Multimodal ; Sustainability/Aesthetic Enhancements	Improve Sidewalk (8-12') And Extend Trail To County Line Road, Streetscape And Shade Elements Where Applicable	$ 1,828,500.00
C	Intersection Safety Improvements	Tequesta Drive at Willow Road, Fiesta Ave, Cypress Dr	Safety	Intersection Improvements Including Traffic Calming Measure (E.G. Bulb Outs, Right Turn Restriction, Hardlining) And Crosswalk Improvements	$ 3,016,900.00
CA	Bridge Road Traffic Calming/ Intersection Improvements	Bridge Road	Safety; Traffic Operations/ Calming	Intersection Improvements(e.g. Bulb Outs, Right Turn Restriction, Hardlining), Wayfinding	$ 339,600.00
CB	Dover Road Safety Improvements	Evergreen Avenue to Constitution Park	Access ; Multimodal	Bicycle And Pedestrian Amenities, Traffic Calming (E.G. Speed Cushions/Humps/Chicane) Between Evergreen Avenue And Constitution Park	$ 1,682,100.00
CC	Willow Road Safety Improvements	Tequesta Drive to Seabrook Dr	Access; Multimodal, Traffic Operations/ Calming	Fill In Sidewalk Gaps, Create Secondary Network Connection, Traffic Calming (E.G. Speed Cushions/Humps/Chicane)	$ 228,600.00
CD	Village Boulevard Intersection Improvement	Village Boulevard and Old Dixie Hwy	Access; Multimodal, Traffic Operations/ Calming	Intersection Improvements(e.g. Bulb Outs, Right Turn Restriction, Hardlining), Wayfinding	$ 677,600.00
CE	Willow Road Traffic Calming/ Intersection Improvement	Willow Road and Tequesta Drive	Access; Multimodal, Traffic Operations/ Calming	Intersection Improvements(e.g. Bulb Outs, Right Turn Restriction, Hardlining), Wayfinding	$ 89,000.00

Project #:	AA
Project:	Riverside Dr Connectivity Improvements
Limits:	Jackson Riverfront Pines Natural Area to Consitution Park

Item	Quantity	Units	Unit Cost	Estimated Cost
Intersection/Street Geometry/Traffic Calming				
Tighten Curb Radii	4	EA	$ 876.75	$ 3,507.00
High-Visibility Crosswalk	10	EA	$ 2,500.00	$ 25,000.00
Midblock Crossing - Unsignalized	1	EA	$ 16,191.50	$ 16,191.50
Sidewalk				
Sidewalk (12')	2,605	LF	$ 67.64	$ 176,204.61
Add Curb & Gutter	326	LF	$ 51.71	$ 16,838.07
Beautification				
Pedestrian Lighting	13	EA	$ 4,900.00	$ 63,822.50
Wayfinding Signage	7	EA	$ 540.00	$ 3,780.00
Street Trees (each)	15	EA	$ 500.00	$ 7,500.00
Mobility Hub	3	EA	$ 24,000.00	$ 72,000.00
Subtotal				$ 384,843.68
Maintenance of Traffic			10%	$ 38,484.37
Mobilization			10%	$ 42,332.81
Contingency			35%	$ 162,981.30
Total Project Estimate				$ 628,600.00

Project #:	AB
Project:	Seabrook Road Connectivity Improvements
Limits:	Seabrook Road

Item	Quantity	Units	Unit Cost	Estimated Cost
Intersection/Street Geometry/Traffic Calming				
High-Visibility Crosswalk	8	EA	$ 2,500.00	$ 20,000.00
Intersection Lighting	1	EA	$ 64,018.00	$ 64,018.00
Midblock Crossing - Uns Raised	2	EA	$ 16,191.50	$ 32,383.00
Sidewalk				
Sidewalk (12')	2,605	LF	$ 67.64	$ 176,204.61
Beautification				
Pedestrian Lighting	8	EA	$ 4,900.00	$ 39,200.00
Wayfinding Signage	24	EA	$ 540.00	$ 12,960.00
Street Trees (each)	10	EA	$ 500.00	$ 5,000.00
Bench	8	EA	$ 600.00	$ 4,800.00
Mobility Hub	4	EA	$ 24,000.00	$ 96,000.00
Signal Retiming				
Signal Timing Study	1	EA	$ 5,000.00	$ 5,000.00
Implementation of Signal Timings	1	EA	$ 5,000.00	$ 5,000.00
Subtotal				$ 460,565.61
Maintenance of Traffic			10%	$ 46,056.56
Mobilization			10%	$ 50,662.22
Contingency			35%	$ 195,049.54
Total Project Estimate				$ 752,300.00

Project #:	AC
Project:	Tequesta Drive Connectivity Improvements
Limits:	Tequesta Drive

Item	Quantity	Units	Unit Cost	Estimated Cost
Sidewalk				
Sidewalk (12')	12,500	LF	$ 67.64	$ 845,511.57
Intersection/Street Geometry/Traffic Calming				
High-Visibility Crosswalk	9	EA	$ 2,500.00	$ 22,500.00
Tighten Curb Radii	3	EA	$ 876.75	$ 2,630.25
Add Curb & Gutter	135	LF	$ 51.71	$ 6,980.85
Small Brick Intersection (2 Lane Roadways)	1	EA	$ 18,016.25	$ 18,016.25
Midblock Crossing - Unsignalized	1	EA	$ 16,191.50	$ 16,191.50
Beautification				
Wayfinding Signage	17	EA	$ 540.00	$ 9,180.00
Street Trees (each)	48	EA	$ 500.00	$ 24,000.00
Bench	7	EA	$ 600.00	$ 4,200.00
Mobility Hub	2	EA	$ 24,000.00	$ 48,000.00
Signal Retiming				
Signal Timing Study	1	EA	$ 5,000.00	$ 5,000.00
Implementation of Signal Timings	1	EA	$ 5,000.00	$ 5,000.00
Subtotal				$ 1,007,210.42
Maintenance of Traffic			10%	$ 100,721.04
Mobilization			10%	$ 110,793.15
Contingency			35%	$ 426,553.61
Total Project Estimate				$ 1,645,300.00

Project #:	AD
Project:	Beach Rd Connectivity & Intersection Improvements
Limits:	Beach Road

Item		Quantity	Units	Unit Cost	Estimated Cost
Sidewalk					
North	Sidewalk (12')	1,800	LF	$ 67.64	$ 121,753.67
South	Sidewalk (12')	900	LF	$ 67.64	$ 60,876.83
	Midblock Crossing - Unsignalized	1	EA	$ 16,191.50	$ 16,191.50
Beautification					
	Wayfinding Signage	6	LF	$ 540.00	$ 3,240.00
	Street Trees (each)	20	EA	$ 500.00	$ 10,000.00
Subtotal					$ 212,062.00
Maintenance of Traffic				10%	$ 21,206.20
Mobilization				10%	$ 23,326.82
Contingency				35%	$ 89,808.26
Total Project Estimate					$ 346,400.00

Project #:	B
Project:	Old Dixie Linear Park
Limits:	Adjacent to Old Dixie Highway

Item	Quantity	Units	Unit Cost	Estimated Cost
Sidewalk				
Sidewalk (12')	12,500	LF	$ 67.64	$ 845,511.57
Add Curb & Gutter	450	LF	$ 51.71	$ 23,269.50
Beautification				
Pedestrian Lighting	30	LF	$ 49.00	$ 1,470.00
Wayfinding Signage	15	EA	$ 540.00	$ 8,100.00
Street Trees (each)	80	EA	$ 500.00	$ 40,000.00
Bench	15	EA	$ 600.00	$ 9,000.00
Mobility Hub	8	EA	$ 24,000.00	$ 192,000.00
Subtotal				$ 1,119,351.07
Maintenance of Traffic			10%	$ 111,935.11
Mobilization			10%	$ 123,128.62
Contingency			35%	$ 474,045.18
Total Project Estimate				$ 1,828,500.00

Project #:	CA
Project:	Bridge Road Traffic Calming/ Intersection Improvements
Limits:	Bridge Road

Item	Quantity	Units	Unit Cost	Estimated Cost
Intersection/Street Geometry/Traffic Calming				
Pedestrian Refuge Island	1	EA	$ 120,927.33	$ 120,927.33
High-Visibility Crosswalk	2	EA	$ 2,500.00	$ 5,000.00
Center Lane Median	1	EA	$ 36,829.87	$ 36,829.87
Center Lane Median - Breakdown				
Clearing & Grubbing	0.056	AC	$ 42,771.25	$ 2,395.19
Add Curb & Gutter	508	LF	$ 51.71	$ 26,268.68
PERFORMANCE TURF, SOD	222	SY	$ 3.00	$ 666.00
Irrigation System	1	LS	$ 5,500.00	$ 5,500.00
Street Trees (each)	4	EA	$ 500.00	$ 2,000.00
Beautification				
Wayfinding Signage	8	EA	$ 540.00	$ 4,320.00
Street Trees (each)	8	EA	$ 500.00	$ 4,000.00
Subtotal				$ 207,907.07
Maintenance of Traffic			10%	$ 20,790.71
Mobilization			10%	$ 22,869.78
Contingency			35%	$ 88,048.65
Total Project Estimate				$ 339,600.00

Project #:	CB
Project:	Dover Road Safety Improvements
Limits:	Evergreen Avenue to Constitution Park

Item	Quantity	Units	Unit Cost	Estimated Cost
Intersection/Street Geometry/Traffic Calming				
Tighten Curb Radii	6	EA	$ 876.75	$ 5,260.50
High-Visibility Crosswalk	2	EA	$ 2,500.00	$ 5,000.00
Valley Gutter	975	LF	$ 25.00	$ 24,375.00
Patterened Pavement, Vehicular Areas	10,669	SY	$ 90.00	$ 960,210.00
Sidewalk				
Sidewalk (6')	150	LF	$ 39.18	$ 5,877.44
Beautification				
Street Trees (each)	10	EA	$ 500.00	$ 5,000.00
Rain Garden	600	SF	$ 40.00	$ 24,000.00
Concrete Planters	12	EA	$ 500.00	$ 6,000.00
Mobility Hub	2	EA	$ 24,000.00	$ 48,000.00
Subtotal				$ 1,029,722.94
Maintenance of Traffic			10%	$ 102,972.29
Mobilization			10%	$ 113,269.52
Contingency			35%	$ 436,087.66
Total Project Estimate				$ 1,682,100.00

Project #:	CC
Project:	Willow Road Safety Improvements
Limits:	Tequesta Drive to Seabrook Dr

Item	Quantity	Units	Unit Cost	Estimated Cost
Sidewalk				
Sidewalk (6')	285	LF	$ 39.18	$ 11,167.14
Intersection/Street Geometry/Traffic Calming				
Tighten Curb Radii	4	EA	$ 876.75	$ 3,507.00
Add Curb & Gutter	420	LF	$ 51.71	$ 21,718.20
Mini Median Island	4	EA	$ 9,995.00	$ 39,980.00
Chicane	2	EA	$ 21,782.50	$ 43,565.00
Speed Hump	2	EA	$ 5,000.00	$ 10,000.00
Beautification				
Street Trees (each)	20	EA	$ 500.00	$ 10,000.00
Subtotal				$ 139,937.34
Maintenance of Traffic			10%	$ 13,993.73
Mobilization			10%	$ 15,393.11
Contingency			35%	$ 59,263.46
Total Project Estimate				$ 228,600.00

Project #:	CD
Project:	Village Boulevard Intersection Improvement
Limits:	Village Boulevard and Old Dixie Hwy

Item	Quantity	Units	Unit Cost	Estimated Cost
Intersection/Street Geometry/Traffic Calming				
Tighten Curb Radii	4	EA	$ 876.75	$ 3,507.00
High-Visibility Crosswalk	1	EA	$ 2,500.00	$ 2,500.00
Pedestrian Refuge Island	2	EA	$ 120,927.33	$ 241,854.66
Intersection Lighting	1	EA	$ 64,018.00	$ 64,018.00
Add Curb & Gutter	950	LF	$ 51.71	$ 49,124.50
Center Lane Median	1	EA	$ 28,098.31	$ 28,098.31
Remove Drop Turn Lane	1	EA	$ 20,062.50	$ 20,062.50
Center Lane Median - Breakdown				
Clearing & Grubbing	0.042	AC	$ 42,771.25	$ 1,796.39
Add Curb & Gutter	352	LF	$ 51.71	$ 18,201.92
PERFORMANCE TURF, SOD	200	SY	$ 3.00	$ 600.00
Irrigation System	1	LS	$ 5,500.00	$ 5,500.00
Street Trees (each)	4	EA	$ 500.00	$ 2,000.00
Beautification				
Wayfinding Signage	4	LF	$ 540.00	$ 2,160.00
Street Trees (each)	7	EA	$ 500.00	$ 3,500.00
Subtotal				$ 414,824.97
Maintenance of Traffic			10%	$ 41,482.50
Mobilization			10%	$ 45,630.75
Contingency			35%	$ 175,678.38
Total Project Estimate				$ 677,600.00

Project #:	CE
Project:	Willow Road Traffic Calming/ Intersection Improvement
Limits:	Willow Road and Tequesta Drive

Item	Quantity	Units	Unit Cost	Estimated Cost
Intersection/Street Geometry/Traffic Calming				
High-Visibility Crosswalk	4	EA	$ 2,500.00	$ 10,000.00
Mid-Block Crosswalk (2 Stage)	1	EA	$ 28,269.50	$ 28,269.50
Mid-Block Crosswalk (2 Stage) - Breakdown				
Add Curb & Gutter	450	LF	$ 51.71	$ 23,269.50
High-Visibility Crosswalk	2	EA	$ 2,500.00	$ 5,000.00
Sidewalk				
Sidewalk (10')	55	LF	$ 58.19	$ 3,200.63
Beautification				
Wayfinding Signage	17	LF	$ 540.00	$ 9,000.00
Street Trees (each)	8	EA	$ 500.00	$ 4,000.00
Mobility Hub Elements	2	EA	$ 22,000.00	$ 44,000.00
Subtotal				$ 54,470.13
Maintenance of Traffic			10%	$ 5,447.01
Mobilization			10%	$ 5,991.71
Contingency			35%	$ 23,068.10
Total Project Estimate				$ 89,000.00

E. Implementation & Progress Tracking Matrix

PROJECT TYPES AND BENEFITS

Project Type	Primary Benefits	Secondary Benefits
Traffic Operations/ Calming	Increased Pedestrian Safety; Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior	Improved Traffic Operations and Access to Additional Network
Safety	Increased Protection for Vulnerable Users	Increased Pedestrian Safety; Increased Bicycle Safety
Access	Increased Pedestrian & Bicycle Connectivity	Streetscape Enhancement/Street Design
Multimodal (Pedestrian & Bicycle & Transit)	Increased Pedestrian Safety; Increased Bicycle Safety	Increased Community Connectivity
Sustainability / Aesthetic Enhancements	Streetscape Enhancement/Street Design	Sustainability and Water Management
Placemaking	Increased Community Connectivity	Economic Development

HOW TO USE THE TRACKING MATRIX

	Notes and How To
Project Name	Name of Project
Project Location	Project Extents from X to X
Project Category/Type	Category/ Type in Sheet 1 : Project Types and Goals
To and From (Miles)	Milage/yards/feet of project
Written Project Description	A written description of the project
Identified by Public	If the project was identified by the public
Lead Agency	Which agency will champion the project - FDOT, County, Village
Supporting Jurisdiction	Which agency will be needed to support efforts - FDOT, County, Village
Design Needed	If there is a need to design past concept design
Potential Funding Source	Identified funding source - national, state, local
Planning Level Cost	The total planning level cost estimate associated with the project
Construction Timeline	timeline in months or years of development of project
Primary Benefit	The primary benefit in Sheet 1 : Project Types and Goals
Secondary Benefit	The secondary benefit in Sheet 1 : Project Types and Goals
Traffic Improvement	Does the project include a traffic improvement - yes or no
Safety Improvement	Does the project include a safety improvement - yes or no
Access Improvement	Does the project include a access improvement - yes or no
Pedestrian Improvement	Does the project include a pedestrian improvement - yes or no
Bicycle Improvement	Does the project include a bicycle improvement - yes or no
Aesthetic Improvement	Does the project include a aesthetic improvement - yes or no
Mobility Grade	Grade from A-F to establish the project on the Potential Projects List
	Graded projects should be moved to the letter graded Tab in the projects spreadsheet

Mobility Grade Scoring	
A	12+
B	8 -12
C	6-8
D	4-6
F	>4

STANDARD PROJECT IDENTIFICATION FORM

	Proposed Project
Project Name	Name of Project
Project Location	Location or Corridor
Project Category/Type	Mobility Plan Type
To and From (Miles)	X.X Miles
Written Project Description	
Identified by Public	Yes
Lead Agency	Village
Supporting Jurisdiction	FDOT
Design Needed	Yes
Potential Funding Source	National, State, Local
Planning Level Cost	$ -
Construction Timeline	Long Term
Primary Benefit	Mobility Plan Type
Secondary Benefit	Mobility Plan Type
Traffic Improvement	No
Safety Improvement	No
Access Improvement	No
Pedestrian Improvement	No
Bicycle Improvement	No
Aesthetic Improvement	No
Mobility Grade	B

PROGRESS TRACKING

	Tracking Criteria	2024	2025	2026	2027	2028	2029	2030
Access	Miles of connected, safe, and comfortable multimodal infrastructure	23.8						
	Percent of people reporting to walk or bike within the Village	15%						
	Percent of people who feel the walking and biking infrastructure is safe and comfortable	50%						
	Bicycle and Pedestrian counts for new facilities (e.g., trail counts, observation data)	N/A						
Safety	Number of new pedestrian crossings or safety enhancements	N/A						
	Total number of crashes, injuries, and fatalities	71						
	Number of walking or biking crashes	3						
	Reduction in crash rates involving pedestrians, cyclists, and low-speed vehicles	N/A						
Place making	Community feedback gathered through engagement tools	N/A	300					
	Number of grant applications submitted and funding secured for mobility projects	0						

F. Public Engagement Materials

What is the Mobility Plan?

PROJECT BACKGROUND

The Village of Tequesta, in partnership with the Palm Beach Transportation Planning Agency (Palm Beach TPA), is developing a Mobility Plan to improve how people move around the community. This plan will help guide future improvements to streets, sidewalks, bike lanes, and other transportation options, making it safer and easier for everyone—whether you're walking, biking, driving, or using public transit.

A Mobility Plan is a roadmap for creating a well-connected and accessible community. It identifies key projects and improvements that will enhance safety, reduce traffic congestion, and provide more choices for getting around. The goal is to make travel more convenient for residents, businesses, and visitors while preparing for future growth.



The Mobility Plan will help shape Tequesta's future as a safer, more connected, and more vibrant community for everyone.

SCAN ME

PALM BEACH Transportation Planning Agency

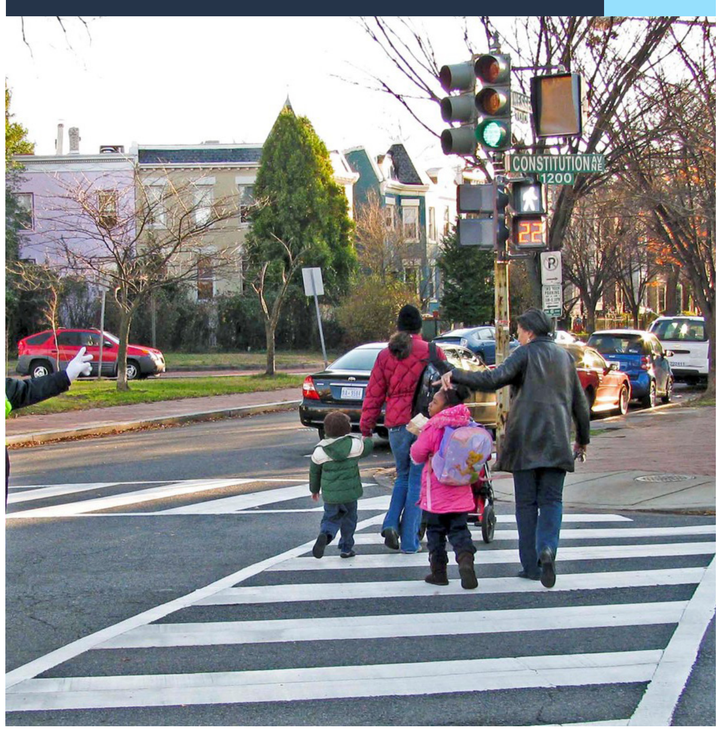
What Types of Multimodal Improvements Would you Want to See?

WHAT IMPROVEMENTS WOULD YOU LIKE TO SEE IN THE VILLAGE?
USE THE STICKER DOTS PROVIDED TO SELECT THE FACILITY TYPE OF YOUR CHOICE.

High Visibility Crosswalks

High visibility crosswalks are designed with colors or reflective materials to enhance pedestrian safety by increasing their visibility to drivers.

DOTS



Improved Bicycle Facilities

Bicycle lanes can be marked with bright colors and further separation from the roadway, providing designated spaces for cyclists on roads, promoting safer coexistence with motor vehicles.

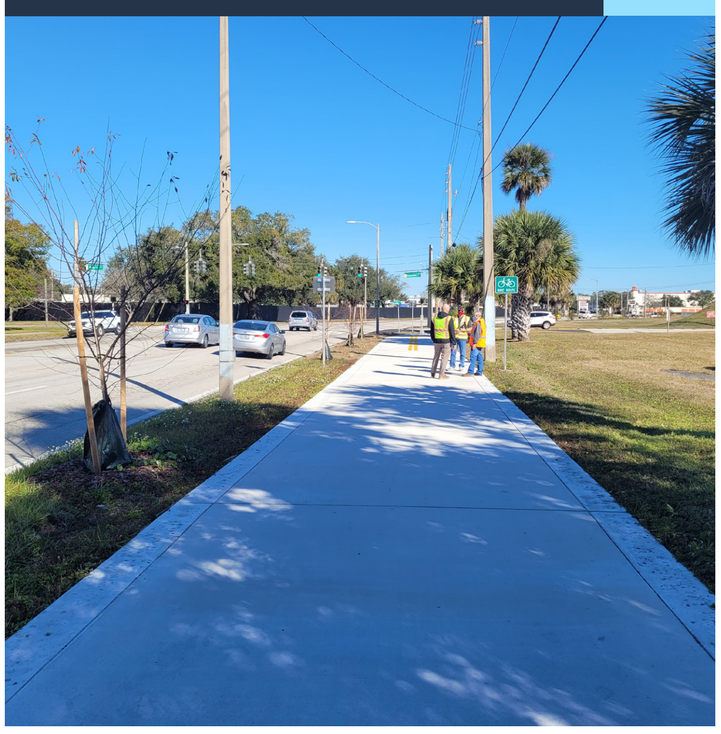
DOTS



Widened Sidewalks

Widened sidewalks involve expanding pedestrian walkways, providing more space for pedestrians to move comfortably and safely.

DOTS



Pedestrian Priority

Prioritizing pedestrians at intersections reduces the risk of accidents and enhances overall mobility.

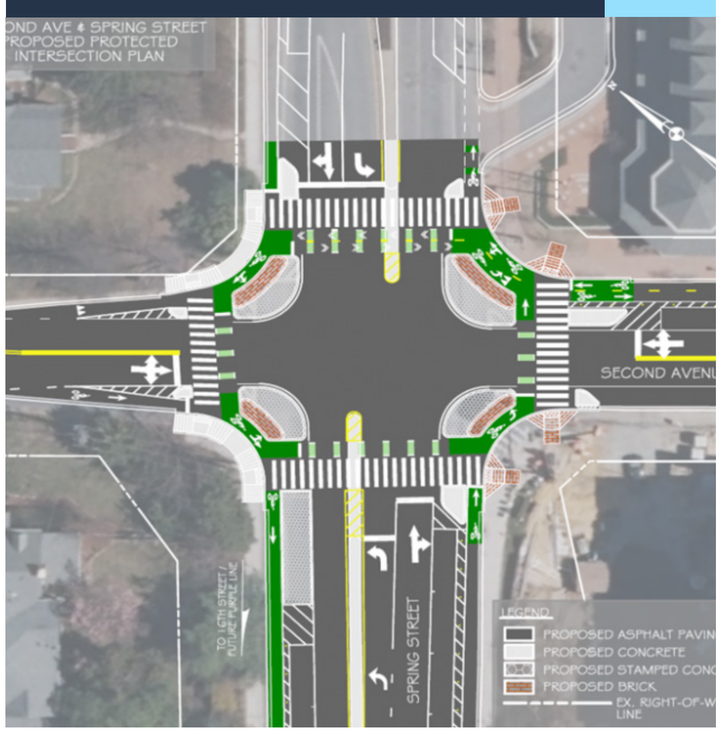
DOTS



Protected Intersections

Protected intersections are innovative urban designs where physical barriers, such as islands or bollards, shield cyclists and pedestrians at intersections.

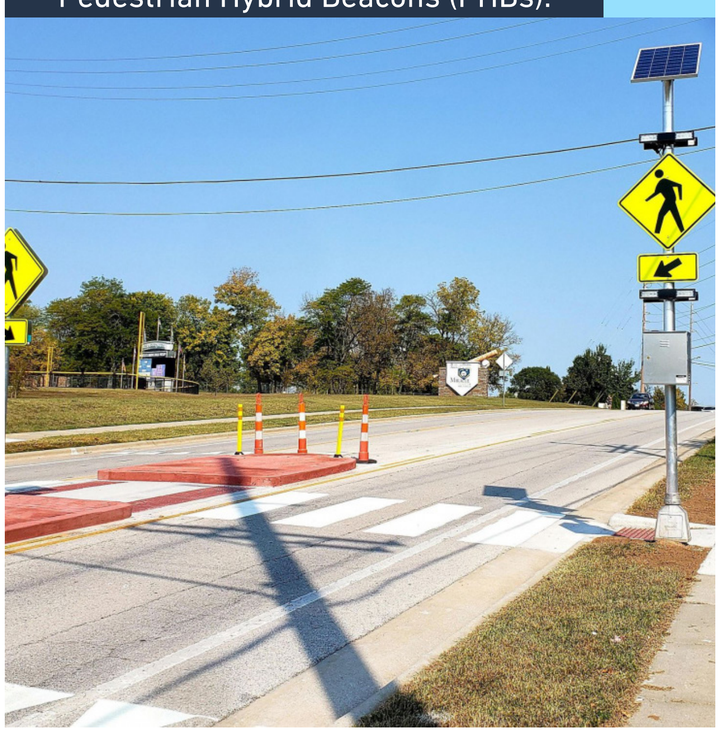
DOTS



Mid-Block Crossings

Mid-block crossings are designated pedestrian crossings between intersections. These crossings can be controlled by Rectangular Rapid Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs).

DOTS



Painted Intersections

These intersections are used to improve awareness and beautify public spaces. They can also be raised as an added traffic calming measure.

DOTS



Refuge Islands

These islands are a median with a refuge area intended to protect pedestrians crossing a multi-lane roadway.

DOTS



Other

Do you have a different suggestion? Use a sticky note to write in your recommendations.

Sticky Notes

PALM BEACH Transportation Planning Agency

What Types of Safety Improvements Would you Want to See?

WHAT IMPROVEMENTS WOULD YOU LIKE TO SEE IN THE VILLAGE?
USE THE STICKER DOTS PROVIDED TO SELECT THE FACILITY TYPE OF YOUR CHOICE.

Slower Speeds

Slower speeds on roads enhance safety by reducing the severity of accidents and increasing reaction time for drivers and pedestrians.

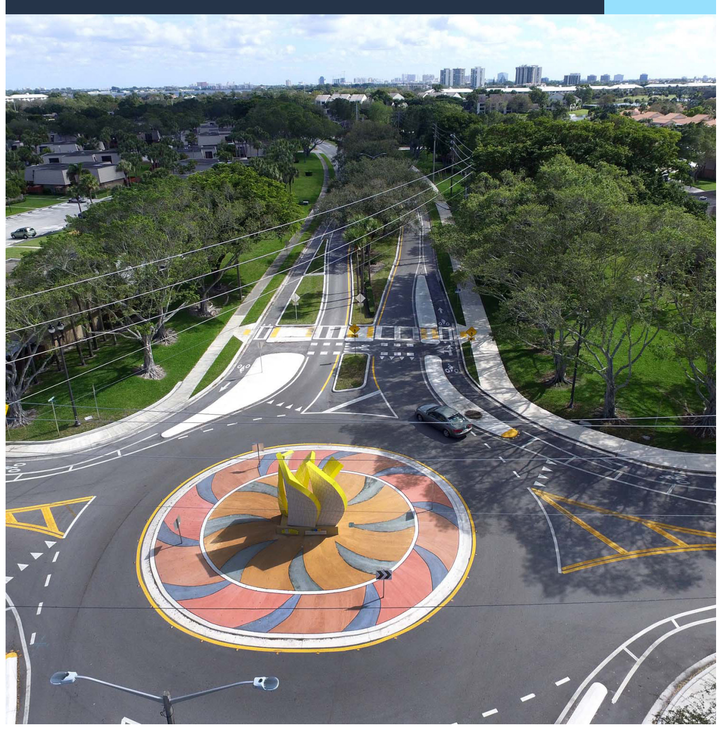
DOTS



Roundabouts

Roundabouts improve traffic flow and safety by eliminating the need for traffic signals and encouraging continuous, smooth movement of vehicles.

DOTS



Street Trees

Street trees provide shade, reducing the urban heat island effect and slow drivers down through enclosure.

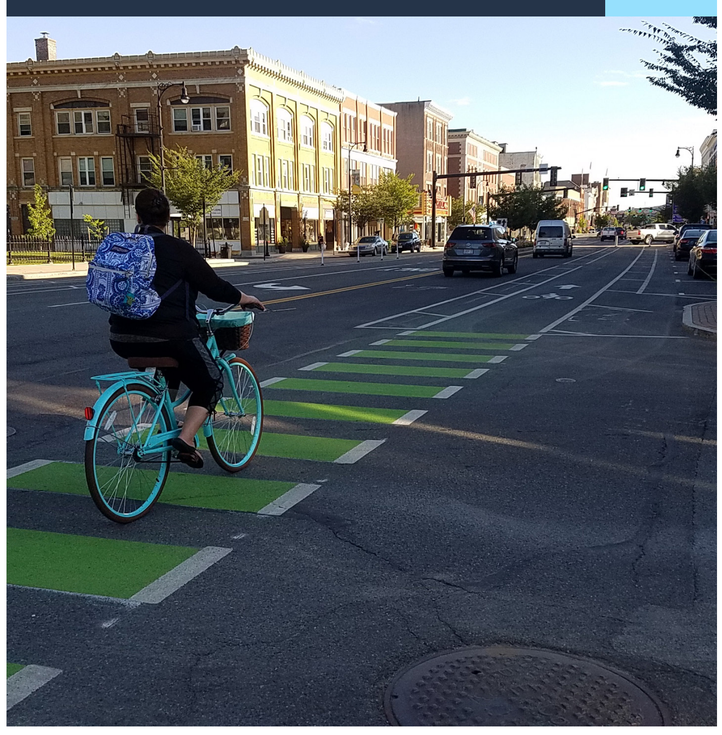
DOTS



Lane Repurposing

Lane repurposing, reallocating lanes for purposes like bike lanes or wider sidewalks, promotes alternative transportation methods and enhances pedestrian safety.

DOTS



Bulbouts

Bulbouts, or curb extensions, enhance pedestrian safety by reducing crossing distances and increasing visibility at intersections.

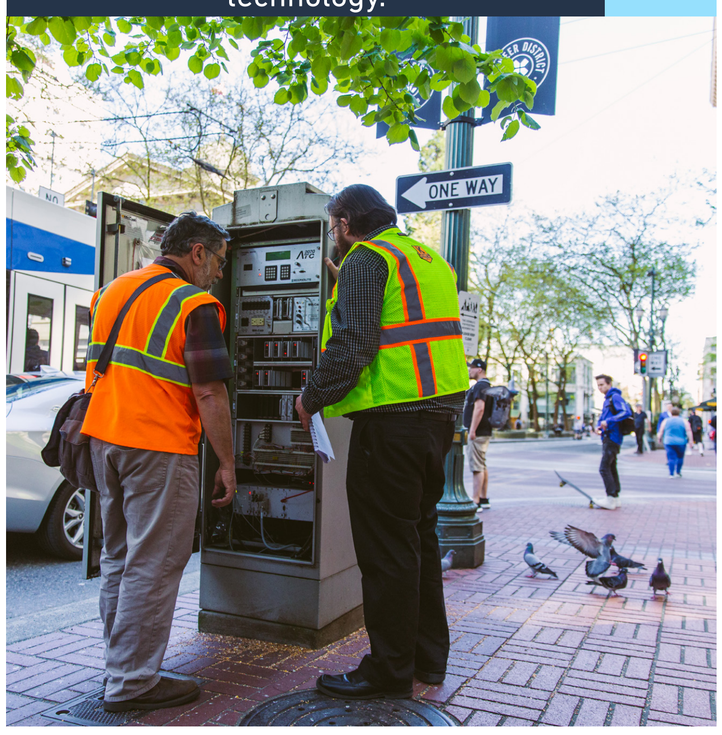
DOTS



New Signal Technology

New and optimized signals improves traffic flow, reducing congestion and travel times for both vehicles and pedestrians. These signals also pave the way for autonomous vehicle technology.

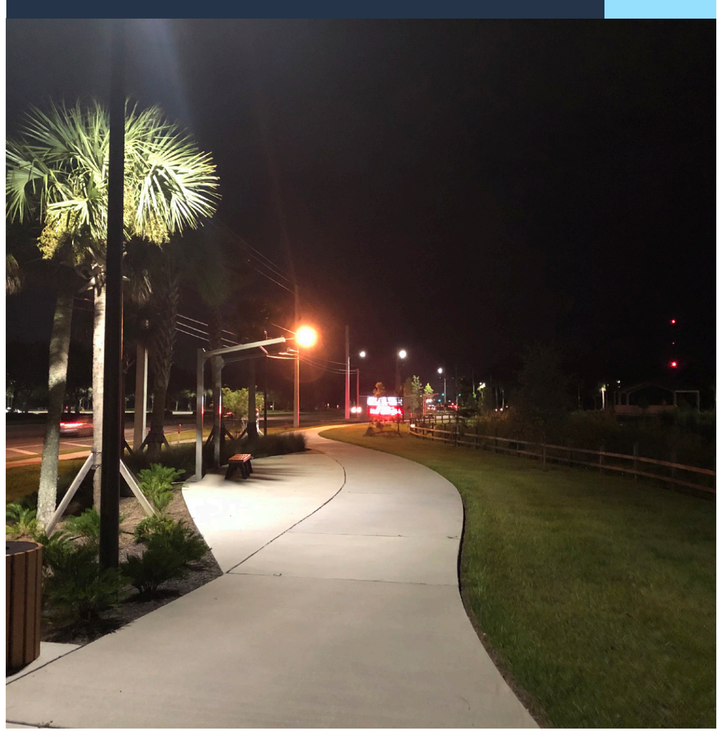
DOTS



Lighting

Improved lighting helps both motorists, pedestrians, and cyclists see conflicts in low light conditions.

DOTS



Other

Do you have a different suggestion? Use a sticky note to write in your recommendations.

Sticky Notes

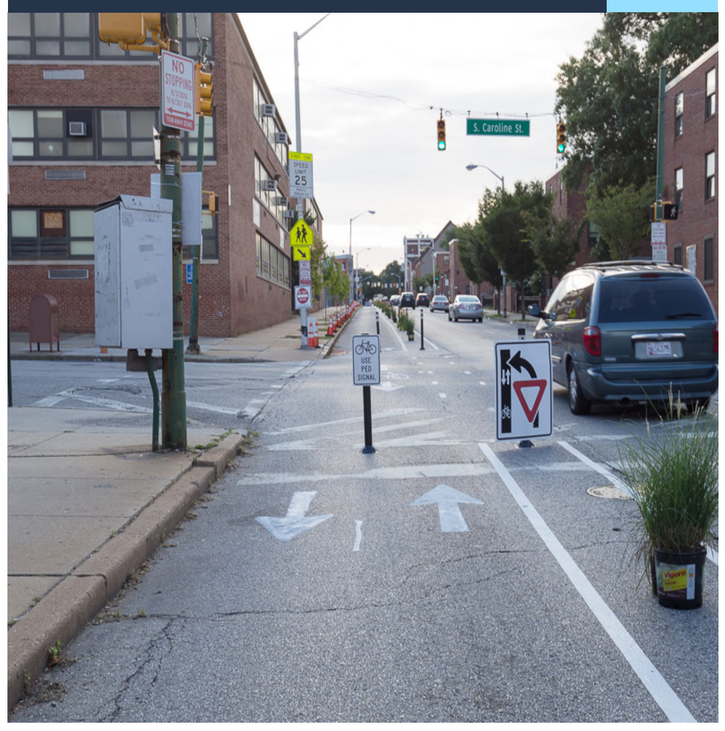
What Types of Multimodal Improvements Would you Want to See?

WHAT IMPROVEMENTS WOULD YOU LIKE TO SEE IN THE VILLAGE?
USE THE STICKER DOTS PROVIDED TO SELECT THE FACILITY TYPE OF YOUR CHOICE.

Two-Way Cycle Tracks

Two-way cycle tracks, separate from motor vehicle traffic, accommodate cyclists in both directions, offering a safer and more convenient cycling experience.

DOTS



Golf Cart Paths

Golf cart paths separated from traffic, ensure safe, efficient travel while reducing conflicts.

DOTS



Source: completeconcretefla.com

Golf Cart Amenities

Golf cart amenities including separate lanes, parking, and charging stations enhance safety and accessibility for golf cart riders.

DOTS



Source: wellba.com

Sidewalk Seating

Sidewalk seating fosters a sense of community, encouraging social interactions and a lively street ambiance.

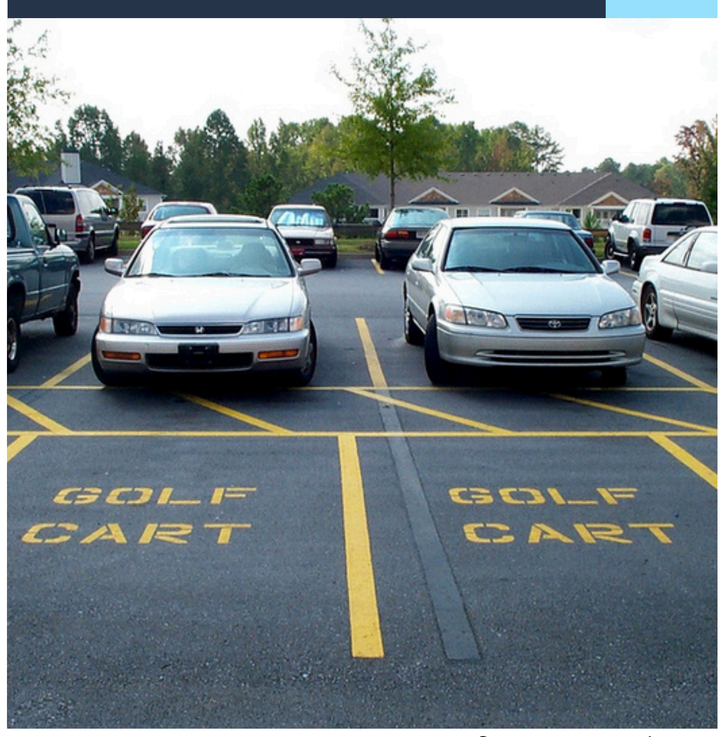
DOTS



Multimodal Parking

Multimodal parking accommodating cars, bikes, and golf carts, improves travel options.

DOTS

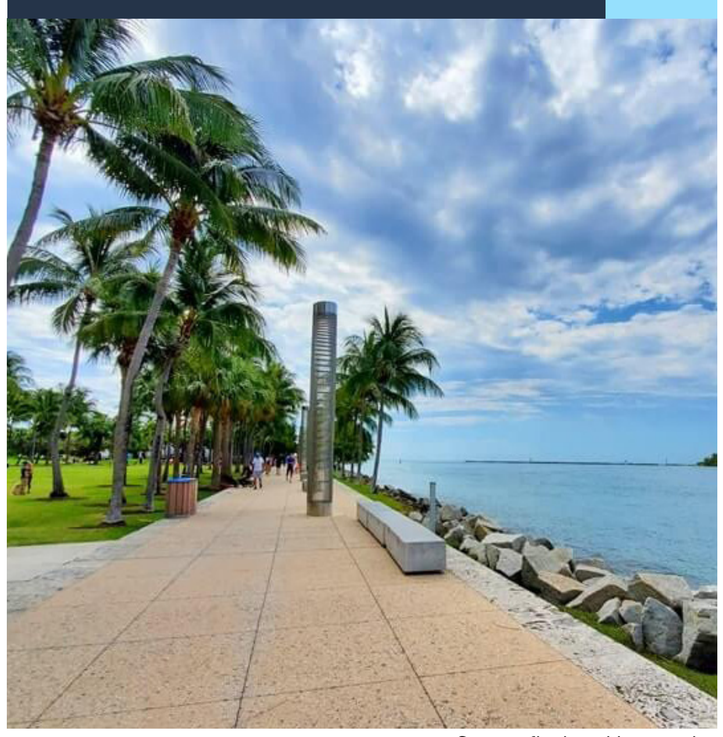


Source: atvconnection.com

Blueway Amenities

Blueway amenities including boardwalks and viewing areas, support water-based recreation while preserving natural habitats.

DOTS

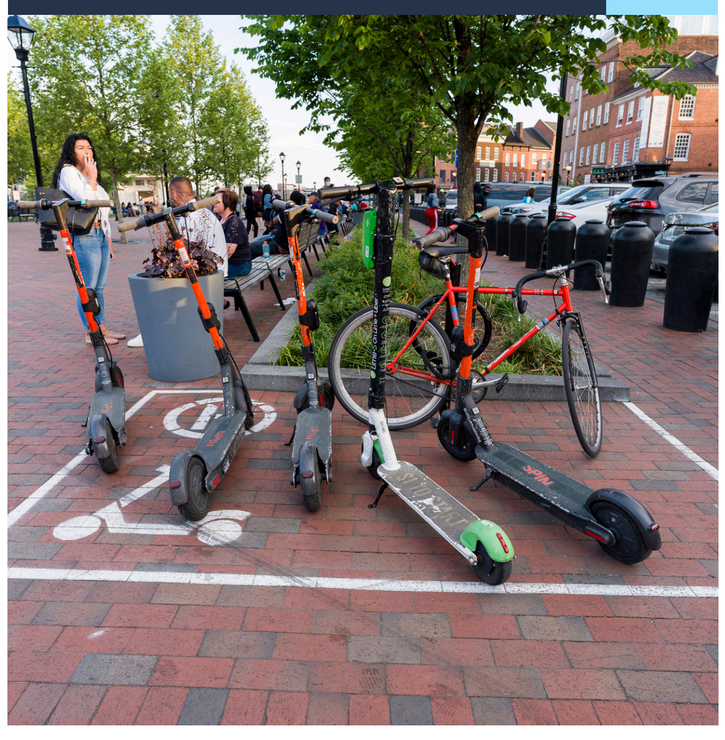


Source: flashpackingamerica

New Ways to Get Around

Connections to shared scooters, bikes, and transit systems simplify transfers between different modes of transport, making commuting more convenient.

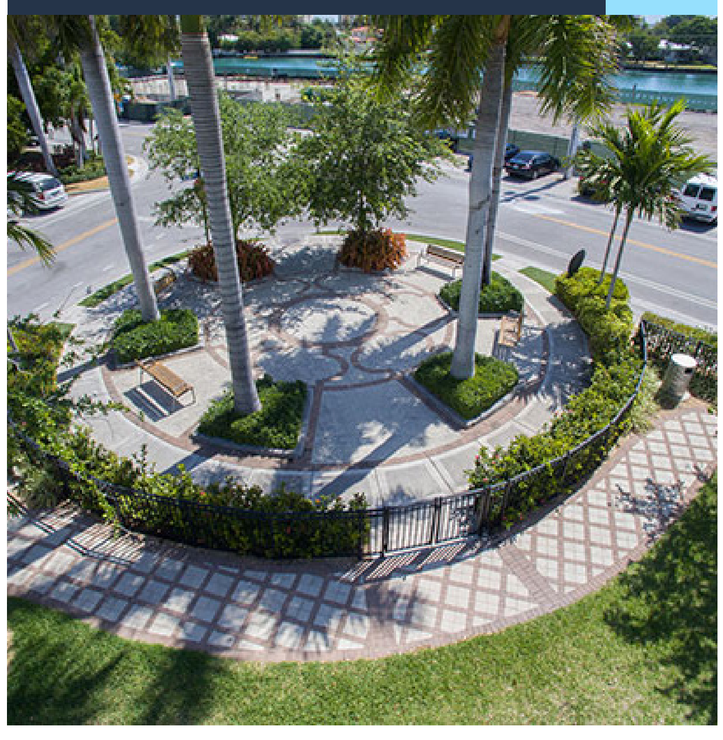
DOTS



Parks and Open Space

Parks and open spaces provide communities with recreational opportunities and promote physical and mental well-being.

DOTS



Other

Do you have a different suggestion? Use a sticky note to write in your recommendations.

Sticky Notes

PALM BEACH Transportation Planning Agency

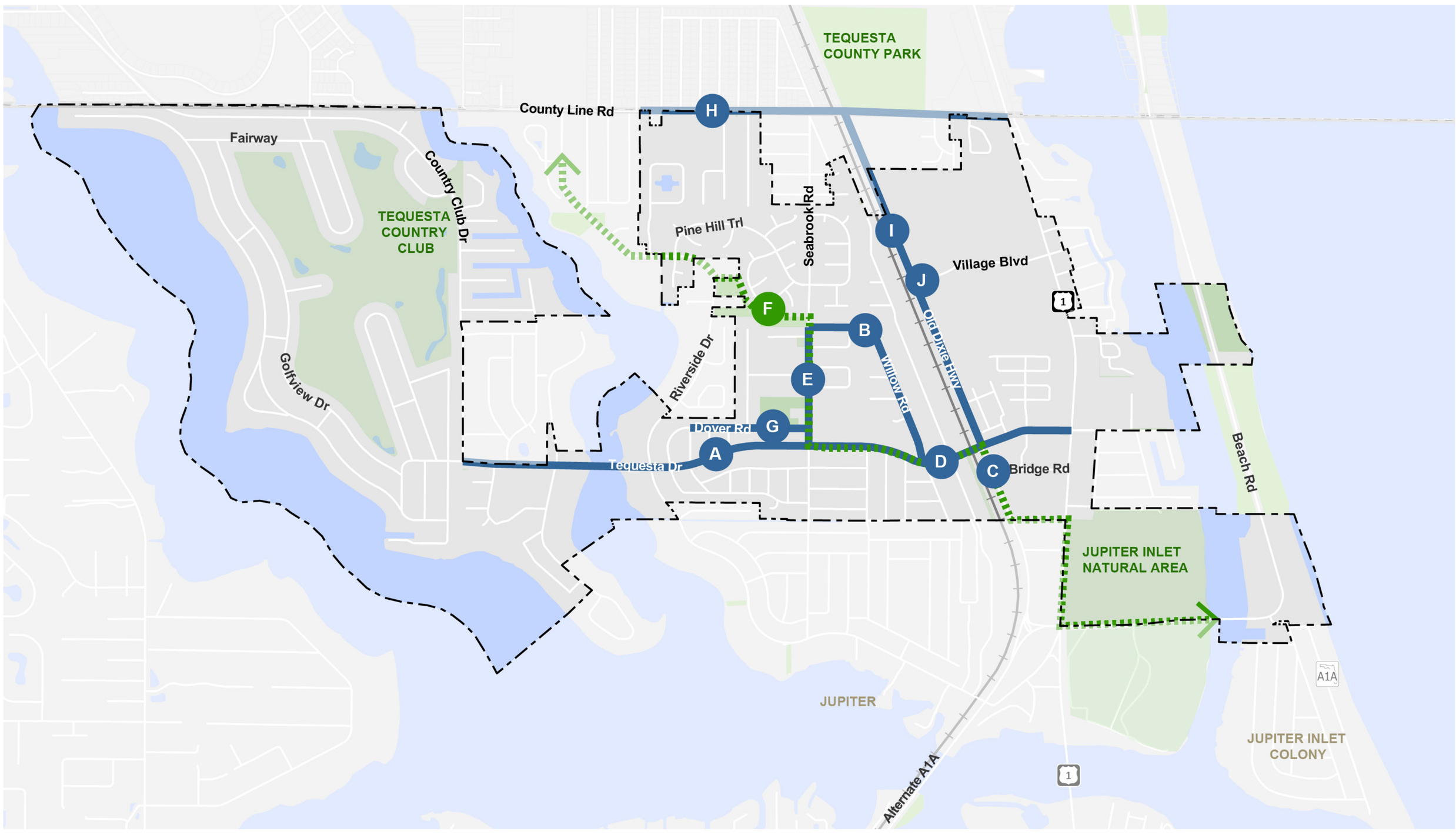
Where Do you Experience Mobility Issues or See Mobility Opportunities

WHERE WOULD YOU LIKE TO SEE IMPROVEMENTS IN THE VILLAGE? USE THE DOTS TO PROVIDE YOUR COMMENTS. ISSUES WANT TO SEE MORE CHALLENGES OPPORTUNITIES



Priority Projects

PLACE DOTS IN THE BLUE BOXES AND ADD COMMENTS ON STICKY NOTES. LIKE DISLIKE



A Tequesta Drive Complete Street Corridor Improvements

B Willow Road Traffic Calming/ Pedestrian Improvements

C Bridge Road Intersection Improvement

D Intersection Safety Improvements

E Seabrook Road Traffic Calming/ Pedestrian Improvements

F Village of Tequesta Parks Connector Trail(s)

G Dover Road Complete Street Corridor Improvements

H County Line Road Pedestrian Improvements

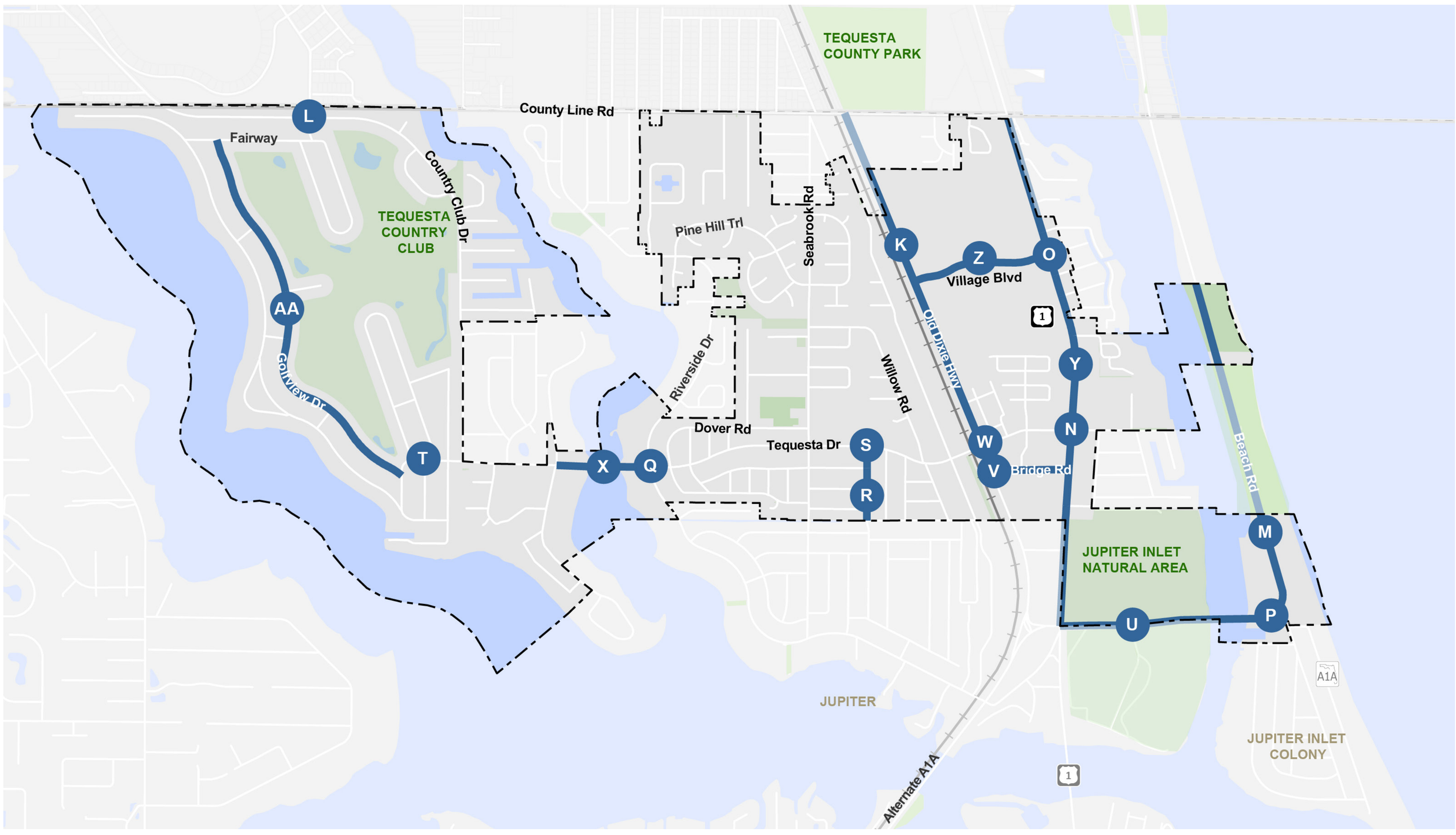
I Old Dixie Linear Park

J Village Boulevard Intersection Improvement

PALM BEACH Transportation Planning Agency

All Projects

PLACE DOTS IN THE BLUE BOXES AND ADD COMMENTS ON STICKY NOTES. LIKE DISLIKE



K N Old Dixie Highway Traffic Calming

L Country Club Drive/ Concourse Drive Intersection Safety Improvements

M Beach Road Complete Street Corridor Improvements

N Tequesta Drive/ US 1 Intersection and Pedestrian Improvements

O US 1 and Village Road Signal

P Beach Road/Colony Road Midblock Crossing

Q Tequesta Drive/ Riverside Drive Pedestrian Safety Improvements

R Venus Avenue Complete Street Corridor Improvements

S Venus Avenue Midblock Crossing

T El Portal Drive Neighborhood Roundabout

U Jupiter Inlet Lighthouse Midblock Crossing

V Bridge Road Complete Street Corridor Improvements

W Tequesta Drive/ Old Dixie Highway Intersection Safety Improvements

X Tequesta Drive Bridge Sidewalk Improvements

Y US 1 Complete Street Corridor Improvements

Z Village Boulevard Complete Street Corridor/Pedestrian Improvements

AA Golfview Drive Traffic Calming

PALM BEACH Transportation Planning Agency

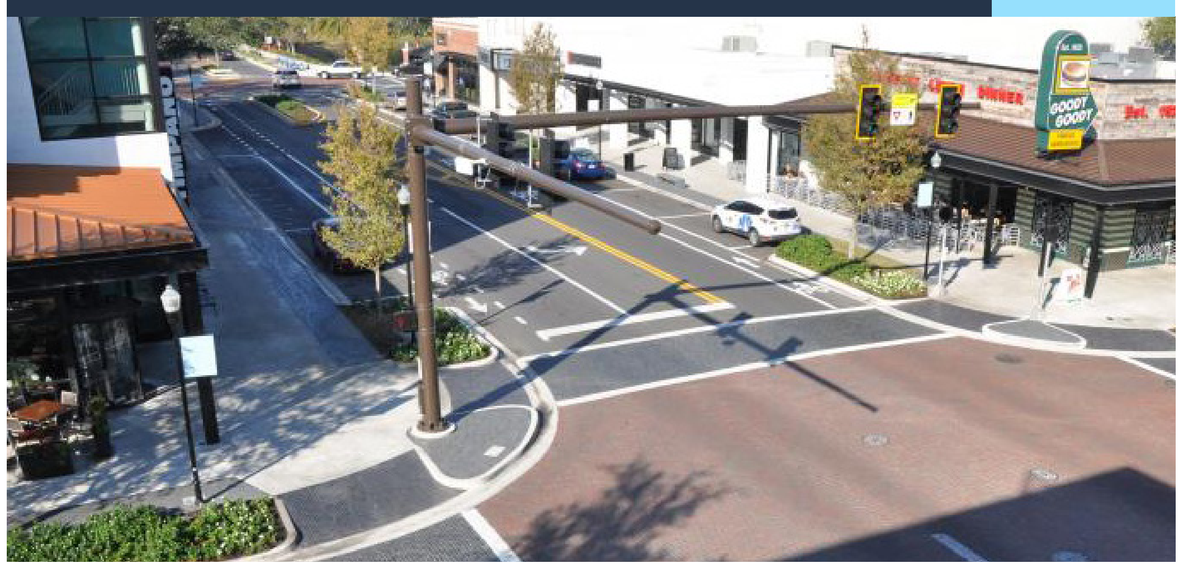
Key Improvements

WHAT IMPROVEMENTS WOULD YOU LIKE TO SEE IN THE VILLAGE?
USE THE STICKER DOTS PROVIDED TO SELECT THE FACILITY TYPE OF YOUR CHOICE.

Complete Street

Street design that accommodates all roadway users including cyclists, pedestrians, transit users, and motorists. Complete Street improvements include design features like bicycle lanes and wide sidewalks.

DOTS



Speed Table

Elevated portion of the roadway with a ramp up, flat top, and ramp down intended to slow traffic.

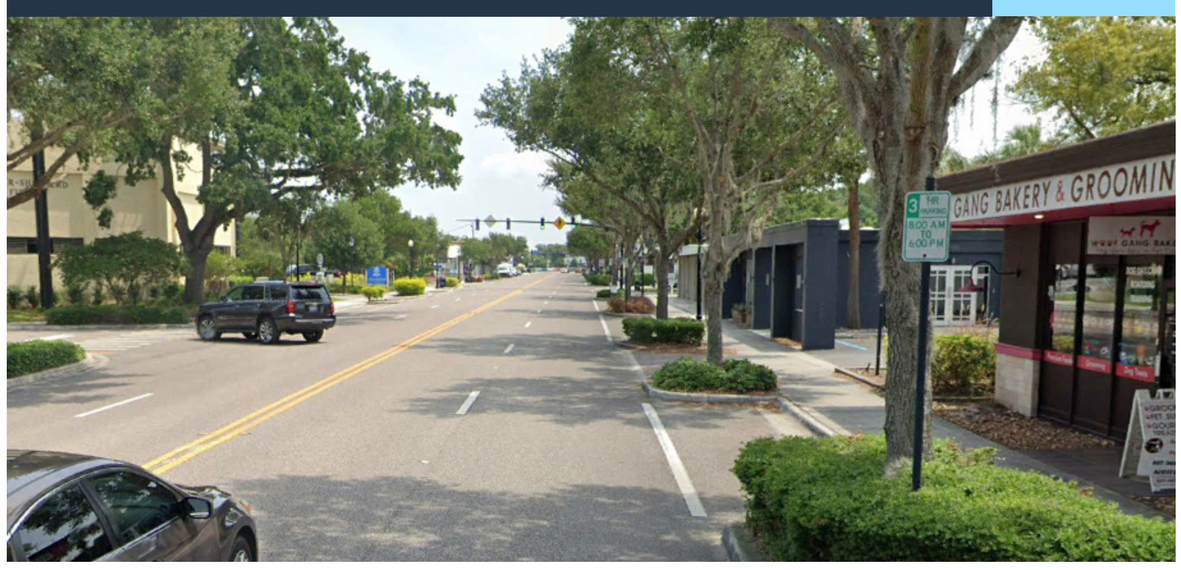
DOTS



Curb Extensions/Bulb Outs

Extend the sidewalk or curb line out into the travel or parking lane, which reduces the effective street width.

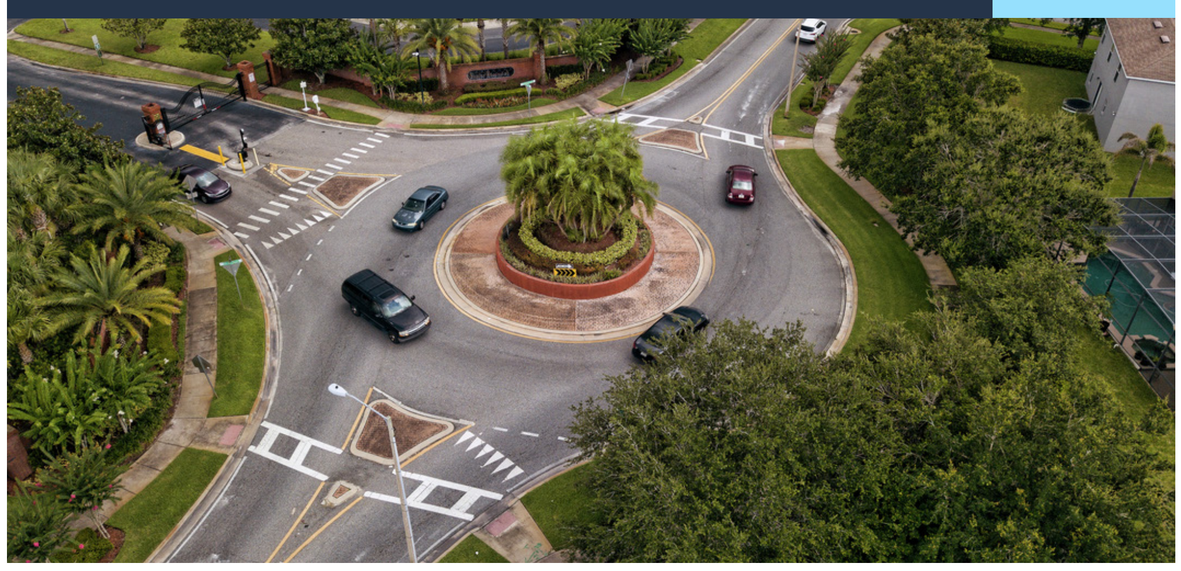
DOTS



Roundabout

Intersections where traffic is permitted to flow in one direction around a center island.

DOTS



Wayfinding

Signage that provides directions to destinations and other pertinent information.

DOTS



Pedestrian Refuge Islands

Provides a protected space for people walking to cross half the roadway and wait until it is safe to cross the remainder.

DOTS



Exclusive Pedestrian Phase

All turning movements that conflict with someone walking—including right and turn on red—are not permitted during the pedestrian signal phase.

DOTS



Other

Do you have a different suggestion? Use a sticky note to write in your recommendations.

STICKY NOTES

PALM BEACH Transportation Planning Agency

Key Improvements

WHAT IMPROVEMENTS WOULD YOU LIKE TO SEE IN THE VILLAGE?
USE THE STICKER DOTS PROVIDED TO SELECT THE FACILITY TYPE OF YOUR CHOICE.

Chicane

Create a curvy pathway in an otherwise straight road and encouraging vehicles to slow.

DOTS



Streetscape Enhancements

Adding design elements such as street trees, wider sidewalks, and better lighting to a road.

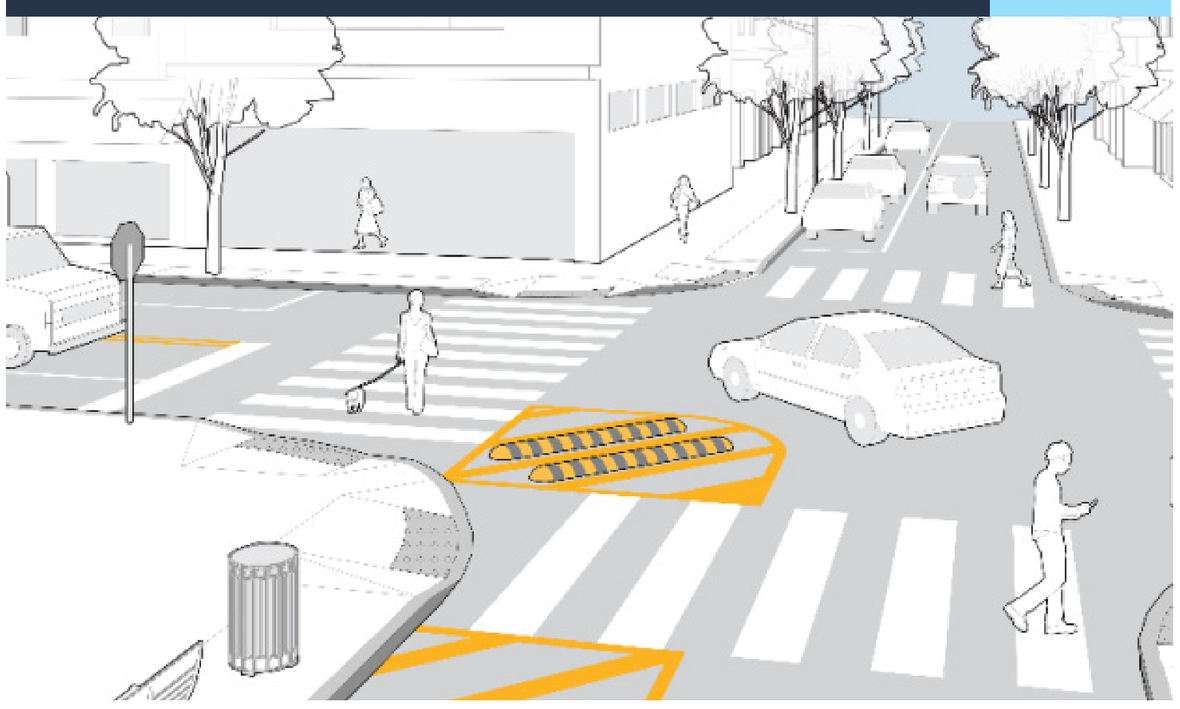
DOTS



Hardlining

A curb or delineator placed in the intersection to reduce left turning speeds and prevent corner cutting.

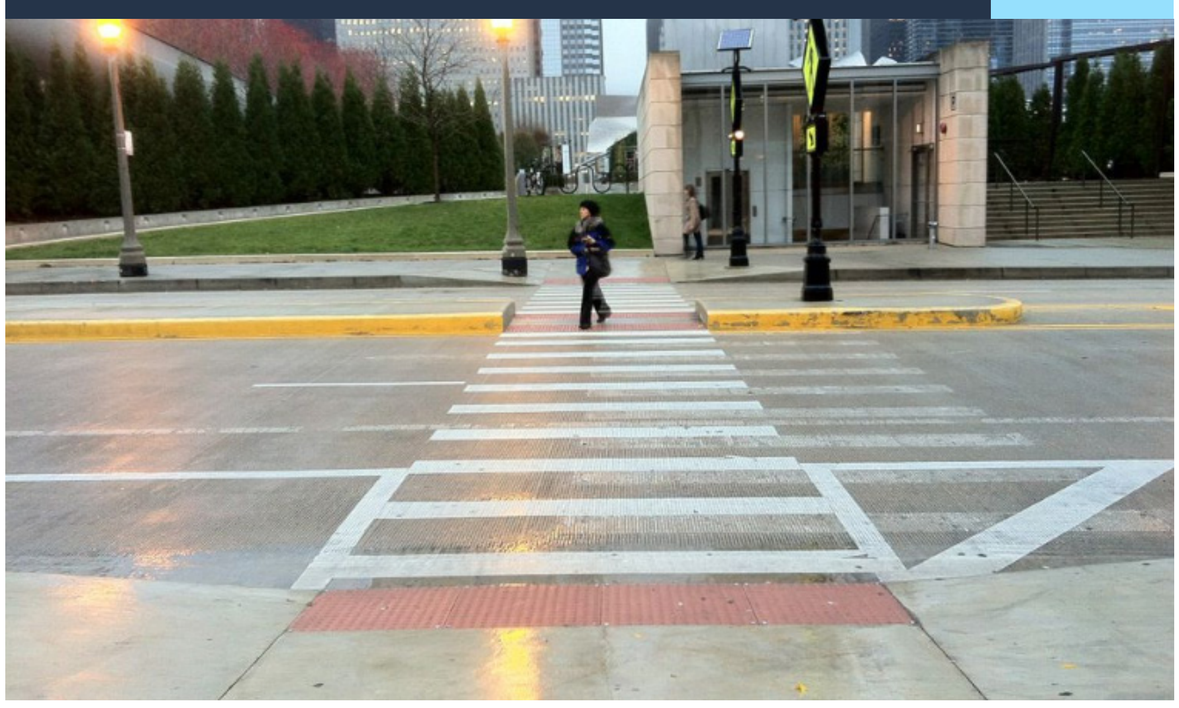
DOTS



Midblock Crossings

Typically installed in areas where pedestrian demand is high but where intersections are spaced too far apart for practical access. These crossings are designed to improve pedestrian safety and mobility, often using features such as marked crosswalk lines, pedestrian-activated signals, signage, lighting, or refuge islands.

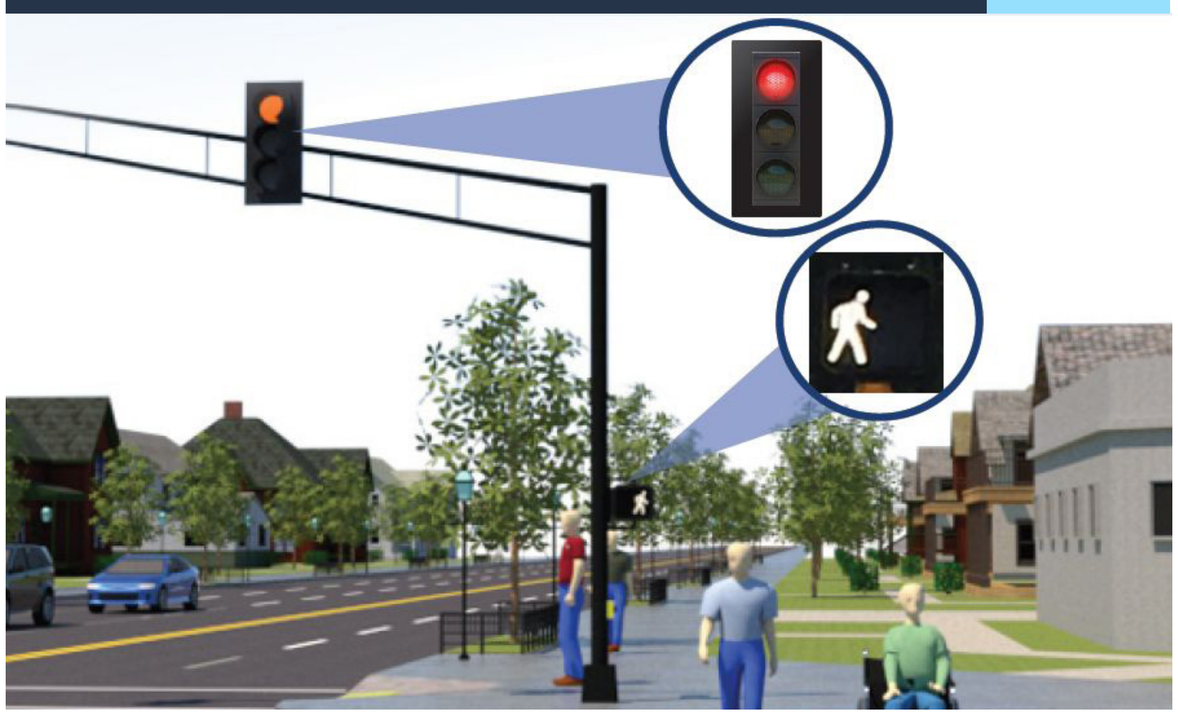
DOTS



Leading Pedestrian Interval

Gives someone walking or rolling 3-7 seconds to enter the crosswalk before allowing conflicting vehicles to have a green light.

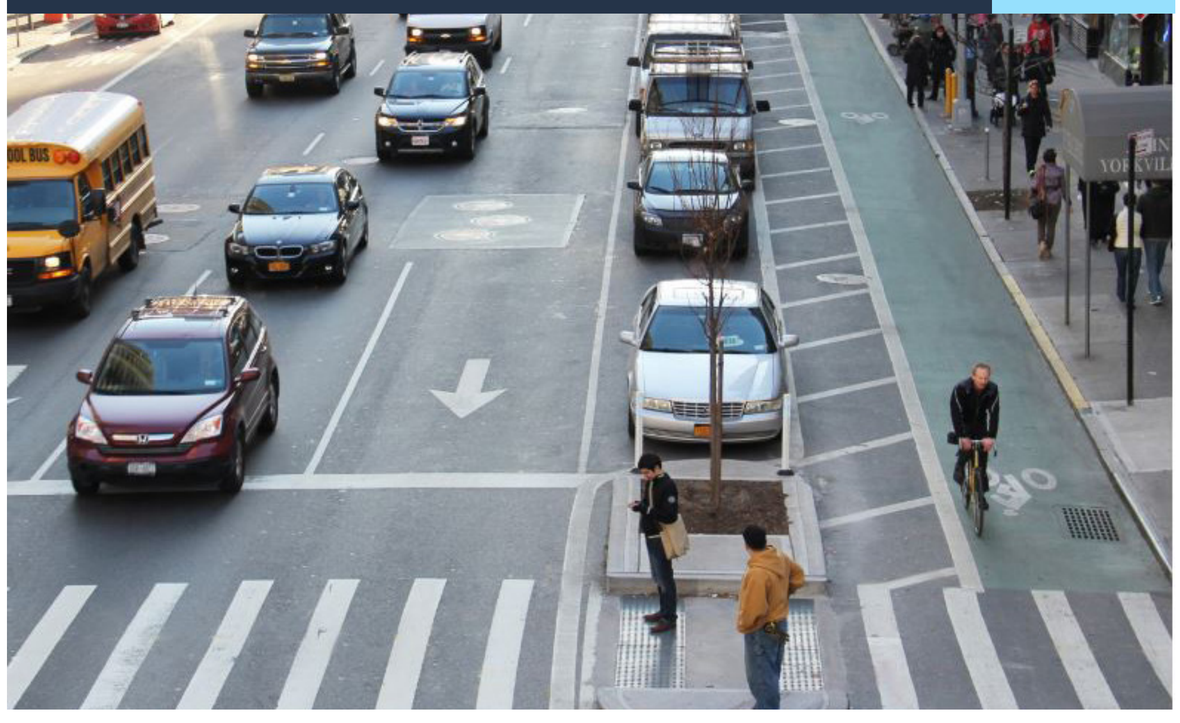
DOTS



Bicycle and Pedestrian Amenities

Street elements like bike racks or benches that are specifically designed for bicyclists and pedestrians.

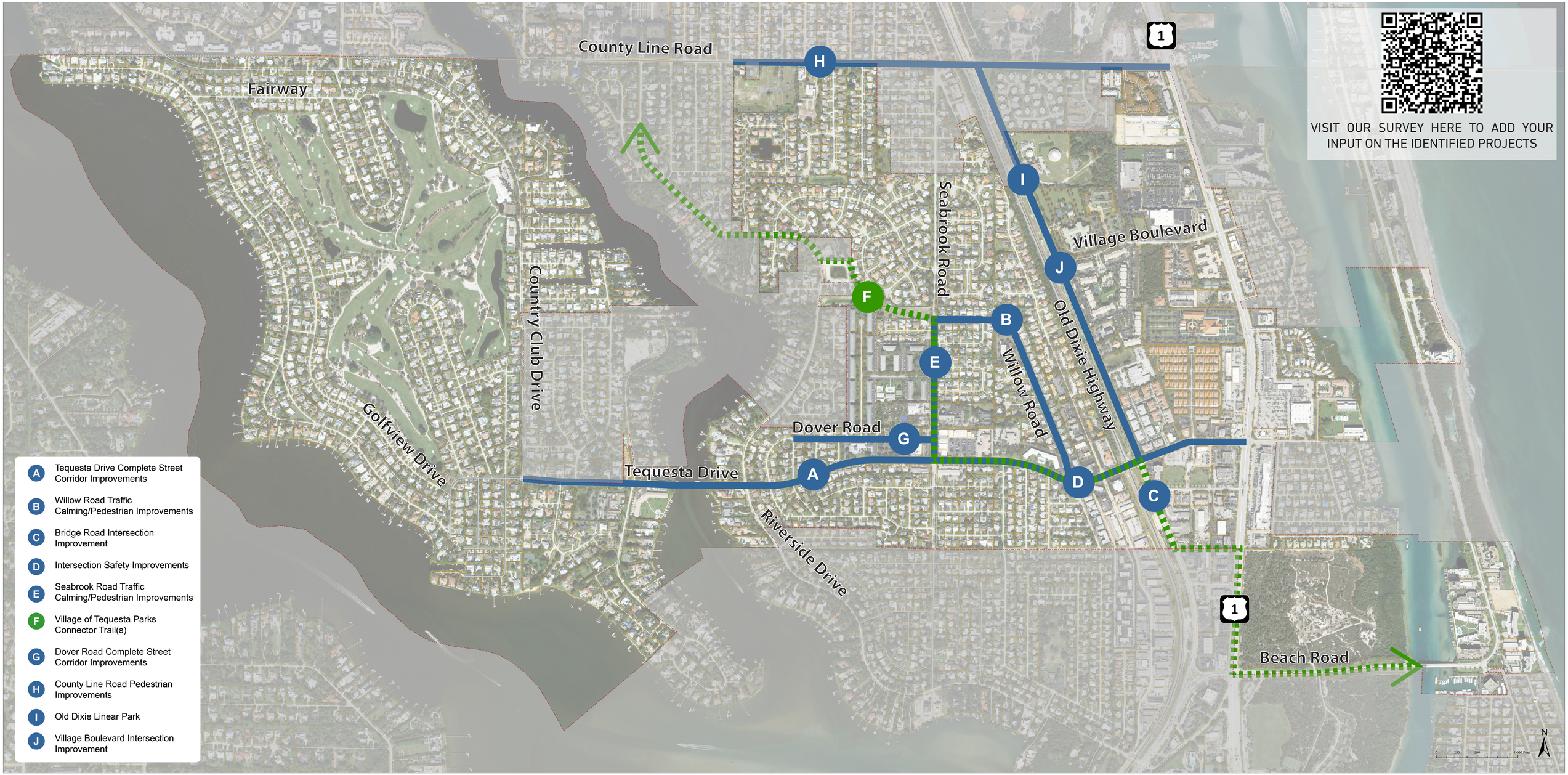
DOTS



PALM BEACH Transportation Planning Agency

What Priority Projects Would You Like to See?

PLACE DOTS AND ADD COMMENTS ON STICKY NOTES TO PROVIDE YOUR COMMENTS. LIKE DISLIKE



Village of Tequesta Mobility Plan Projects

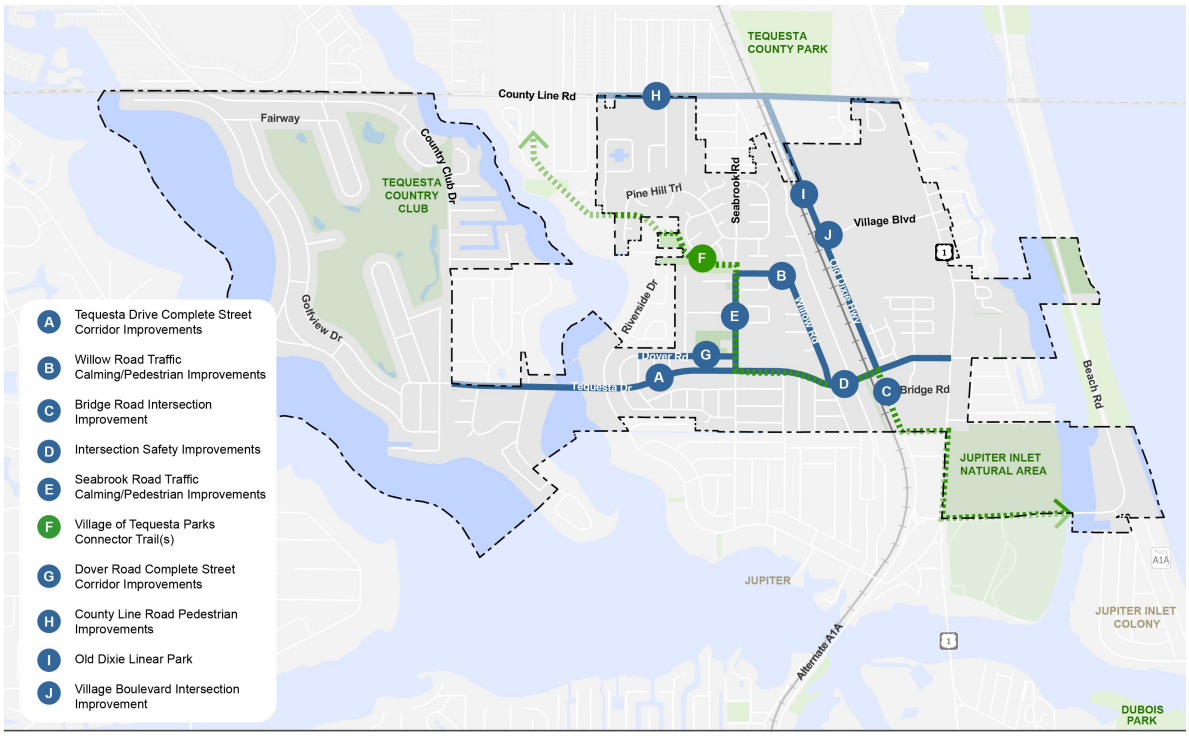
Help Shape the Future of Mobility in Tequesta

The Tequesta Mobility Plan is your opportunity to help shape the future of transportation and mobility in the Village. During our recent public meeting with Village staff and community members, we identified a series of potential projects to support this plan. Please select up to 10 projects from the following list that you would like to see prioritized in the Village of Tequesta Mobility Plan.

Note: Projects located entirely within the Village are more likely to be implemented sooner. Projects that involve coordination with Palm Beach County or the Florida Department of Transportation (FDOT) may require additional time and collaboration.

Village of Tequesta Mobility Plan Projects

Village of Tequesta Project Map



Definitions of Key Terms are shown below the projects.

* 1. Please rank the following 10 projects in order of your preference of implementation. You can write your preferred rank for a project in the box on the left.

- [ ] **A. Tequesta Drive Complete Street Corridor Improvements**
  Extents: Along Tequesta Drive from Country Club Drive to US 1
  Project / Improvements: Streetscape Enhancements, Additional Walking/Biking Facilities Where Applicable, Crosswalk Upgrades, and Wayfinding
  Jurisdiction: Village of Tequesta

- [ ] **B. Willow Road Traffic Calming/Pedestrian Improvements**
  Extents: Along Willow Road from Tequesta Drive to Seabrook Drive
  Project / Improvements: Traffic Calming (e.g. Speed Cushions/Humps/Chicane), Fill Sidewalk Gaps, Streetscape Enhancements
  Jurisdiction: Village of Tequesta

- [ ] **C. Bridge Road Intersection Improvement**
  Extents: At the Bridge Road and N. Old Dixie Highway Intersection
  Project / Improvements: Intersection Improvements (e.g. Bulb Outs, Right Turn Restriction, Hardlining)
  Jurisdiction: Village of Tequesta, Palm Beach County

- [ ] **D. Intersection Safety Improvements**
  Extents: Along Tequesta Drive at Willow Road/Fiesta Avenue, Cypress Drive
  Project / Improvements: Intersection Improvements Including Traffic Calming Measure (e.g. Bulb Outs, Right Turn Restriction, Hardlining) and Crosswalk Improvements
  Jurisdiction: Village of Tequesta

- [ ] **E. Seabrook Road Traffic Calming/Pedestrian Improvements**
  Extents: Along Seabrook Road from Tequesta Drive to County Line Road
  Project / Improvements: Traffic Calming Strategies (On Street Parking/ Bulb Outs), Especially Around Constitution Park; Pedestrian Midblock Crossings
  Jurisdiction: Village of Tequesta, Palm Beach County

- [ ] **F. Village of Tequesta Parks Connector Trail(s)**
  Extents: Connecting Jackson Riverfront, Constitution, Tequesta County, and Jupiter Inlet Natural Area
  Project / Improvements: Shared Use Path (SUP) Connecting All Parks in Village of Tequesta, Improved Crossings, and Midblock Crossings Where Applicable
  Jurisdiction: Village of Tequesta, Palm Beach County

- [ ] **G. Dover Road Complete Street Corridor Improvements**
  Extents: Along Dover Road from Evergreen Avenue to Constitution Park
  Project / Improvements: Bicycle and Pedestrian Amenities and Traffic Calming (e.g. Speed Cushions/Humps/Chicane)
  Jurisdiction: Village of Tequesta

- [ ] **H. County Line Road Pedestrian Improvements**
  Extents: Along County Line Road from SE County Line Road to US 1
  Project / Improvements: Midblock Crossing and Fill Sidewalk Gaps
  Jurisdiction: Village of Tequesta, Palm Beach County, Martin County

- [ ] **I. Old Dixie Linear Park**
  Extents: Abutting Old Dixie Highway from Tequesta Drive to County Line Road
  Project / Improvements: Improve Sidewalk (8-12'), Extend Trail to County Line Road, and Streetscape and Shade Elements Where Applicable
  Jurisdiction: Village of Tequesta, Palm Beach County

- [ ] **J. Village Boulevard Intersection Improvement**
  Extents: At the Village Boulevard and N. Old Dixie Highway Intersection
  Project / Improvements: Improve Intersection Visibility and Conflict Mitigation, and Improved Crosswalks
  Jurisdiction: Village of Tequesta, Palm Beach County

KEY TERMS

Complete Street - Street design that accommodates all roadway users including cyclists, pedestrians, transit users, and motorists. Complete Street improvements include design features like bicycle lanes and wide sidewalks.

Speed Table - Elevated portion of the roadway with a ramp up, flat top, and ramp down intended to slow traffic.

Chicane - Create a curvy pathway in an otherwise straight road and encouraging vehicles to slow.

Curb Extensions / Bulb Outs - Extend the sidewalk or curb line out into the travel or parking lane, which reduces the effective street width.

Roundabout - Intersections where traffic is permitted to flow in one direction around a center island.

Hardlining - A curb or delineator placed in the intersection to reduce left turning speeds and prevent corner cutting.

Wayfinding - Signage that provides directions to destinations and other pertinent information.

Pedestrian Refuge Island - Provides a protected space for people walking to cross half the roadway and wait until it is safe to cross the remainder.

Leading Pedestrian Interval (LPI) - Gives someone walking or rolling 3-7 seconds to enter the crosswalk before allowing conflicting vehicles to have a green light.

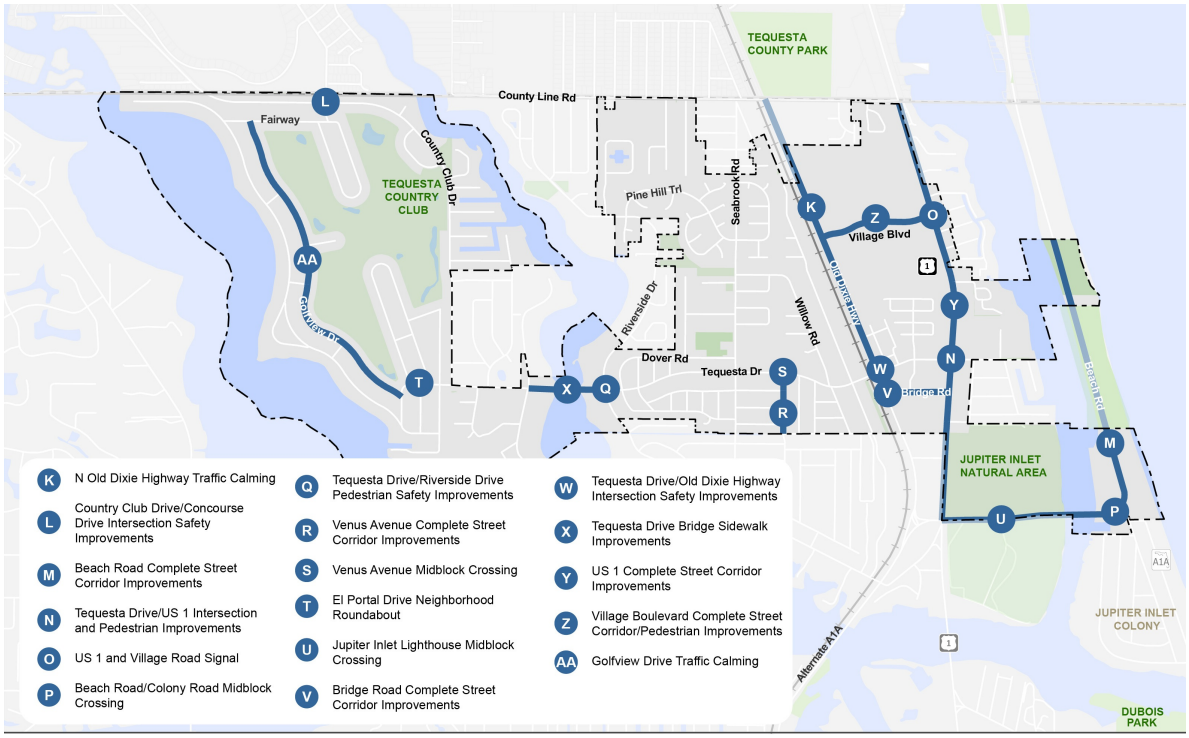
Exclusive Pedestrian Phase - All turning movements that conflict with someone walking—including right and turn on red—are not permitted during the pedestrian signal phase.

Midblock Crossings - Typically installed in areas where pedestrian demand is high but where intersections are spaced too far apart for practical access. These crossings are designed to improve pedestrian safety and mobility, often using features such as marked crosswalk lines, pedestrian-activated signals, signage, lighting, or refuge islands.

Bicycle and Pedestrian Amenities - Street elements like bike racks or benches that are specifically designed for bicyclists and pedestrians.

Streetscape Enhancements - Adding design elements such as street trees, wider sidewalks, and better lighting to a road.

Village of Tequesta Mobility Plan Projects



* 2. Please select up to 5 projects from the list below that you would like to see prioritized in the Tequesta Mobility Plan.

- [ ] **K. N Old Dixie Highway Traffic Calming**
  Extents: Along N Old Dixie Highway from Tequesta Drive to County Line Road
  Project / Improvements: Traffic Calming (e.g. Speed Cushions/Humps/Chicane); Consideration of Lane Repurposing
  Jurisdiction: Village of Tequesta, Palm Beach County

- [ ] **L. Country Club Drive/Concourse Drive Intersection Safety Improvements**
  Extents: At the Country Club and Concourse Drive Intersection
  Project / Improvements: Improve Intersection Visibility and Conflict Mitigation
  Jurisdiction: Village of Tequesta, Palm Beach County

- [ ] **M. Beach Road Complete Street Corridor Improvements**
  Extents: Along Beach Road from US 1 to Coral Cove Park
  Project / Improvements: On-Street Parking, Fill Sidewalk Gaps, and Build More Walking/Biking Facilities
  Jurisdiction: Village of Tequesta, FDOT, Palm Beach County

- [ ] **N. Tequesta Drive/US 1 Intersection and Pedestrian Improvements**
  Extents: At Tequesta Drive and US 1 Intersection
  Project / Improvements: Leading Pedestrian Interval (LPI) and Exclusive Pedestrian Phase
  Jurisdiction: Village of Tequesta, FDOT

- [ ] **O. US 1 and Village Road Signal**
  Extents: At the US 1 and Village Boulevard Intersection
  Project / Improvements: Install Traffic Signal
  Jurisdiction: Village of Tequesta, FDOT

- [ ] **P. Beach Road/Colony Road Midblock Crossing**
  Extents: Across Beach Road at Colony Road
  Project / Improvements: Protected Midblock Crossing
  Jurisdiction: Village of Tequesta

- [ ] **Q. Tequesta Drive/Riverside Drive Pedestrian Safety Improvements**
  Extents: At the Tequesta Drive and W Riverside Drive Intersection
  Project / Improvements: Enhanced Crossings and Pedestrian Safety Measures such as Leading Pedestrian Interval (LPI) and Exclusive Pedestrian Phase
  Jurisdiction: Village of Tequesta

- [ ] **R. Venus Avenue Complete Street Corridor Improvements**
  Extents: Along Venus Avenue from Pineview Road to Tequesta Drive
  Project / Improvements: Fill Sidewalk Gaps, Walking/Biking Facilities, Speed Humps, and Streetscape
  Jurisdiction: Village of Tequesta

- [ ] **S. Venus Avenue Midblock Crossing**
  Extents: Across Tequesta Drive near Venus Avenue and Village Hall Complex
  Project / Improvements: Protected Midblock Crossing
  Jurisdiction: Village of Tequesta

- [ ] **T. El Portal Drive Neighborhood Roundabout**
  Extents: El Portal Drive at Golfview Drive and Fairview Drive Intersections
  Project / Improvements: Construct a Neighborhood Roundabout
  Jurisdiction: Village of Tequesta

- [ ] **U. Jupiter Inlet Lighthouse Midblock Crossing**
  Extents: Beach Road at Jupiter Inlet Lighthouse
  Project / Improvements: Protected Midblock Crossing
  Jurisdiction: Village of Tequesta

- [ ] **V. Bridge Road Complete Street Corridor Improvements**
  Extents: Along Bridge Road from Old Dixie Highway to US 1
  Project / Improvements: Streetscape Enhancements, Additional Walking/Biking Facilities Were Applicable, Crosswalk Upgrades, and Wayfinding
  Jurisdiction: Village of Tequesta

- [ ] **W. Tequesta Drive and Old Dixie Highway Intersection Safety Improvements**
  Extents: At Tequesta Drive and Old Dixie Highway Intersection
  Project / Improvements: Intersection Improvements
  Jurisdiction: Village of Tequesta, Palm Beach County

- [ ] **X. Tequesta Drive Bridge Sidewalk Improvements**
  Extents: Along Tequesta Drive from Point Drive to W Riverside Drive
  Project / Improvements: Fill Sidewalk Gaps
  Jurisdiction: Village of Tequesta

- [ ] **Y. US 1 Complete Street Corridor Improvements**
  Extents: Along US 1 from County Line Road to S Beach Road
  Project / Improvements: Streetscape Enhancements, Additional Walking/Biking Facilities Were Applicable, Crosswalk Upgrades, and Wayfinding
  Jurisdiction: Village of Tequesta, FDOT

- [ ] **Z. Village Boulevard Complete Street Corridor/Pedestrian Improvements**
  Extents: Along Village Boulevard from Old Dixie Highway to US 1
  Project / Improvements: Streetscape Enhancements, Additional Walking/Biking Facilities Were Applicable, Crosswalk Upgrades, and Wayfinding
  Jurisdiction: Village of Tequesta, Palm Beach County

- [ ] **AA. Golfview Drive Traffic Calming**
  Extents: Along Golfview Drive from Fairway N to El Portal Drive
  Project / Improvements: Traffic Calming (e.g. Speed Cushions/Humps/Chicane)
  Jurisdiction: Village of Tequesta

3. Are there any other projects that you would like to see prioritized in the Village of Tequesta Mobility Plan?

* 4. What is your zip code?

KEY TERMS

Complete Street - Street design that accommodates all roadway users including cyclists, pedestrians, transit users, and motorists. Complete Street improvements include design features like bicycle lanes and wide sidewalks.

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Streetscape Enhancements - Adding design elements such as street trees, wider sidewalks, and better lighting to a road.

TEQUESTA MOBILITY PLAN

PLEASE SIGN IN

NAME	EMAIL	ZIP CODE

NAME	EMAIL	ZIP CODE

NAME	EMAIL	ZIP CODE

Village of Tequesta Mobility Plan



Village Council Workshop

June 2, 2025

THE VILLAGE OF Tequesta

PALM BEACH Transportation Planning Agency

What Is a Mobility Plan?

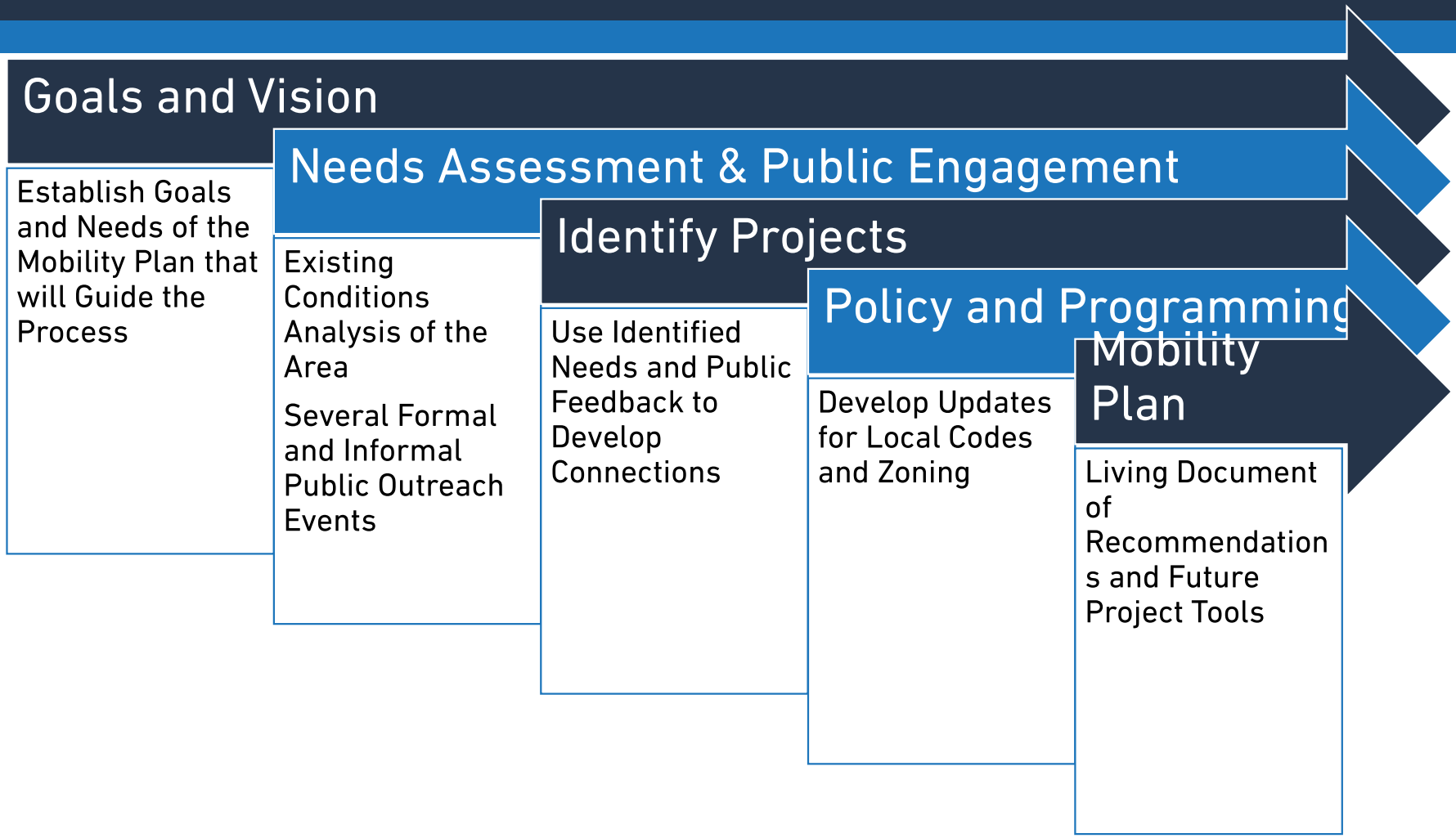
A Mobility Plan is a living document that sets out to:

- Connect the Community to Places
- Enhance Safety
- Improve Traffic
- Develop Multimodal Improvements

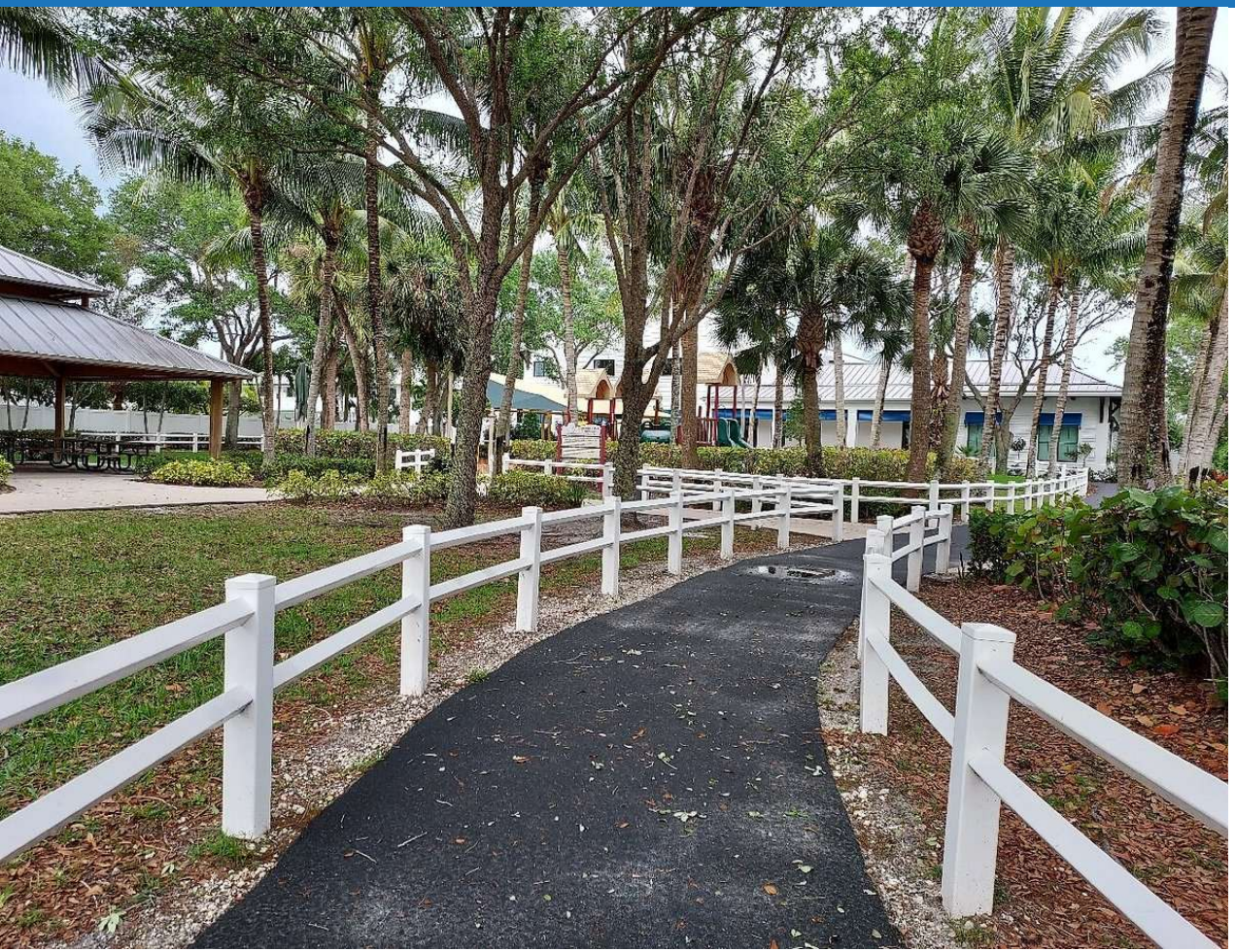
By providing guidance and opportunity for people to move through the community



Process


Goals and Vision
Establish Goals and Needs of the Mobility Plan that will Guide the Process
Needs Assessment & Public Engagement
Existing Conditions Analysis of the Area
Several Formal and Informal Public Outreach Events
Identify Projects
Use Identified Needs and Public Feedback to Develop Connections
Policy and Programming
Develop Updates for Local Codes and Zoning
Mobility Plan
Living Document of Recommendations and Future Project Tools

Vision and Goals



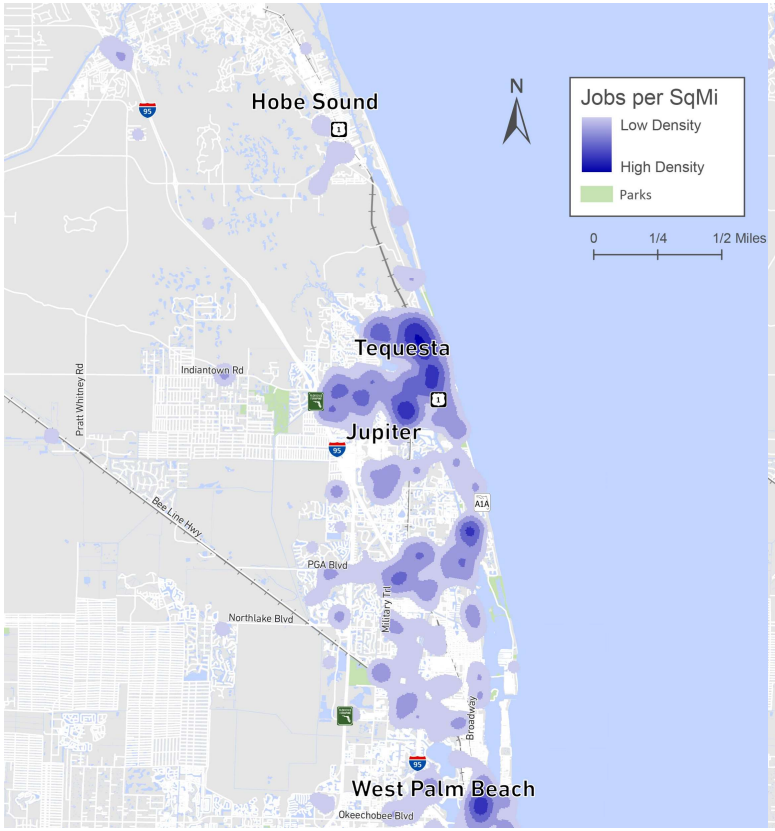
- **Develop New Safe Connections and Improve Existing Connections**
- **Establish Tools for Continued Success**
- **Build Off Successful Elements and Community Interest**

Needs Assessment

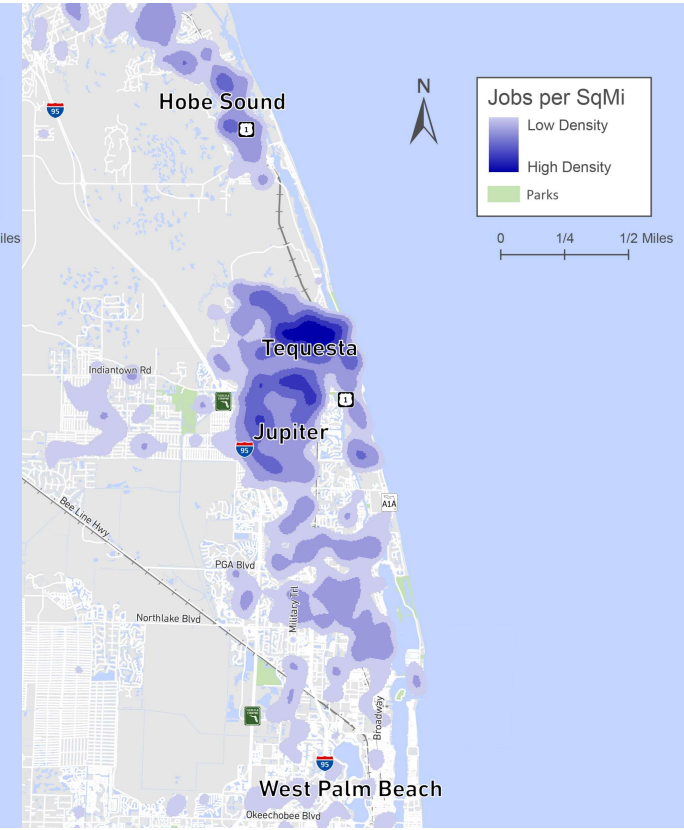
General Findings

- **Population of 6,118**
- **Median Household Income is : $103,036 (state average is $71,711)**
- **Median Age : 51 (state average is 42)**
- **Typical Work Commute Time is : 27 minutes**
- **The Village has roughly 2.8% of homes without a vehicle**
- **32% of all workers work from home (state average is 14%)**

Where Tequesta Residents Work

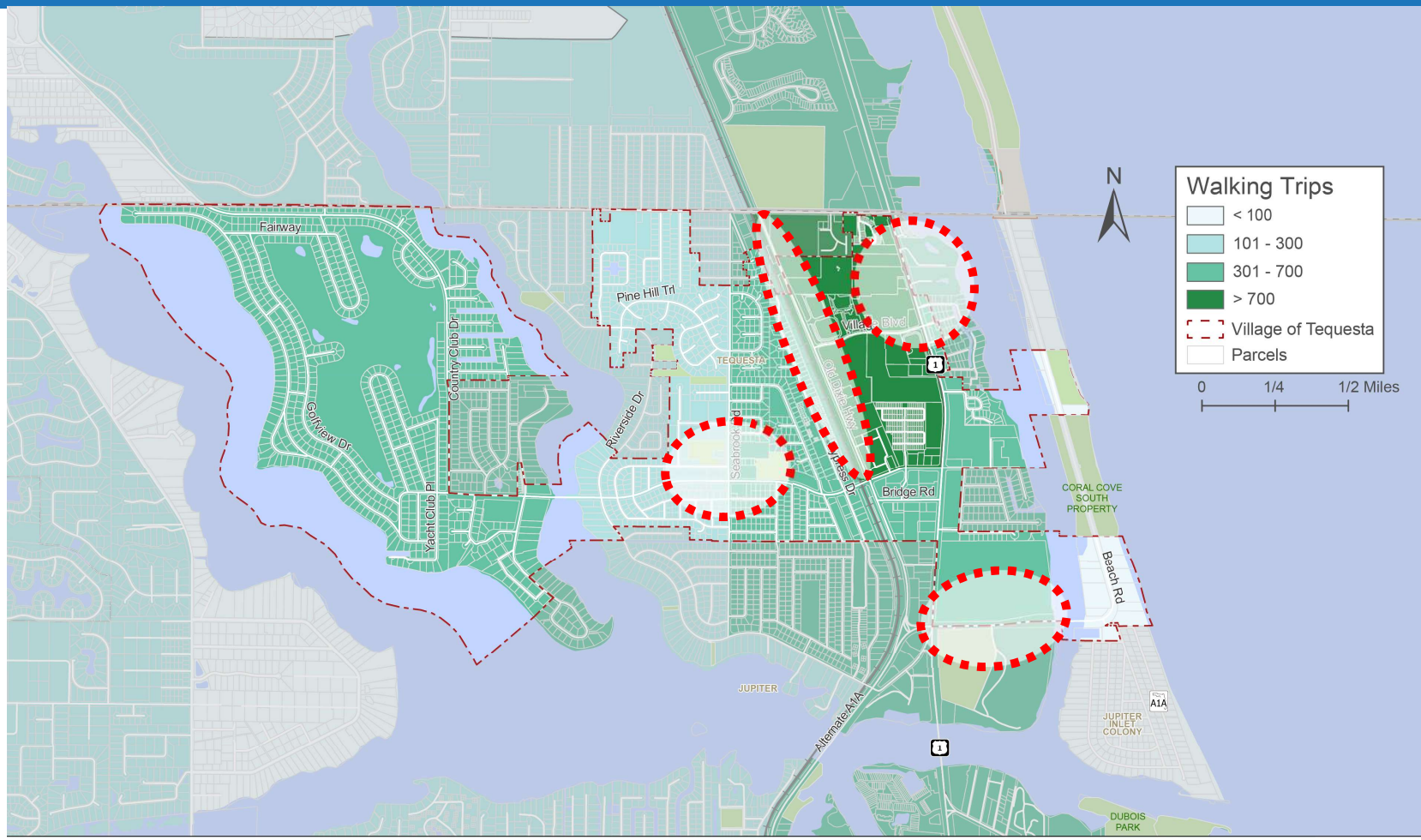


Where Tequesta Workers Live



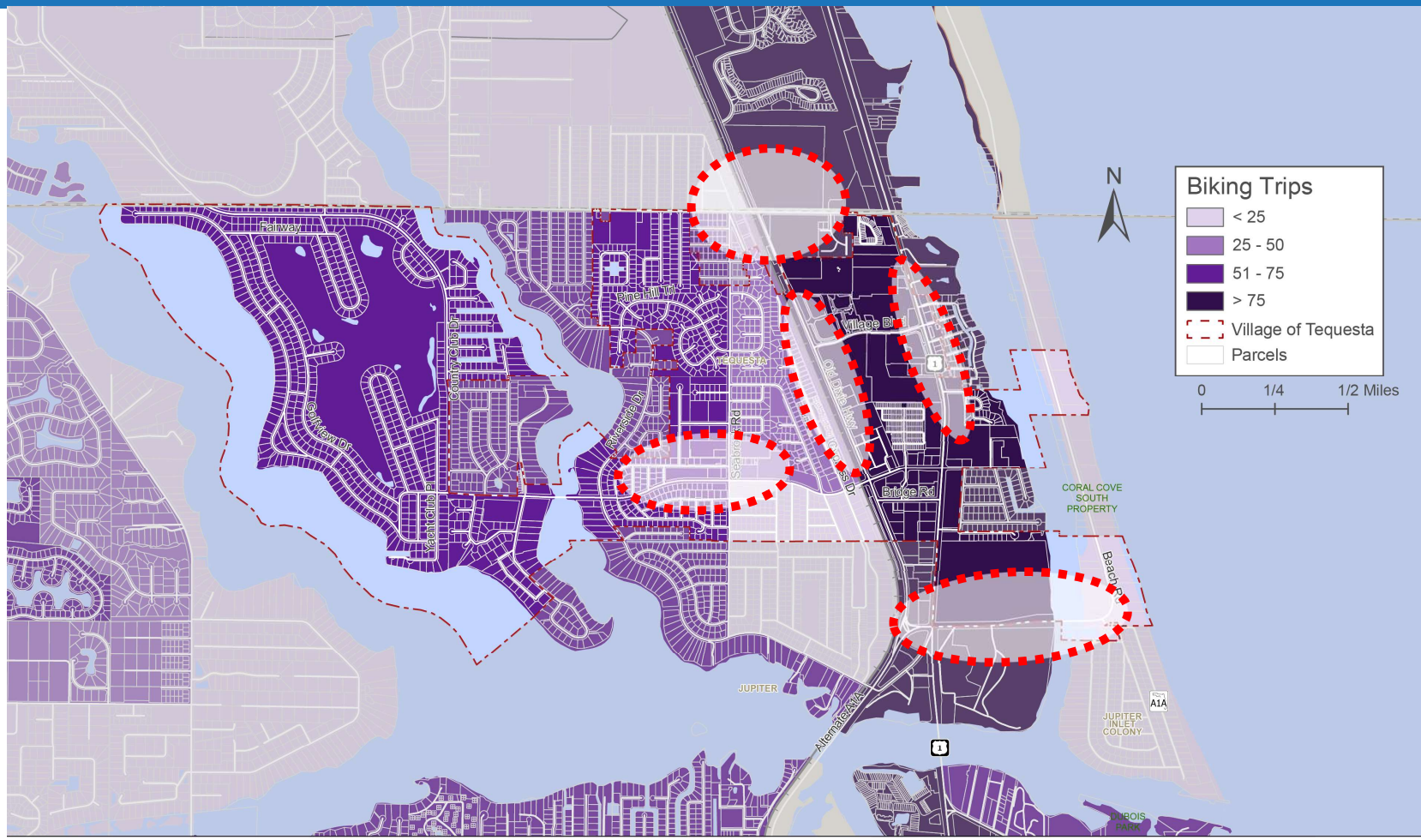
Where People are Walking Today

- **Existing Trip**
  - **Existing Stores – Publix, etc**
  - **Constitution Park**
  - **Along Seabrook Rd and Tequesta Drive**



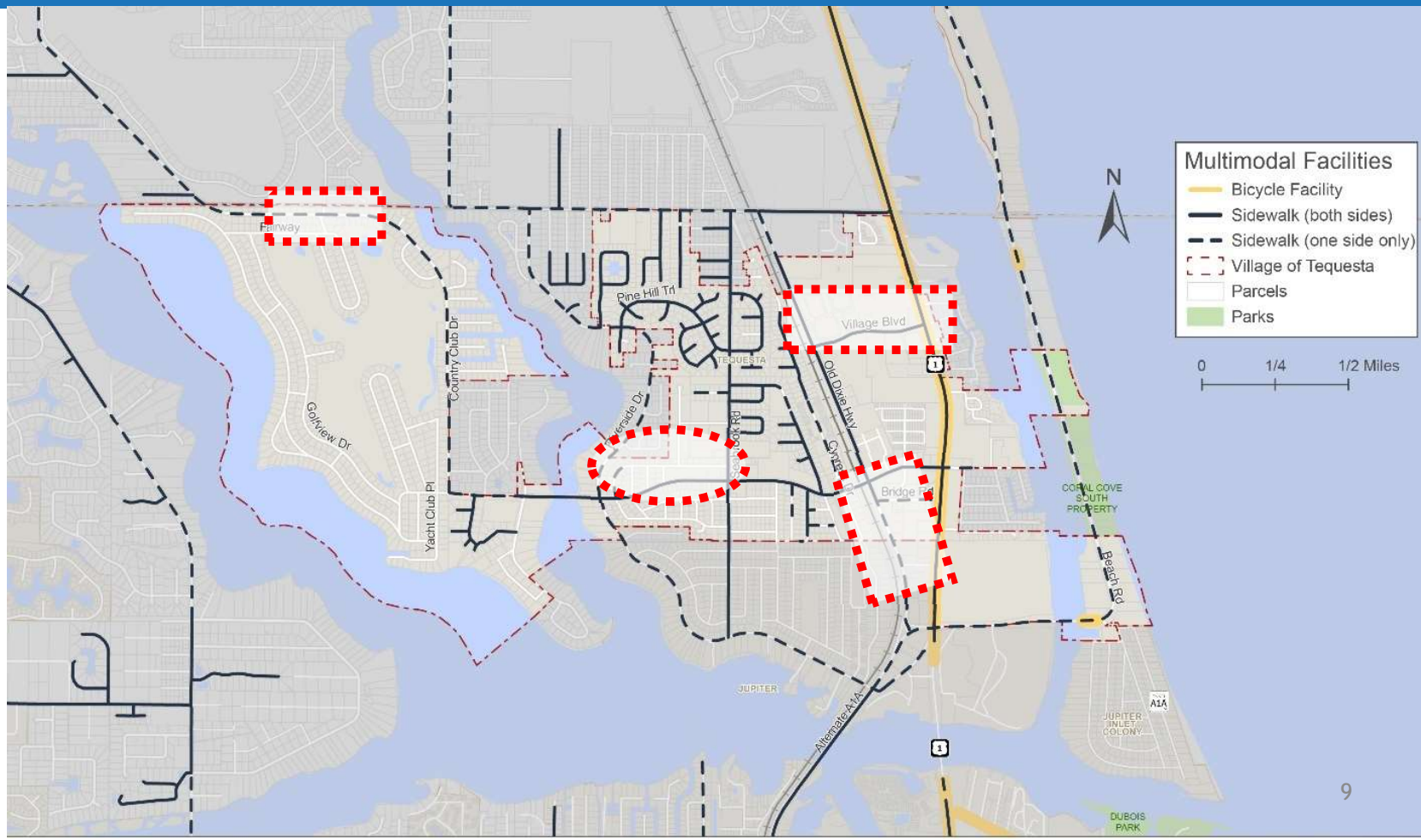
Where People are Biking Today

- **Existing Trips**
  - Tequesta County Parks and Jupiter Inlet Natural Area
  - The Beach
  - Existing Shopping Plazas
  - Through the Village along A1A and US-1



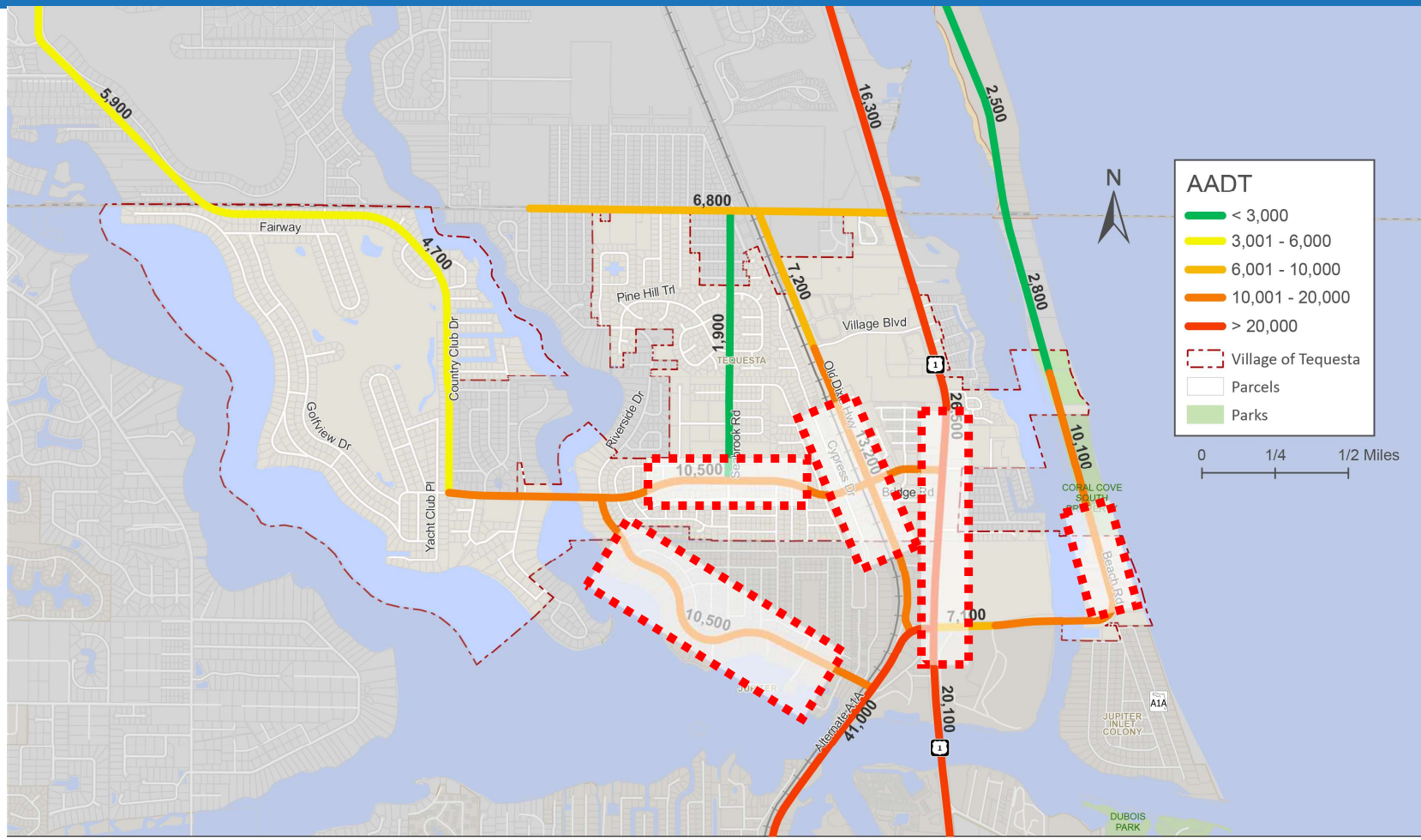
Existing Multimodal Facilities

- **Existing Facilities**
  - **Areas of future connection**
  - **Areas of infill or improvement**
    - **Beach Road**
    - **Riverside Dr**
    - **County Club Community**



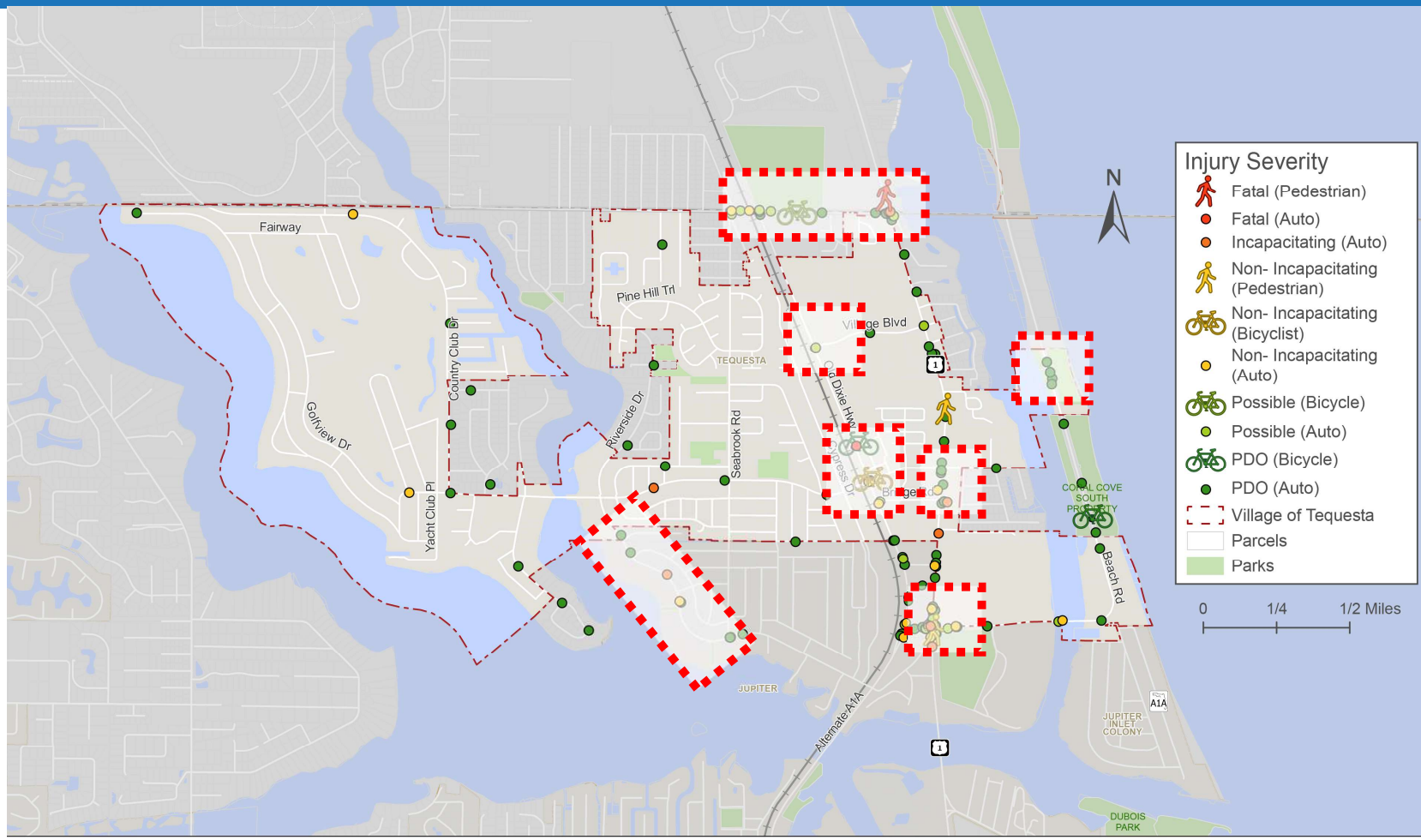
Where is Traffic Today

- **Existing Volumes**
  - **High Volumes on US-1, Old Dixie Highway**
  - **Medium Volumes Tequesta Drive, Beach Road, and Riverside Drive**
  - **Low Volumes along Seabrook Rd and Country Club Dr**



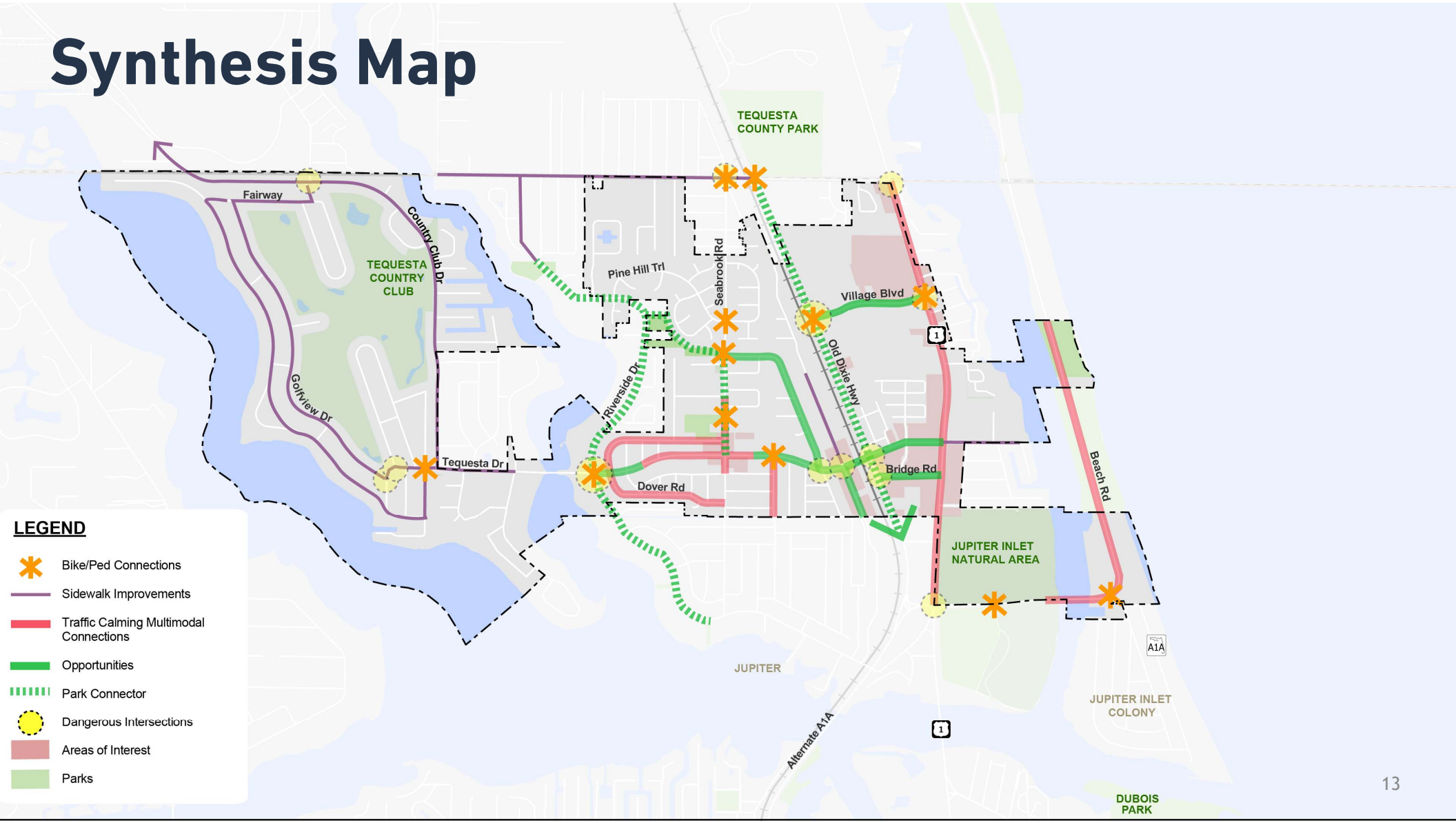
Where are there Accidents Today

- **Crashes (2019-2024)**
  - **US-1 has seen the largest majority of crashes over the previous 5 years**
  - **Beach Road has seen a high volume of crashes along with Old Dixie Highway**



Potential Projects

Synthesis Map



Mobility Plan Projects

Project Type	Benefits	
Traffic Operations/ Calming	Increased Pedestrian Safety; Increased Vehicular Safety; Anticipated Reduction in Speeding Behavior	Improved Traffic Operations and Access to Additional Network
Safety	Increased Protection for Vulnerable Users	Increased Pedestrian Safety; Increased Bicycle Safety
Access	Increased Pedestrian & Bicycle Connectivity	Streetscape Enhancement/Street Design
Multimodal (Pedestrian & Bicycle & Transit)	Increased Pedestrian Safety; Increased Bicycle Safety	Increased Community Connectivity
Sustainability / Aesthetic Enhancements	Streetscape Enhancement/Street Design	Sustainability and Water Management
Wayfinding	Increased Community Connectivity	Economic Development

Mobility Plan Projects

Project	Name	Location	Type	Improvements
A	Tequesta Drive Complete Street Corridor Improvements	Along Tequesta Drive from Country Club Drive to US 1	Access; Multimodal; Sustainability/Aesthetic Enhancements	Streetscape Enhancements, Additional Shared Use Path/Biking Facilities Where Applicable, Crosswalk Upgrades, and Wayfinding
B	Willow Road Traffic Calming/Pedestrian Improvements	Along Willow Road from Tequesta Drive to Seabrook Drive	Access; Multimodal, Traffic Operations/ Calming	Traffic Calming (e.g. Speed Cushions/Humps/Chicane), Fill Sidewalk Gaps, Sharrows/Bike Faciltities Streetscape Enhancements
C	Bridge Road Intersection Improvement	At the Bridge Road and N. Old Dixie Highway Intersection	Safety; Traffic Operations/ Calming	Intersection Improvements (e.g. Bulb Outs, Right Turn Restriction, Hardlining)
D	Intersection Safety Improvements	Along Tequesta Drive at Willow Road/Fiesta Avenue, Cypress Drive	Safety	Intersection Improvements Including Traffic Calming Measure (e.g. Bulb Outs, Right Turn Restriction, Hardlining) and Crosswalk Improvements
E	Seabrook Road Traffic Calming/Pedestrian Improvements	Along Seabrook Road from Tequesta Drive to County Line Road	Safety; Traffic Operations/ Calming	Traffic Calming Strategies (Chicane, On Street Parking/ Bulb Outs), Around Constitution Park; Pedestrian Midblock Crossings
F	Village of Tequesta Parks Connector Trail(s)	Connecting Jackson Riverfront, Constitution, Tequesta County, and Jupiter Inlet Natural Area	Access; Sustainability/Aesthetic Enhancements	Shared Use Path (SUP) Connecting All Parks in Village of Tequesta, Improved Crossings, and Midblock Crossings Where Applicable
G	Dover Road Complete Street Corridor Improvements	Along Dover Road from Evergreen Avenue to Constitution Park	Access; Multimodal	Bicycle and Pedestrian Amenities and Traffic Calming (e.g. Speed Cushions/Humps/Chicane)
H	County Line Road Pedestrian Improvements	Along County Line Road from SE County Line Road to US 1	Multimodal (Pedestrian & Bicycle & Transit)	Midblock Crossing and Fill Sidewalk Gaps
I	Old Dixie Linear Park	Abutting Old Dixie Highway from Tequesta Drive to County Line Road	Access; Multimodal; Sustainability/Aesthetic Enhancements	Improve Sidewalk (8-12'), Extend Trail to County Line Road, and Streetscape and Shade Elements Where Applicable
J	Village Boulevard Intersection Improvement	At the Village Boulevard and N. Old Dixie Highway Intersection	Traffic Operations/ Calming; Multimodal	Improve Intersection Visibility and Conflict Mitigation, and Improved Crosswalks

Additional Identified Projects

Project	Name	Location	Type	Improvements
K	N Old Dixie Highway Traffic Calming	Along N Old Dixie Highway from Tequesta Drive to County Line Road	Traffic Operations/ Calming	Traffic Calming (e.g. Speed Cushions/Humps/Chicane); Consideration of Lane Repurposing
L	Country Club Drive/Concourse Drive Intersection Safety Improvements	At the Country Club and Concourse Drive Intersection	Traffic Operations/ Calming; Safety	Improve Intersection Visibility and Conflict Mitigation
M	Beach Road Complete Street Corridor Improvements	Along Beach Road from US 1 to Coral Cove Park	Access ; Multimodal ; Sustainability/Aesthetic Enhancements	On-Street Parking, Fill Sidewalk Gaps, and Build More Walking/Biking Facilities
N	Tequesta Drive/US 1 Intersection and Pedestrian Improvements	At Tequesta Drive and US 1 Intersection	Traffic Operations/ Calming; Safety	Leading Pedestrian Interval (LPI) and Exclusive Pedestrian Phase
O	US 1 and Village Road Signal	At the US 1 and Village Boulevard Intersection	Traffic Operations/ Calming	Install Traffic Signal
P	Beach Road/Colony Road Midblock Crossing	Across Beach Road at Colony Road Inlet	Access; Traffic Operations/ Calming; Safety	Protected Midblock Crossing
Q	Tequesta Drive/Riverside Drive Pedestrian Safety Improvements	At the Tequesta Drive and W Riverside Drive Intersection	Access; Traffic Operations/ Calming; Safety	Enhanced Crossings and Pedestrian Safety Measures such as Leading Pedestrian Interval (LPI) and Exclusive Pedestrian Phase
R	Venus Avenue Complete Street Corridor Improvements	Along Venus Avenue from Pineview Road to Tequesta Drive	Multimodal (Pedestrian & Bicycle & Transit); Traffic Operations/ Calming	Fill Sidewalk Gaps, Walking/Biking Facilities, Speed Humps, and Streetscape
S	Venus Avenue Midblock Crossing	Across Tequesta Drive near Venus Avenue and Village Hall Complex	Safety	Protected Midblock Crossing
T	El Portal Drive Neighborhood Roundabout	El Portal Drive at Golfview Drive and Fairview Drive Intersections	Traffic Operations/ Calming	Construct a Neighborhood Roundabout

Additional Identified Projects

Project	Name	Location	Type	Improvements
U	Jupiter Inlet Lighthouse Midblock Crossing	Beach Road at Jupiter Inlet Lighthouse	Access	Protected Midblock Crossing
V	Bridge Road Complete Street Corridor Improvements	Along Bridge Road from Old Dixie Highway to US 1	Safety	Streetscape Enhancements, Additional Walking/Biking Facilities Were Applicable, Crosswalk Upgrades, and Wayfinding
W	Tequesta Drive/Old Dixie Highway Intersection Safety Improvements	At Tequesta Drive and Old Dixie Highway Intersection	Safety	Intersection Improvements
X	Tequesta Drive Bridge Sidewalk Improvements	Along Tequesta Drive from Point Drive to W Riverside Drive	Multimodal (Pedestrian & Bicycle & Transit)	Southside sidewalk - Improve north sidewalk to shared use path
Y	US 1 Complete Street Corridor Improvements	Along US 1 from County Line Road to S Beach Road	Access ; Multimodal ; Sustainability/Aesthetic Enhancements	Streetscape Enhancements, Additional Walking/Biking Facilities Were Applicable, Crosswalk Upgrades, and Wayfinding
Z	Village Boulevard Complete Street Corridor/Pedestrian Improvements	Along Village Boulevard from Old Dixie Highway to US 1	Access ; Multimodal ; Sustainability/Aesthetic Enhancements	Streetscape Enhancements, Additional Walking/Biking Facilities Were Applicable, Crosswalk Upgrades, and Wayfinding
AA	Golfview Drive Traffic Calming	Along Golfview Drive From Fairway N to El Portal Drive	Traffic Operations/ Calming	Traffic Calming (e.g. Speed Cushions/Humps/Chicane)

A – Tequesta Drive Complete Street Corridor Improvements

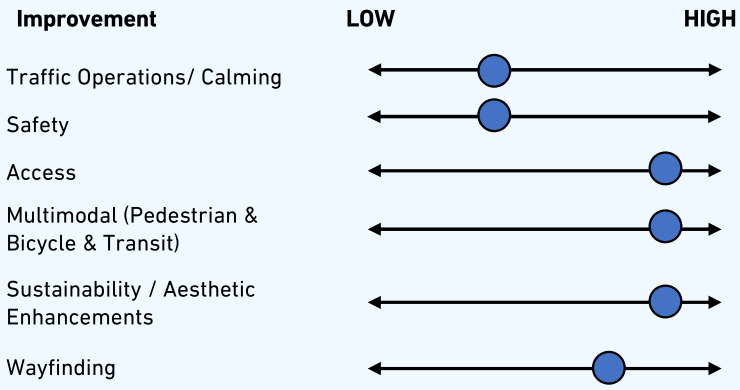
Tequesta Drive Complete Streets

Tequesta Drive presents an opportunity to be transformed into a complete street that safely accommodates pedestrians, cyclists, and drivers. Key improvements include traffic calming measures, enhanced pedestrian and bicycle infrastructure, and strategic wayfinding enhancements. These upgrades aim to improve mobility, encourage walking, and support safer, more accessible travel for all users.

Key Improvements:

- Streetscape Enhancements
- Additional Walking/Biking Facilities
- Crosswalk Upgrades
- Wayfinding

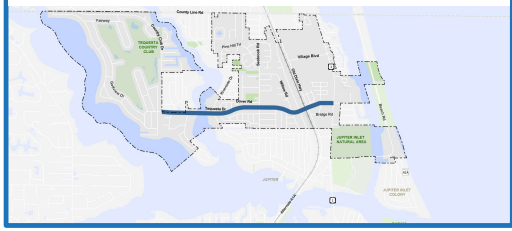
Improvement Priority



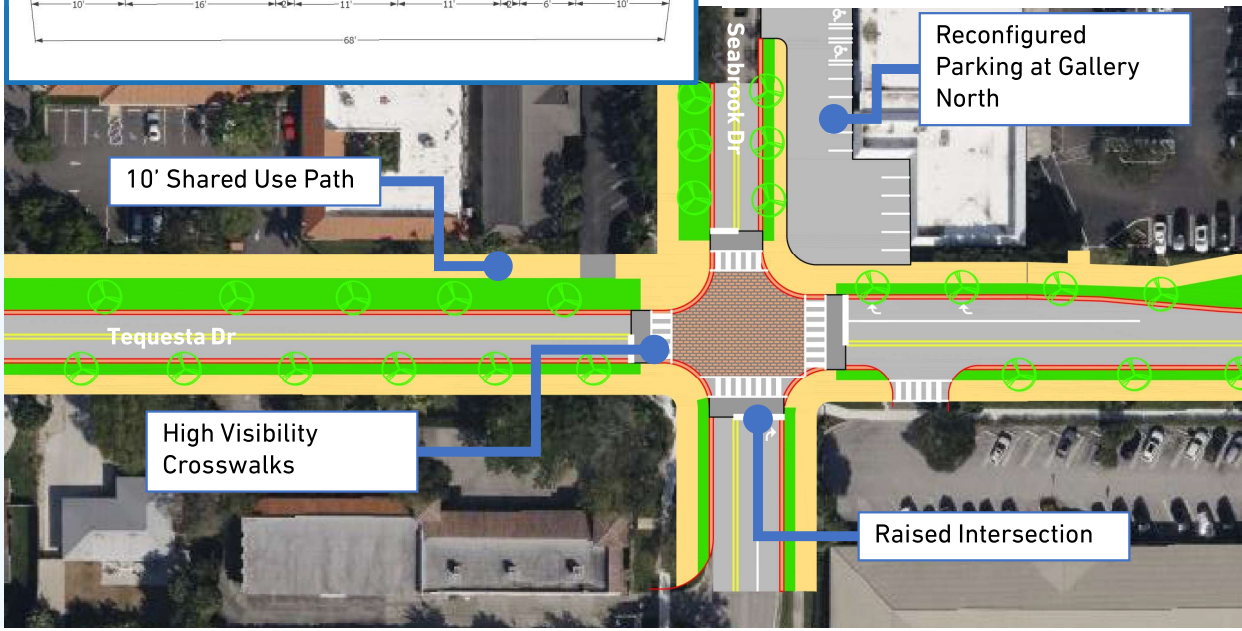
Proposed Typical Section



Project Location



Project Cut Sheet



F – Village of Tequesta Parks Connector Trail(s)

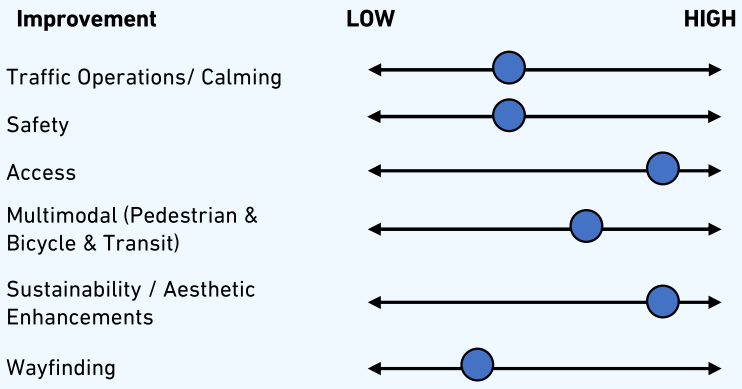
Parks Connector Trail

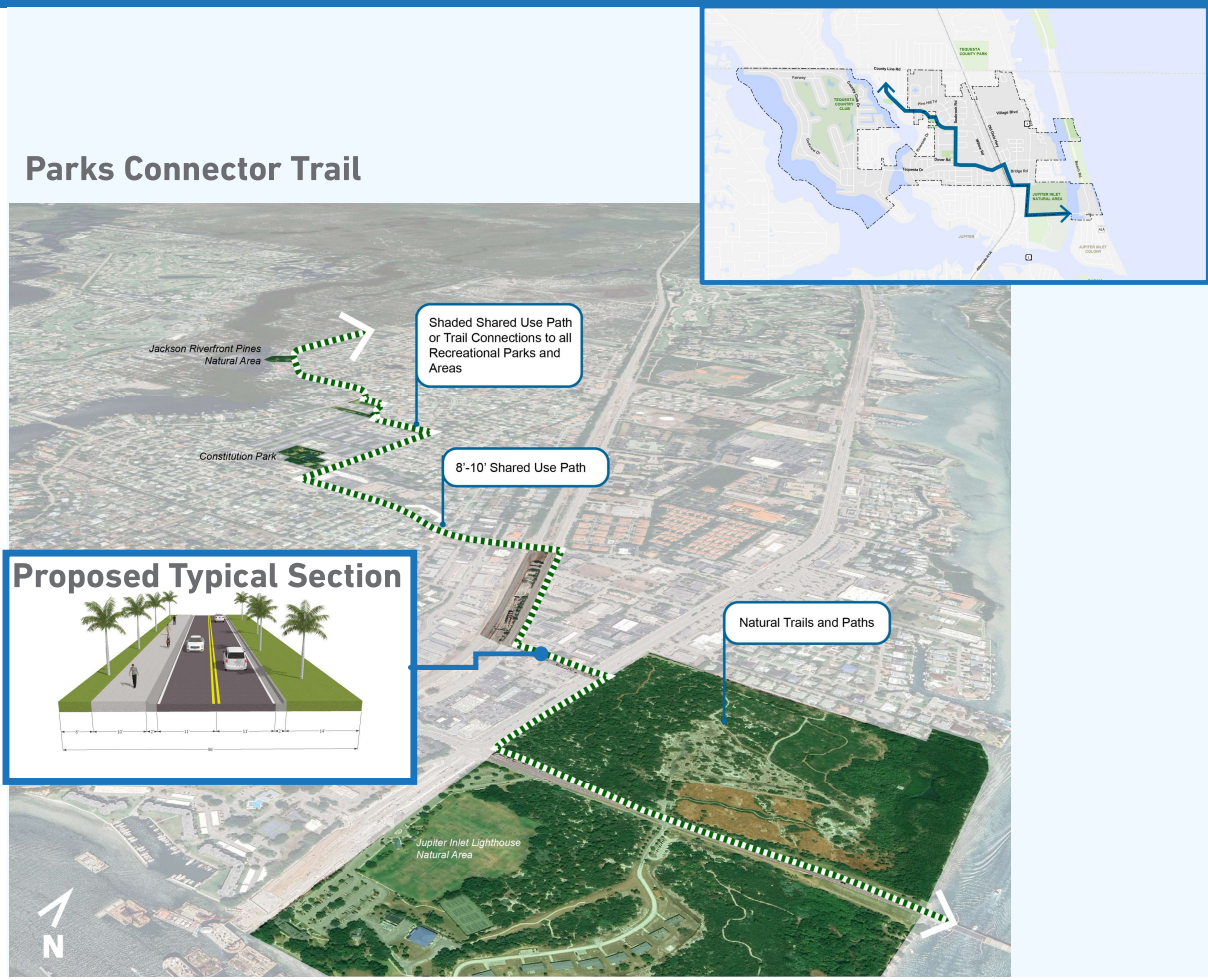
The Village of Tequesta currently lacks a continuous, safe connection between its parks, limiting access and opportunities for active transportation. The proposed Parks Connector Trail, including a shared use path and improved crossings, aims to link Jackson Riverfront, Constitution, Tequesta County, and Jupiter Inlet Natural Area. These improvements will enhance access to recreational spaces, support walking and biking, and promote a more sustainable, connected community.

Key Improvements:

- Shared-Use Path connecting all parks in Village of Tequesta
- Improved Crossings

Improvement Priority





Public Outreach

Public Meeting #1 Recap



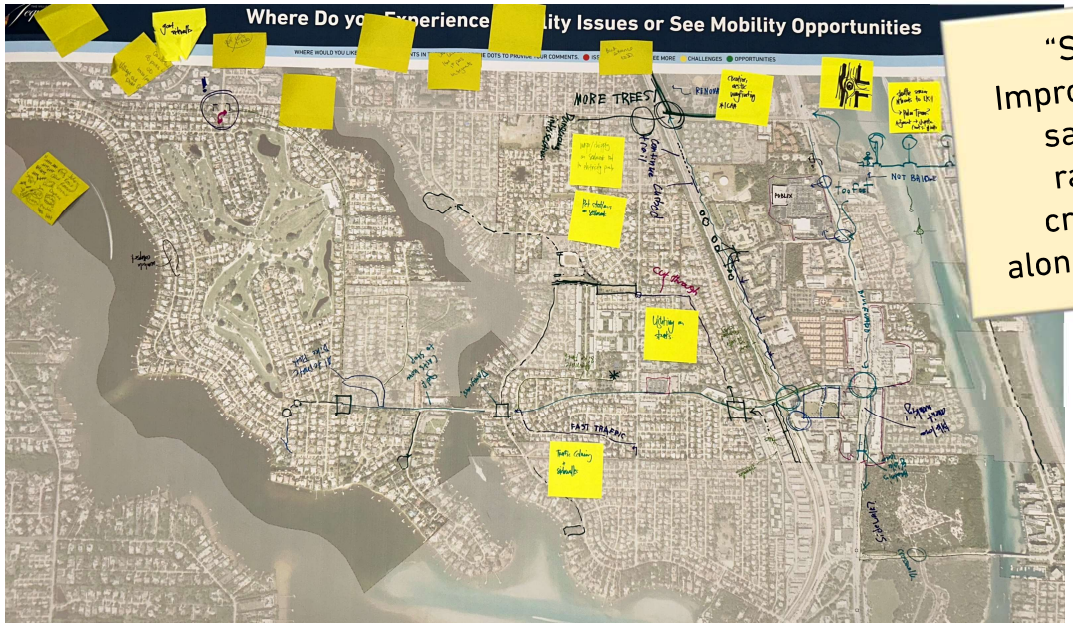
- March 7th 2025 at Food Truck Friday
- Focused on: Initial Areas of Opportunity and Concern
- ~ 100 participants
  - 51 Comments
  - 140 Dots on the Boards

Public Meeting #1 Results of Exercises

Kit of Parts Feedback

TOP 5 Green Dots	
Street Trees	11
Sidewalk Seating	9
Pedestrian Priority	8
Parks and Open Space	7
Protected Intersections	7

TOP 5 Red Dots	
New Ways to Get Around	6
Golf Cart Paths	5
Golf Cart Amenities	4
Roundabouts	2
E - Bikes	2



"Sidewalks that don't randomly end"

"Bike Lanes or Wide Sidewalks NOT for Golf Cars or E-Bikes"

"Residents are very proud of Tequesta lets get some art that represents the Village"

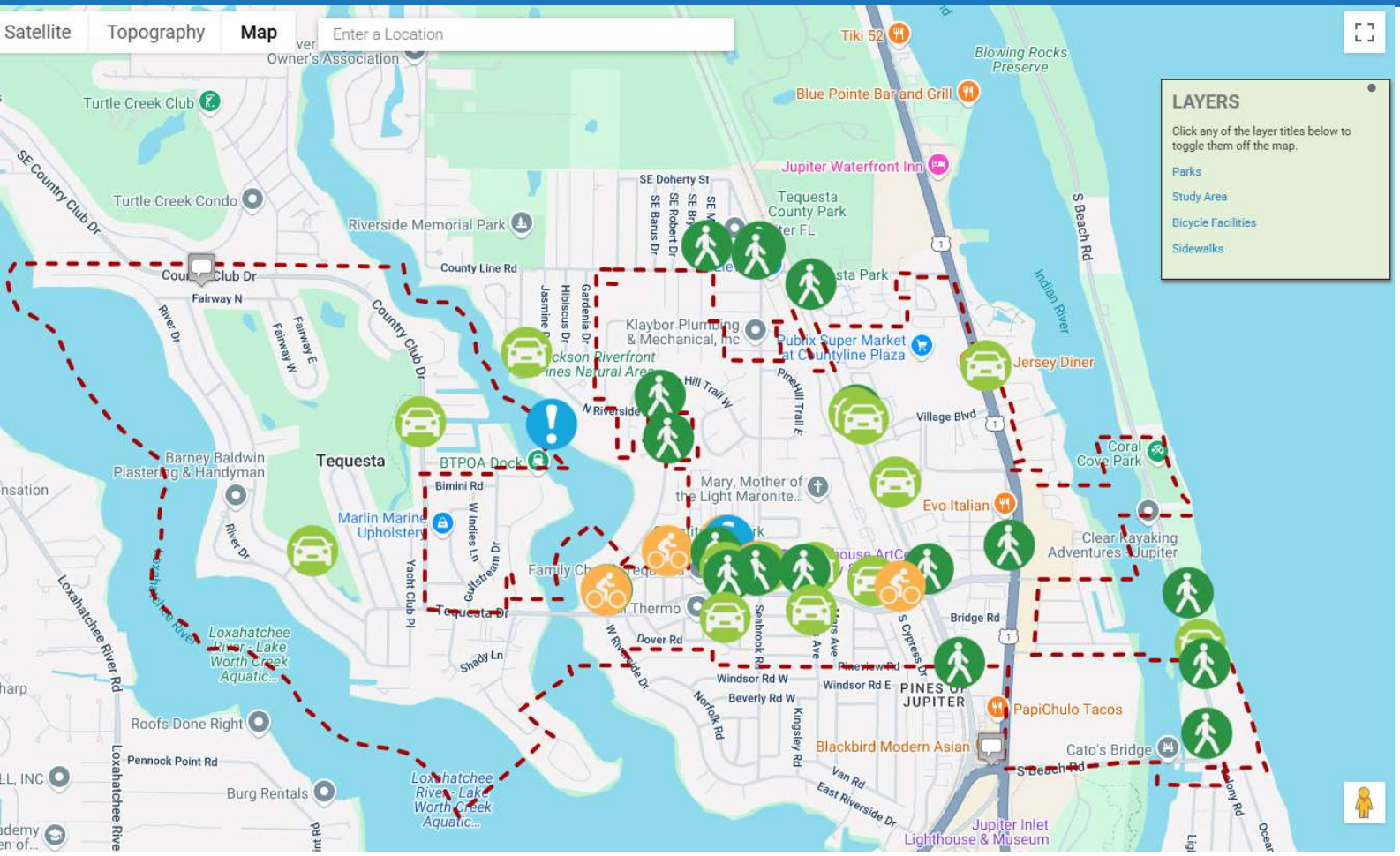
"Safety Improvements safety at railroad crossings along old dixie"

"More Lighting and Trees!"

"US 1 does not feel safe"

Main Comment Themes

Online Comments and Feedback

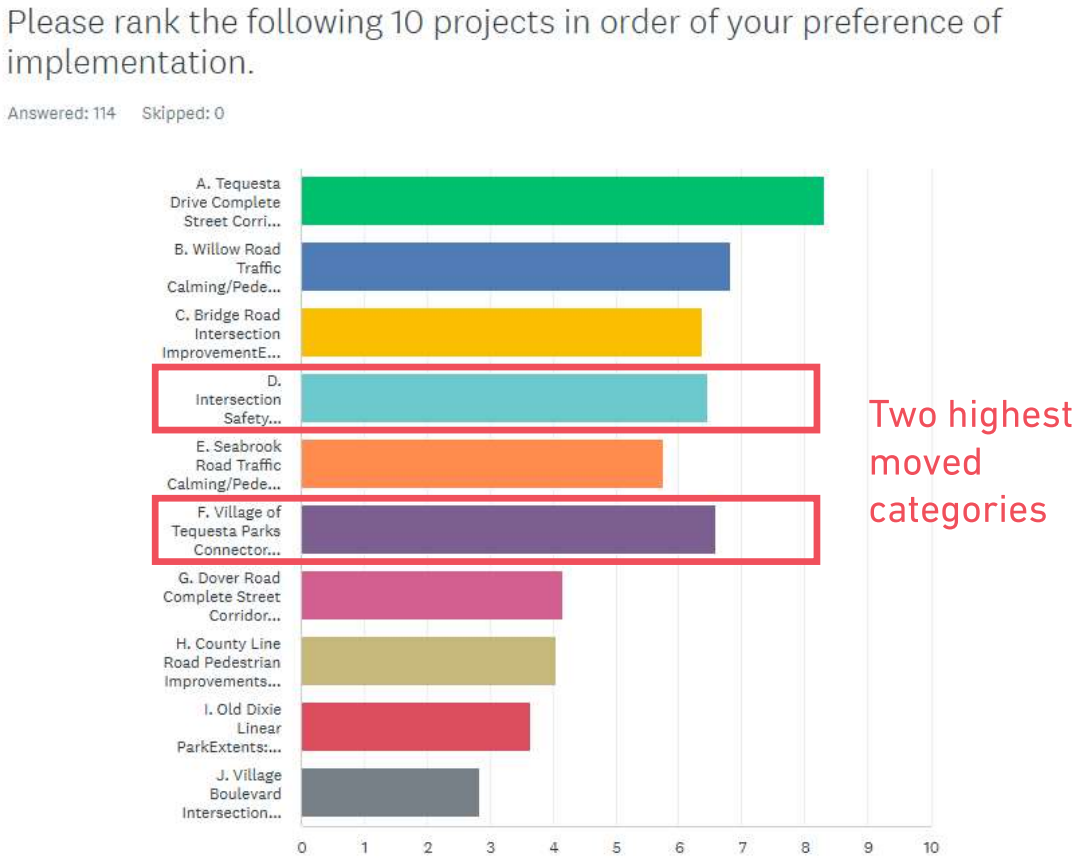


Currently there are 43 comments on the online map

- Consider putting a roundabout here. People speed on Old Dixie and it makes turning onto the road from Village Blvd dangerous.
- Install crosswalks and ways to reduce traffic speeds like speed humps or medians.
- A pedestrian crosswalk like the one in front of the Rec Center and on the west side of Tequesta Bridge for residents to enjoy the fountain without having to jay walk since the closest cross walks are at Seabrook or Dixie to get from the south to north side of Tequesta Drive Something in front of Venus Dr.

Survey Updates

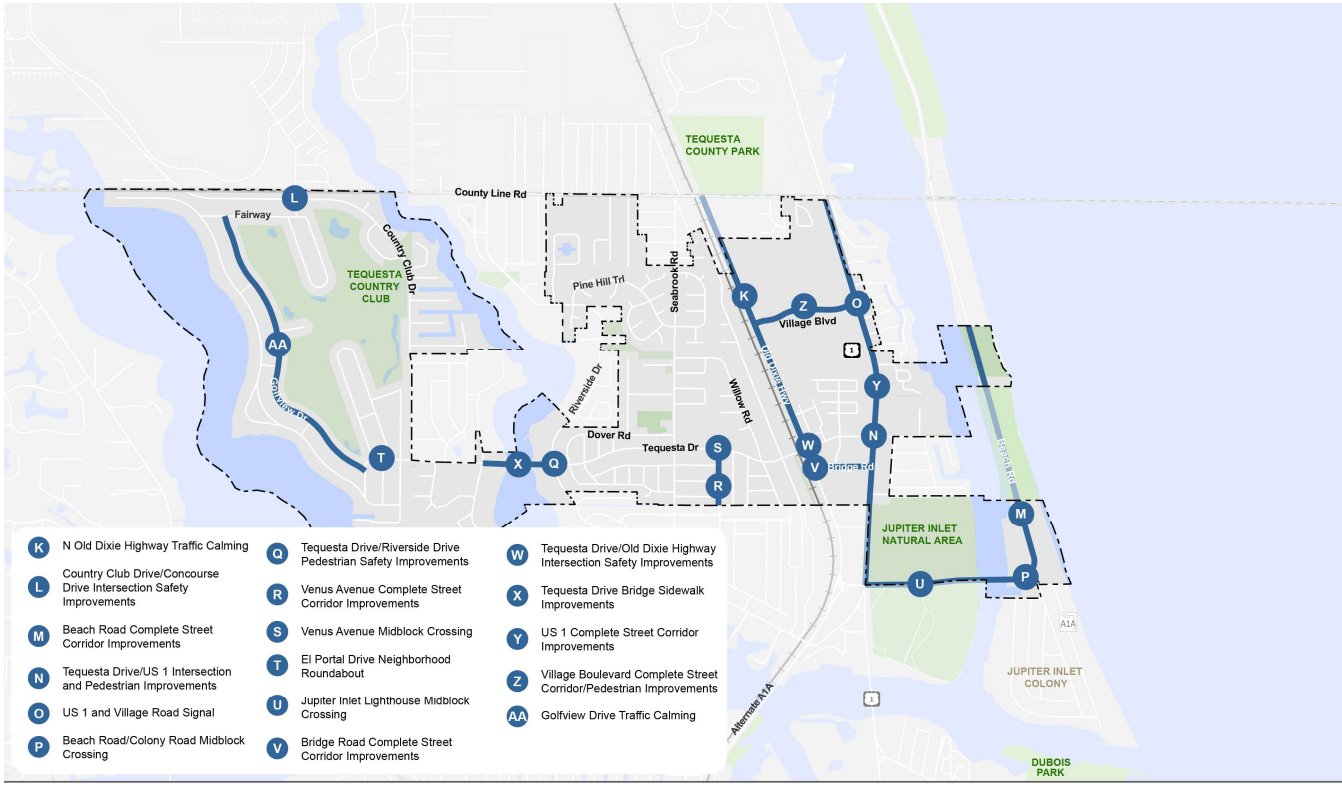
- **Survey Numbers**
  - 131 responses to far
    - Tequesta Dr Complete Street Improvements has the highest aggregate score and most first place votes (51 out of 131)
    - County Line Road had the most last place votes



Two highest moved categories

Survey Updates

- **Other Projects**
  - 63 Votes for Q
    - Tequesta Dr/Riverside Dr Safety Improvements
  - 47 for W
    - Tequesta Dr/Old Dixie Hwy Intersection Safety Improvements
  - 41 for N
    - Tequesta Drive/ US 1 Intersection & Pedestrian Improvements
  - 37 for X
    - Tequesta Dr Bridge Sidewalk Improvements



Comments Heard

- **Additional Comments**
  - Emphasis on quick build solutions
  - Many residents want to weigh the cost to the improvement
  - Several comments on these projects being small scale and village focused



Main Comment Themes

Initial Program and Policy Recommendations

Policy Improvements

- **Comprehensive Plan Updates**
  - Identify potential future amendments to the 2017 plan that align its goals, objectives, and policies with the Plan's vision
- **Land Use and Zoning Improvements**
  - Reevaluate minimum parking standards and consider providing credit for golf cart/low speed vehicle parking
  - Require mandatory bike parking, cross-access connections, and connectivity to new development
- **Placemaking Improvements**
  - Identify pocket parks, streetscape improvements, wayfinding, and public art guidance



Program Improvements



- **Safe Routes to School**
  - Pursue a Safe Routes to School (SRTS) initiative to improve safety for students walking and biking to local destinations
- **Vision Zero**
  - Begin focusing additional efforts around Vision Zero planning
  - Build off of TPA VZ initiatives

Program Recommendations

- **Golf Cart Initiatives**
  - Identify safe, low-speed connections that support golf cart access within the village
- **E-Bike Safety**
  - Continue to grow E-Bike Safety Initiatives focused on education, enforcement, and infrastructure design



Implementation Plan

Implementation Plan

- **Quick Build Resource Guide**
  - Resource for Design and Improvement Types
  - Criteria for process
  - Placemaking features
  - Local Impact

<u>Define the Street</u>

Utilize information including available corridor space or right-of-way (ROW), existing and future projected traffic conditions, safety information, and existing and future land uses are key to determining the street's functional classification, context, and topology.

<u>Allocate Space to Accommodate All Users</u>

Based upon the identified topology, aggregate the minimum widths needed to accommodate all users and needs of the street such as:



<u>Refine Allocation by Considering Goals and Users</u>

Allocate any remaining ROW or prioritize space considering the priority of modes and users on the street, local goals, and key issues of the road.

<u>Add Toolbox Elements</u>

Considering user needs and goals for the street, select elements of the toolbox to achieve those goals.

Implementation Plan

- **Project Identification Matrix**
  - Tool to Help Continue the Identification of Projects
  - Potential Projects Scores out A to F
- **Tracking Metrics**
  - Miles of Pedestrian Facilities
  - Miles of Bike Improvements
  - Safety Upgrades

Criteria	Proposed Project
Project Name	Name of Project
Project Location	Location or Corridor
Project Category/Type	Mobility Plan Type
To and From (Miles)	X.X Miles
Written Project Description	Definition of the Project
Identified by Public	Yes/No
Lead Agency	Village/County/FDOT
Supporting Jurisdiction	Village/County/FDOT
Design Needed	Yes/No
Potential Funding Source	TPA grants, FDOT programs, local capital funds
Planning Level Cost	$$$
Construction Timeline	Near Term/Long Term
Primary Benefit	Mobility Plan Type
Secondary Benefit	Mobility Plan Type
Traffic Improvement	Yes/No
Safety Improvement	Yes/No
Access Improvement	Yes/No
Pedestrian Improvement	Yes/No
Bicycle Improvement	Yes/No
Aesthetic Improvement	Yes/No
Mobility Grade	A-F

Implementation Plan

- **Example Toolbox**
  - Application Guidance
  - Funding and Cost
  - Identified Benefits
  - Resources

Element	Example	Description	Application Guidance	Benefits	References / Resources
Speed Table	 Source: NACTO, Urban Street Design Guide	A speed table is an elevated mound in the roadway intended to slow traffic. Similarly, speed cushions are smaller lumps across the road which leave gaps for emergency vehicles and bicycles.	› Appropriate for local streets which provide access to adjacent properties, schools, parks, and other destinations where people are likely to walk and bike and slower traffic is desired. › Should be spaced at no more than 500 feet apart to achieve an 85th percentile speed of 25-34 mph. › Design considerations: clear sight distance, relatively flat cross slope, drainage, transit, and emergency services.		› FDOT FDM 202 Section 202.3.8, FDOT Design Standard D520-030 › FHWA Traffic Calming ePrimer › NACTO Urban Street Guide: Speed Hump
Chicanes	 Source: Fort Lauderdale	Chicanes create a curvey pathway in an otherwise straight road and encouraging vehicles to slow. Chicanes also increase the amount of public space available on a corridor.	› Chicanes are intended for use on residential or low volume downtown streets. › Additional signing and striping can make drivers aware of the upcoming bend in the roadway.		› FDOT FDM 202 Section 202.3.3 › NACTO Urban Street Design Guide: Chicane › FHWA Traffic Calming
Curb Extensions / Bump Outs	 Source: Fort Lauderdale	Curb extensions, also known as bulb-outs or neckdowns, extend the sidewalk or curb line out into the travel or parking lane, which reduces the effective street width.	› Generally applicable when there is a parking lane or wide travel lane › Can be used to narrow the street or in conjunction with crosswalks and other features to facilitate crossings for people walking › Medians can work as a center-running curb extension that narrows the road. › Design considerations: clear sight distance, relatively flat cross slope, drainage		› FDOT FDM 202 Section 202.3.12 / FDM 222 Section 222.2.6 › FDM Chapter 212 › NACTO Urban Street Design Guide: Curb Extensions › FHWA Countermeasures

Funding and Coordination



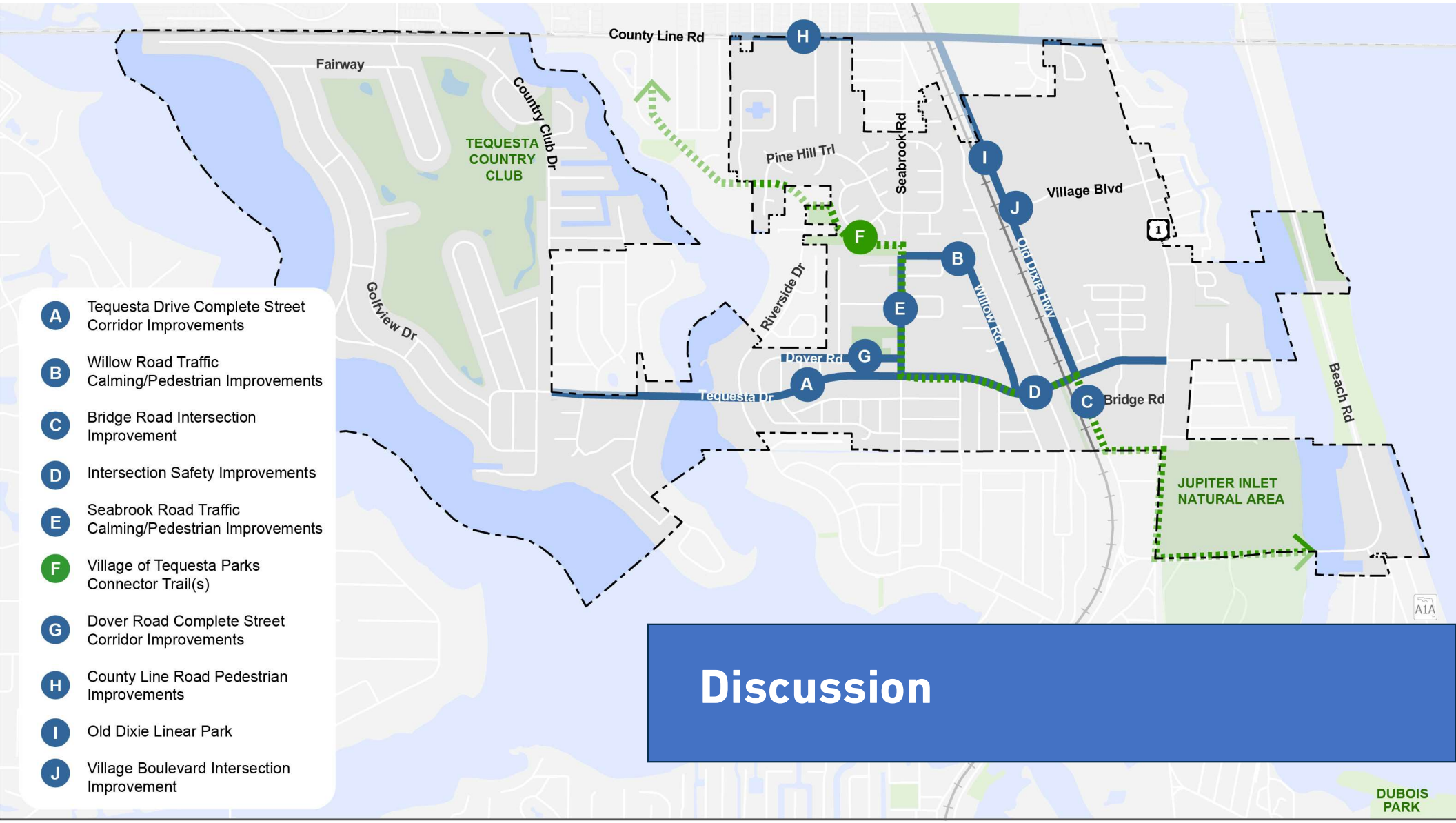
Funding
- Secure and Identify Funding

Study
- Confirm Treatment Feasibility

Design
- Survey and Construction Plans *as needed

Right-of-Way
- Changes or Acquisition *as needed

Construction / Implementation
- Project Construction


A Tequesta Drive Complete Street Corridor Improvements
B Willow Road Traffic Calming/Pedestrian Improvements
C Bridge Road Intersection Improvement
D Intersection Safety Improvements
E Seabrook Road Traffic Calming/Pedestrian Improvements
F Village of Tequesta Parks Connector Trail(s)
G Dover Road Complete Street Corridor Improvements
H County Line Road Pedestrian Improvements
I Old Dixie Linear Park
J Village Boulevard Intersection Improvement
County Line Rd
Fairway
Country Club Dr
TEQUESTA COUNTRY CLUB
Pine Hill Trl
Seabrook Rd
Village Blvd
Golfview Dr
Riverside Dr
Dover Rd
Tequesta Dr
Willow Rd
Old Dixie Hwy
Bridge Rd
Beach Rd
JUPITER INLET NATURAL AREA
DUBOIS PARK
A1A
Discussion

TEQUESTA MOBILITY PLAN

The Tequesta Mobility Plan is your chance to work with us to shape Tequesta's mobility system. Use the map on the right the provide comments about specific locations where you have concerns, issues, or ideas for improvement.

Instructions

• Zoom-in and double click on the desired location.

• Describe your issue or thoughts in the comment box and click “Create Comment” to save.

Having trouble viewing or using the map? Please contact Village Staff with your comments.

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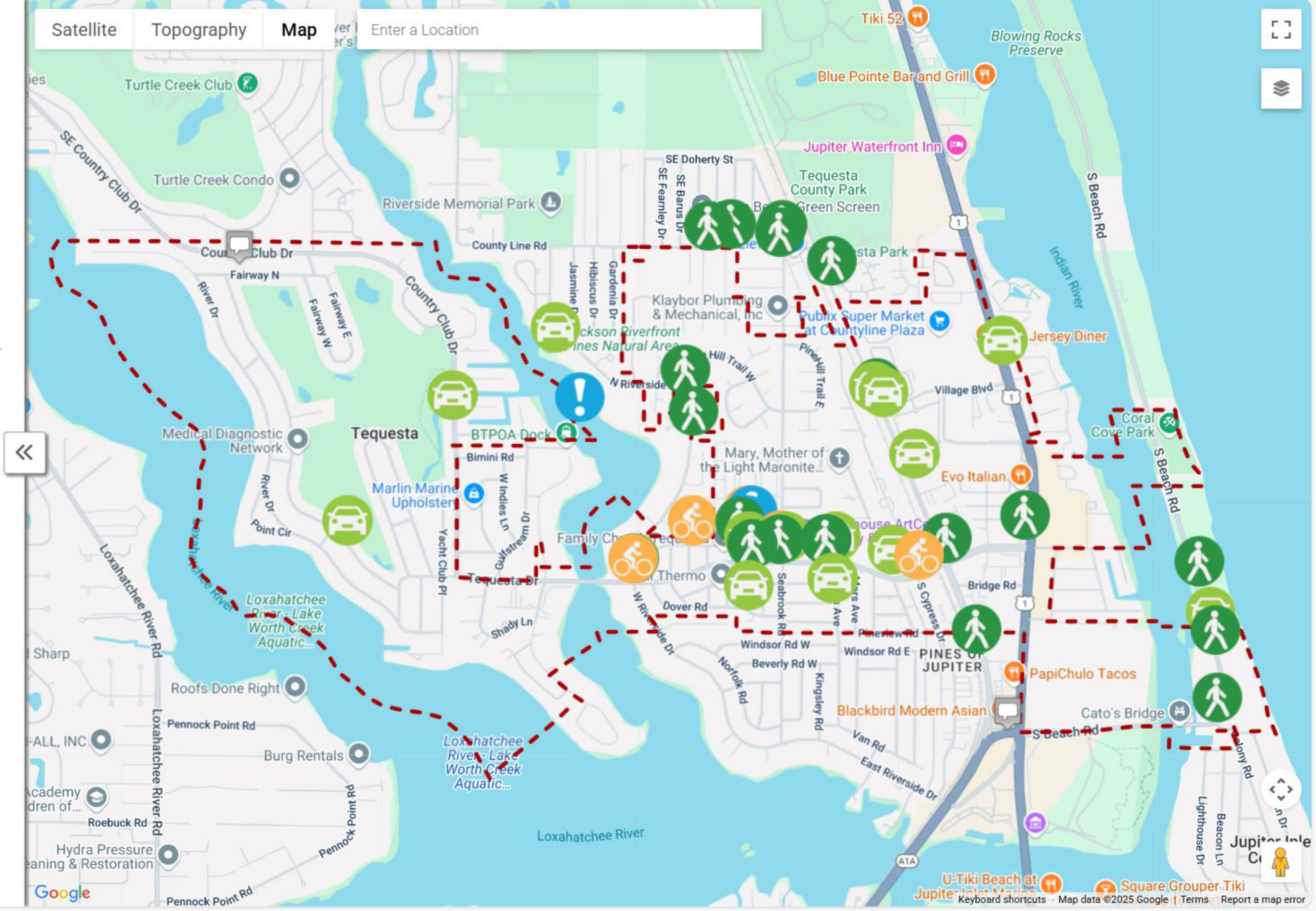


Village of Tequesta Mobility Plan Projects

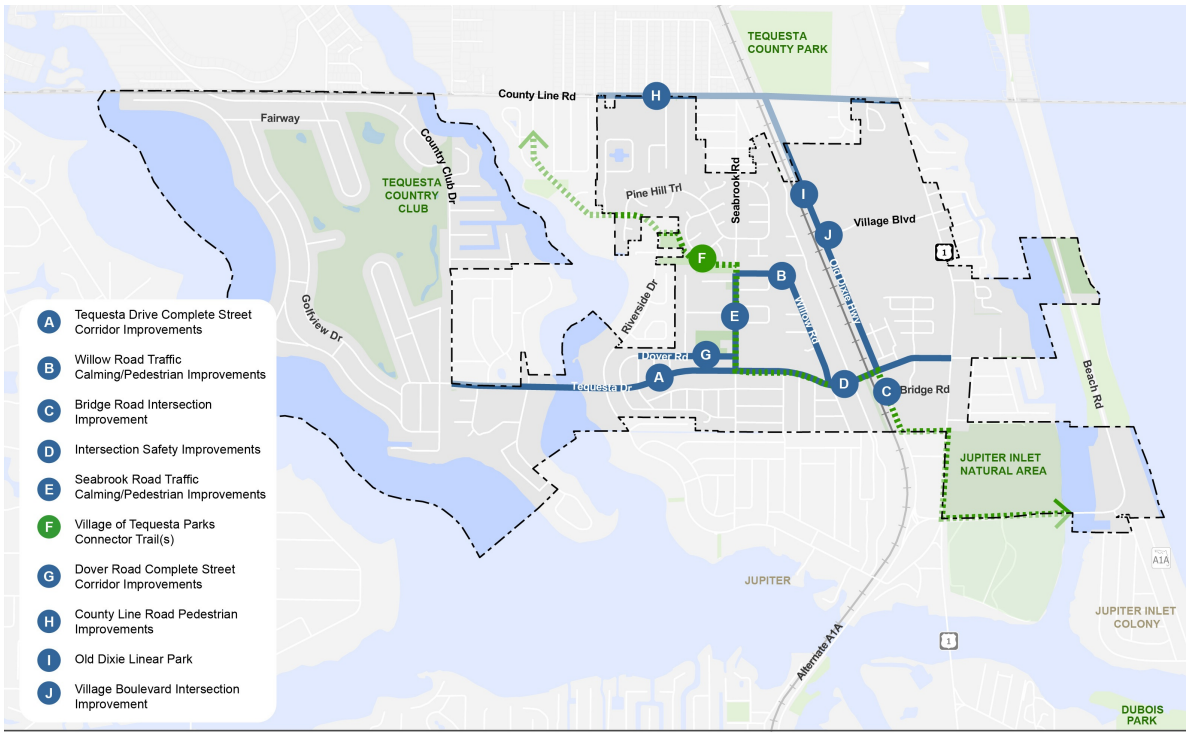
Help Shape the Future of Mobility in Tequesta

The Tequesta Mobility Plan is your opportunity to help shape the future of transportation and mobility in the Village. During our recent public meeting with Village staff and community members, we identified a series of potential projects to support this plan. Please select up to 10 projects from the following list that you would like to see prioritized in the Village of Tequesta Mobility Plan.

Note: Projects located entirely within the Village are more likely to be implemented sooner. Projects that involve coordination with Palm Beach County or the Florida Department of Transportation (FDOT) may require additional time and collaboration.

Village of Tequesta Mobility Plan Projects

Village of Tequesta Project Map



Definitions of Key Terms are shown below the projects.

* 1. Please rank the following 10 projects in order of your preference of implementation.

A. Tequesta Drive Complete Street Corridor Improvements
Extents: Along Tequesta Drive from Country Club Drive to US 1
Project / Improvements: Streetscape Enhancements, Additional Walking/Biking Facilities Where Applicable, Crosswalk Upgrades, and Wayfinding
Jurisdiction: Village of Tequesta

B. Willow Road Traffic Calming/Pedestrian Improvements
Extents: Along Willow Road from Tequesta Drive to Seabrook Drive
Project / Improvements: Traffic Calming (e.g. Speed Cushions/Humps/Chicane), Fill Sidewalk Gaps, Streetscape Enhancements
Jurisdiction: Village of Tequesta

C. Bridge Road Intersection Improvement
Extents: At the Bridge Road and N. Old Dixie Highway Intersection
Project / Improvements: Intersection Improvements (e.g. Bulb Outs, Right Turn Restriction, Hardlining)
Jurisdiction: Village of Tequesta, Palm Beach County

D. Intersection Safety Improvements
Extents: Along Tequesta Drive at Willow Road/Fiesta Avenue, Cypress Drive
Project / Improvements: Intersection Improvements Including Traffic Calming Measure (e.g. Bulb Outs, Right Turn Restriction, Hardlining) and Crosswalk Improvements
Jurisdiction: Village of Tequesta

E. Seabrook Road Traffic Calming/Pedestrian Improvements
Extents: Along Seabrook Road from Tequesta Drive to County Line Road
Project / Improvements: Traffic Calming Strategies (On Street Parking/ Bulb Outs), Especially Around Constitution Park; Pedestrian Midblock Crossings
Jurisdiction: Village of Tequesta, Palm Beach County

F. Village of Tequesta Parks Connector Trail(s)
Extents: Connecting Jackson Riverfront, Constitution, Tequesta County, and Jupiter Inlet Natural Area
Project / Improvements: Shared Use Path (SUP) Connecting All Parks in Village of Tequesta, Improved Crossings, and Midblock Crossings Where Applicable
Jurisdiction: Village of Tequesta, Palm Beach County

G. Dover Road Complete Street Corridor Improvements
Extents: Along Dover Road from Evergreen Avenue to Constitution Park
Project / Improvements: Bicycle and Pedestrian Amenities and Traffic Calming (e.g. Speed Cushions/Humps/Chicane)
Jurisdiction: Village of Tequesta

H. County Line Road Pedestrian Improvements
Extents: Along County Line Road from SE County Line Road to US 1
Project / Improvements: Midblock Crossing and Fill Sidewalk Gaps
Jurisdiction: Village of Tequesta, Palm Beach County, Martin County

I. Old Dixie Linear Park
Extents: Abutting Old Dixie Highway from Tequesta Drive to County Line Road
Project / Improvements: Improve Sidewalk (8-12’), Extend Trail to County Line Road, and Streetscape and Shade Elements Where Applicable
Jurisdiction: Village of Tequesta, Palm Beach County

J. Village Boulevard Intersection Improvement
Extents: At the Village Boulevard and N. Old Dixie Highway Intersection
Project / Improvements: Improve Intersection Visibility and Conflict Mitigation, and Improved Crosswalks
Jurisdiction: Village of Tequesta, Palm Beach County

KEY TERMS

Complete Street - Street design that accommodates all roadway users including cyclists, pedestrians, transit users, and motorists. Complete Street improvements include design features like bicycle lanes and wide sidewalks.

Speed Table - Elevated portion of the roadway with a ramp up, flat top, and ramp down intended to slow traffic.

Chicane - Create a curvy pathway in an otherwise straight road and encouraging vehicles to slow.

Curb Extensions / Bulb Outs - Extend the sidewalk or curb line out into the travel or parking lane, which reduces the effective street width.

Roundabout - Intersections where traffic is permitted to flow in one direction around a center island.

Hardlining - A curb or delineator placed in the intersection to reduce left turning speeds and prevent corner cutting.

Wayfinding - Signage that provides directions to destinations and other pertinent information.

Pedestrian Refuge Island - Provides a protected space for people walking to cross half the roadway and wait until it is safe to cross the remainder.

Leading Pedestrian Interval (LPI) - Gives someone walking or rolling 3-7 seconds to enter the crosswalk before allowing conflicting vehicles to have a green light.

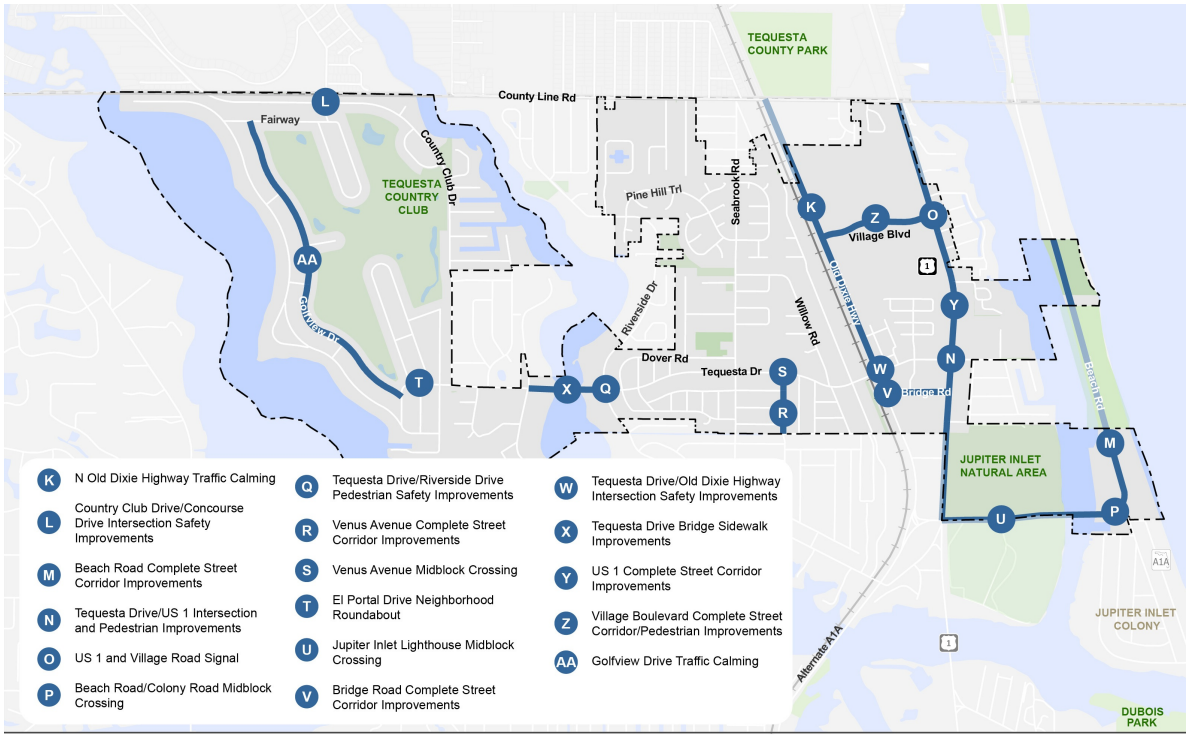
Exclusive Pedestrian Phase - All turning movements that conflict with someone walking—including right and turn on red—are not permitted during the pedestrian signal phase.

Midblock Crossings - Typically installed in areas where pedestrian demand is high but where intersections are spaced too far apart for practical access. These crossings are designed to improve pedestrian safety and mobility, often using features such as marked crosswalk lines, pedestrian-activated signals, signage, lighting, or refuge islands.

Bicycle and Pedestrian Amenities - Street elements like bike racks or benches that are specifically designed for bicyclists and pedestrians.

Streetscape Enhancements - Adding design elements such as street trees, wider sidewalks, and better lighting to a road.

Village of Tequesta Mobility Plan Projects



* 2. Please select up to 5 projects from the list below that you would like to see prioritized in the Tequesta Mobility Plan.

- [ ] **K. N Old Dixie Highway Traffic Calming**
  Extents: Along N Old Dixie Highway from Tequesta Drive to County Line Road
  Project / Improvements: Traffic Calming (e.g. Speed Cushions/Humps/Chicane); Consideration of Lane Repurposing
  Jurisdiction: Village of Tequesta, Palm Beach County

- [ ] **L. Country Club Drive/Concourse Drive Intersection Safety Improvements**
  Extents: At the Country Club and Concourse Drive Intersection
  Project / Improvements: Improve Intersection Visibility and Conflict Mitigation
  Jurisdiction: Village of Tequesta, Palm Beach County

- [ ] **M. Beach Road Complete Street Corridor Improvements**
  Extents: Along Beach Road from US 1 to Coral Cove Park
  Project / Improvements: On-Street Parking, Fill Sidewalk Gaps, and Build More Walking/Biking Facilities
  Jurisdiction: Village of Tequesta, FDOT, Palm Beach County

- [ ] **N. Tequesta Drive/US 1 Intersection and Pedestrian Improvements**
  Extents: At Tequesta Drive and US 1 Intersection
  Project / Improvements: Leading Pedestrian Interval (LPI) and Exclusive Pedestrian Phase
  Jurisdiction: Village of Tequesta, FDOT

- [ ] **O. US 1 and Village Road Signal**
  Extents: At the US 1 and Village Boulevard Intersection
  Project / Improvements: Install Traffic Signal
  Jurisdiction: Village of Tequesta, FDOT

- [ ] **P. Beach Road/Colony Road Midblock Crossing**
  Extents: Across Beach Road at Colony Road
  Project / Improvements: Protected Midblock Crossing
  Jurisdiction: Village of Tequesta

- [ ] **Q. Tequesta Drive/Riverside Drive Pedestrian Safety Improvements**
  Extents: At the Tequesta Drive and W Riverside Drive Intersection
  Project / Improvements: Enhanced Crossings and Pedestrian Safety Measures such as Leading Pedestrian Interval (LPI) and Exclusive Pedestrian Phase
  Jurisdiction: Village of Tequesta

- [ ] **R. Venus Avenue Complete Street Corridor Improvements**
  Extents: Along Venus Avenue from Pineview Road to Tequesta Drive
  Project / Improvements: Fill Sidewalk Gaps, Walking/Biking Facilities, Speed Humps, and Streetscape
  Jurisdiction: Village of Tequesta

- [ ] **S. Venus Avenue Midblock Crossing**
  Extents: Across Tequesta Drive near Venus Avenue and Village Hall Complex
  Project / Improvements: Protected Midblock Crossing
  Jurisdiction: Village of Tequesta

- [ ] **T. El Portal Drive Neighborhood Roundabout**
  Extents: El Portal Drive at Golfview Drive and Fairview Drive Intersections
  Project / Improvements: Construct a Neighborhood Roundabout
  Jurisdiction: Village of Tequesta

- [ ] **U. Jupiter Inlet Lighthouse Midblock Crossing**
  Extents: Beach Road at Jupiter Inlet Lighthouse
  Project / Improvements: Protected Midblock Crossing
  Jurisdiction: Village of Tequesta

- [ ] **V. Bridge Road Complete Street Corridor Improvements**
  Extents: Along Bridge Road from Old Dixie Highway to US 1
  Project / Improvements: Streetscape Enhancements, Additional Walking/Biking Facilities Were Applicable, Crosswalk Upgrades, and Wayfinding
  Jurisdiction: Village of Tequesta

- [ ] **W. Tequesta Drive and Old Dixie Highway Intersection Safety Improvements**
  Extents: At Tequesta Drive and Old Dixie Highway Intersection
  Project / Improvements: Intersection Improvements
  Jurisdiction: Village of Tequesta, Palm Beach County

- [ ] **X. Tequesta Drive Bridge Sidewalk Improvements**
  Extents: Along Tequesta Drive from Point Drive to W Riverside Drive
  Project / Improvements: Fill Sidewalk Gaps
  Jurisdiction: Village of Tequesta

- [ ] **Y. US 1 Complete Street Corridor Improvements**
  Extents: Along US 1 from County Line Road to S Beach Road
  Project / Improvements: Streetscape Enhancements, Additional Walking/Biking Facilities Were Applicable, Crosswalk Upgrades, and Wayfinding
  Jurisdiction: Village of Tequesta, FDOT

- [ ] **Z. Village Boulevard Complete Street Corridor/Pedestrian Improvements**
  Extents: Along Village Boulevard from Old Dixie Highway to US 1
  Project / Improvements: Streetscape Enhancements, Additional Walking/Biking Facilities Were Applicable, Crosswalk Upgrades, and Wayfinding
  Jurisdiction: Village of Tequesta, Palm Beach County

- [ ] **AA. Golfview Drive Traffic Calming**
  Extents: Along Golfview Drive from Fairway N to El Portal Drive
  Project / Improvements: Traffic Calming (e.g. Speed Cushions/Humps/Chicane)
  Jurisdiction: Village of Tequesta

3. Are there any other projects that you would like to see prioritized in the Village of Tequesta Mobility Plan?

* 4. What is your zip code?

KEY TERMS

Complete Street - Street design that accommodates all roadway users including cyclists, pedestrians, transit users, and motorists. Complete Street improvements include design features like bicycle lanes and wide sidewalks.

Speed Table - Elevated portion of the roadway with a ramp up, flat top, and ramp down intended to slow traffic.

Chicane - Create a curvy pathway in an otherwise straight road and encouraging vehicles to slow.

Curb Extensions / Bulb Outs - Extend the sidewalk or curb line out into the travel or parking lane, which reduces the effective street width.

Roundabout - Intersections where traffic is permitted to flow in one direction around a center island.

Hardlining - A curb or delineator placed in the intersection to reduce left turning speeds and prevent corner cutting.

Wayfinding - Signage that provides directions to destinations and other pertinent information.

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Exclusive Pedestrian Phase - All turning movements that conflict with someone walking—including right and turn on red—are not permitted during the pedestrian signal phase.

Midblock Crossings - Typically installed in areas where pedestrian demand is high but where intersections are spaced too far apart for practical access. These crossings are designed to improve pedestrian safety and mobility, often using features such as marked crosswalk lines, pedestrian-activated signals, signage, lighting, or refuge islands.

Bicycle and Pedestrian Amenities - Street elements like bike racks or benches that are specifically designed for bicyclists and pedestrians.

Streetscape Enhancements - Adding design elements such as street trees, wider sidewalks, and better lighting to a road.

G. Design Guidelines and Reference Resources

TEQUESTA MOBILITY PLAN RESOURCE GUIDE AND TOOLBOX

Mobility Treatment Guide

KITTELSON & ASSOCIATES

MOBILITY TOOLBOX

STREET DESIGN & TREATMENT SELECTION PROCESS

The following section describes a process for the identification of street cross sections elements and additional amenities. This guidance is anticipated to be used by planners, designers, and engineers as they implement projects in the Village. The selection process generally follows four phases:

1

Define Street Context and Identify Street Type

Utilize information including available right-of-way (ROW), level of service, existing and future projected traffic conditions, safety information, and existing and future land uses are key to determining the street's functional classification, context, and topology.

2

Allocate Space to Accommodate All Users

Based upon the identified topology, aggregate the minimum widths needed to accommodate all users and needs of the street such as:



Bicycle Facilities | Sidewalks | Travel Lanes | Amenity Space

3

Refine Allocation by Considering Goals and Users

Allocate any remaining ROW or prioritize space considering the priority of modes and users on the street, local goals, and key issues of the road.

4

Add Toolbox Elements

Considering user needs and goals for the street, select elements of the toolbox to achieve those goals.

What are Street Types?

Street types or typologies help provide context-specific design guidance to create streets which respond the local context and needs of an area.

STREET DESIGN ELEMENTS

Roadway Zone

Vehicle Travel Lanes: Typically, the number of vehicle travel lanes is determined based upon the existing and projected traffic volumes.

Travel Lane Width: Narrow travel lane widths can contribute to lower vehicle operating speeds. The AASHTO Green Book indicates that lanes as narrow as 10 feet do not result in an increase in crashes or reduced vehicle capacity on roads with speed limits of 45 mph or less. Lane widths may differ to accommodate larger vehicles like buses.

Speed Limits: Reducing speed limits can be an effective tool for reducing operational speeds, preventing crashes, and reducing crash severity. NACTO City Limits: Setting Safe Speed Limits on Urban Streets recommends setting speeds based upon the potential for conflicts and how busy a road is.

Right Sizing and Roadway Space Reallocation: On existing roadways where increasing safety and improving multimodal access is desired, it can be advantageous to reallocate roadway space from existing travel or parking lanes to provide space for walking, biking, or transit. Streets which are candidates for right sizing generally meet one or more the following criteria:

1. Average daily traffic volumes less than 20,000 per day on a 4-lane road;
2. Located in higher density commercial, mixed-use and downtown districts where people biking and transit service conflict with automobile traffic;
3. On high crash 4+ lane urban corridors; and/or
4. On designated primary bike routes where additional right-of-way is needed for bike lanes.

Sidewalk Zone

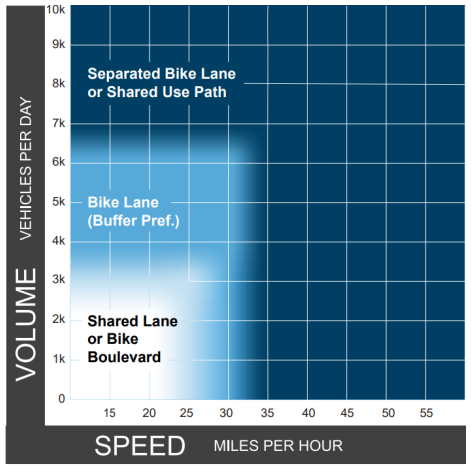
Sidewalk Width: Wider sidewalks are especially important in areas where there are large volumes of people walking to provide sufficient space for people to pass one another.

Landscape Buffer Width: Providing a landscaped increases the perception of safety and comfort of those walking or rolling. The buffer can also accommodate shade trees or other amenities for people walking such as resting places, wayfinding, or pedestrian lighting.

Bikeways

Bikeway Type: The type of bike facility and roadway context significantly impact the actual and perceived safety of those riding. The FHWA Bikeway Selection Guide recommends the following bike facilities based upon existing or expected roadway volumes and posted speeds.

It should be noted that this guidance is not comprehensive, and engineering judgement should be used to determine the facility type for the context. Additional factors to consider include number of lanes, presence of on-street parking, land use context, and others.



Source: FHWA Bikeway Selection Guide

Trails

Trails: Should be wide enough for people on bikes to comfortably ride side-by-side while other users pass in the opposite direction. Design for the future, considering the existing and potential land use and transportation needs along the path. Paths designed to current volumes will likely reach capacity in the future, resulting in crowding and increasing crash potential among users. Paths narrower than 11 ft

It should be noted that this guidance is not comprehensive, and engineering judgement should be used to determine the facility type for the context. Additional factors to consider include number of lanes, presence of on-street parking, land use context, and others.

Shared Use Paths: Also called multi-use paths, are designed for and used by pedestrians, bicyclists, and people using other mobility devices, including skateboards, scooters, inline skates, and roller skates, traveling in both directions. These are usually located on an independent alignment, sometimes in combination with rail. Shared-use paths typically cross streets midblock and can operate separately from an intersection.

Parking or Curb Zone

Time-limited and Metered Parking can be used in parking-scarce areas with direct business access to encourage turnover, increase utilization, and provide a revenue source. Time-limited parking can improve access to destinations by increasing parking availability.

Curb management is used to manage access along curbs throughout the day and can include permanent or time specific pick-up / drop-off zones, loading zones, flexible curb space, parking, and other elements. Vehicle parking can also be reallocated to bike parking, shared micromobility stations, parklets, etc.

Back-out Parking: Historic development patterns allowed for wide swaths of back-out parking spaces to be constructed immediately adjacent to roadways. This has resulted in conflict points between those backing out and people crossing the driveway area on foot or bike. Additionally, this parking design requires drivers to back out into the travel lane, creating a potential conflict with through traffic.

There is no one-size fits all solution to address the conflict points created with this type of development. The parking is most often located on private property and there is limited space to design around it. While policy changes have helped to ensure this type of development is no longer built, older properties are grandfathered in, so it is unlikely the property owners will modify the parking unless the property is redeveloped. Therefore, the challenges should be addressed in the concept design phase during project development, after the proposed typology has been selected. Some potential options include:

- Working with property owners to purchase the private right of way and either:
  - Remove the parking completely (only feasible if the property has access to additional parking).
  - Remove some spaces and reconfigure the parking lot to have one access point, narrowing the driveway.
  - Converting the parking to 90 degree parking, which increases visibility but does not address all conflicts.
- Reallocating roadway space from existing median or travel lanes to allow drivers backing out space to perform the maneuver without entering into the travel lane.
- Building a raised bikeway and sidewalk, acting as a raised crossing across the driveway and requiring drivers to reverse slowly to cross the multimodal space. Drainage should be carefully evaluated if this option is chosen.

Traffic Calming

Traffic calming measures can help to reduce speeding, limit cut-through traffic, and reduce reckless driving behavior. Traffic calming devices such those described in the Toolbox, have a limited area of influence on driver behavior. Therefore, traffic calming devices generally should be at regular intervals in order to be effective at reducing vehicular speeds. The appropriate spacing depends on context, roadway users, and other elements. Some guidance includes:

- The ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260’ to 500’ to keep 85th percentile operating speed between 25 and 30 mph.
- Intersection treatments should be considered every one to two blocks on a traffic calmed street.
- Traffic calming should be considered around crossings for people walking and biking.

Traffic Calmed Mid-Block Crossings and Offset Intersections. Elements like speed humps can be placed on both sides of a midblock crossing to reduce vehicular speeds both before the crossing and to prevent drivers from accelerating through the crossing. The same approach can be used at offset intersections to encourage drivers to slow down as they enter into the intersection. This helps to create a slow-zone between the two legs of the offset intersection, increasing visibility for drivers and comfort for people walking and biking across.

POTENTIAL ROADWAY DESIGN CRITERIA

		Arterial		Collector		Local Street	
		Preferred	Allowable	Preferred	Allowable	Preferred	Allowable
Right of Way Width		80' min 100' Max		50' Min 70' Max		40' Min 50' Max	
Lanes	**2 (unmarked)**	N/A		0-3k		0-3k	
	2	0-12k (10-16k with Left Turn Lane)		0-12k		N/A	
	3	10-20k		N/A		N/A	
	4	20-30k		N/A		N/A	
	6	N/A		N/A		N/A	
Posted Speed		30 - 35		25 - 30		20 - 25	
Lane Width		11'	10'-12'	10'	10'-11'	10'	9'-11'
Median Width		16'	12'-20'	12'	8'-16'	N/A	
Bikeway Type (Reference The FHWA Bikeway Selection Guide for Appropriate Facility Type)		Protected Bike Lane		Protected or Buffered Bike Lane		Shared Lane or Bike Lane	
Bikeway Width		6' (sidewalk level) 7' (street level)	5-8'	6'	5-8'	6'	5-7'
Bikeway Buffer Width		3'	2'-6'	3'	2'-4'	N/A	N/A
Shared Use Path Width		12'	8-16'	10'	8'-16'	N/A	
Sidewalk Width		8'	6'-20'	6'	6'-10'	6'	5'-8'
Landscape Buffer		3'	0'-8'	3'	0'-8'	5'	0'-10'
On-Street Parking		Not Permitted		Allowable		Allowable	
Parking Width		7'	7'-9'	7'	7'-9'	7'	7'-9'
Curb & Gutter		2'		2'		2'	

TREATMENT TOOLBOX

Traffic calming devices can help achieve the goals of a street, help influence driver behavior, and achieve local priorities. These tools, along with street topologies, can be used to help establish the modal priority for each road and provide safe and comfortable facilities for all road users.

GOALS

The following provides a list of the types of benefits that can be achieved through traffic calming, beautification, or amenities enhancement. For each traffic calming device, these goals are listed in icon form to help illustrate the benefit of each treatment.



Traffic Operations/Calming

Traffic calming treatments are specifically tailored toward reducing vehicular speeds and volumes increasing the safety for all road users by reducing the severity of crashes when they do happen.



Safety

Treatments which help reduce crash potential by either reducing conflicts or exposure.



Access

Treatments focused on increasing connectivity and activity within the area for all modes.



Multimodal Bicycle Focus

These treatments help create an environment where people of all ages and abilities would feel safe and comfortable riding a bike or using another form of micromobilty. These devices may also help prioritize people biking at intersections or crossings.



Multimodal Pedestrian Focus

These tools help create an environment where people feel safe and comfortable walking, rolling, or using a mobility device to get around. These devices may also help prioritize people walking at intersections or crossings.



Sustainability / Aesthetic Enhancements

These tools are used to develop comfortable and sustainable streets by incorporating the improvements and the designs into the native areas and local character



Placemaking

These elements focus on the sense of place and creating areas that allow for all users to interact and spend time there in a comfortable and safe environment

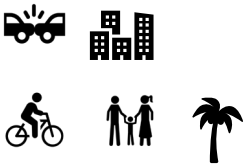
TRAFFIC CALMING TREATMENTS

	Street Type			Goals
	Arterial	Collector	Local	
Segment & Crossing Treatments				
Trail / Multi Use Path / Shared Use Path	X	X	X	
Speed Table		X	X	
Chicanes		X	X	
Full Traffic Closures			X	
Roundabout	X	X	X	
Reduce/Tighten Curb Radii	X	X	X	
Raised Intersections	X	X	X	
Diverters				
Raised Crosswalks	X	X	X	
High Visibility Crosswalks	X	X	X	
Pedestrian Refuge Islands	X	X		
Midblock Pedestrian Signal (MPS)	X	X		
Rectangular Rapid Flashing Beacon (RRFB)		X	X	
Protected Intersection	X	X	X	
Bike Box	X	X	X	
Two Stage Left Turn Queue Box	X	X	X	
Conflict Markings	X	X	X	

Centerline Hardening	X	X	X	

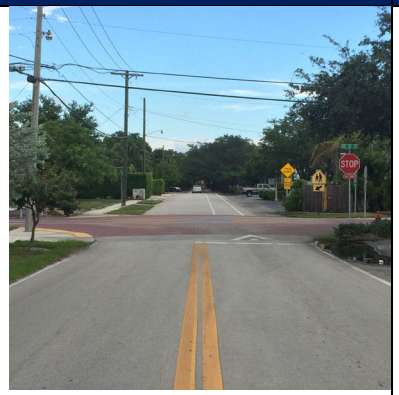
	Arterial	Collector	Local	Goals
Signal Treatments				
Leading Pedestrian Interval	X	X	X	
Protected Pedestrian Phase	X	X	X	
Pedestrian Recall (Fixed Signalization)	X	X	X	
All Pedestrian Phase	X	X	X	
Adjustments for Slower Pedestrians	X	X	X	
Bike Signals	X	X	X	
Amenities				
Street Trees or Shade	X	X	X	
Wayfinding	X	X	X	
Bike or Micromobility Parking	X	X	X	
Pedestrian Lighting	X	X		

SEGMENT & CROSSING TREATMENTS

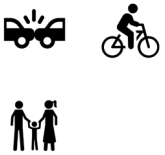
Element	Example	Description	Application Guidance	Benefits	References / Resources
Trail / Multi Use Path / Shared Use Path	 *Source: Kittelson*	Trails, Multi Use Paths (MUP) or Share Use Paths (SUP) are often integral to a bike network, providing comfortable and safe facilities for people riding bikes, scooters, skateboards, and other micromobility devices. While paths have traditionally been considered recreational infrastructure, they can also serve transportation purposes.	▪ Trail/MUP/SUP are comfortable facilities for people of all ages and abilities to use a range of micromobility devices, regardless of motor vehicle traffic context ▪ Separation is typically preferred in urban contexts, as this provides the best user experience for everyone. Higher bike volumes along a shared-use path will degrade the level of comfort for pedestrians using the path. ▪ A MUP/SUP may be preferred where there is insufficient right-of-way for distinct bikeways and sidewalks or where the resulting facilities would be uncomfortably small		▪ NACTO Urban Street Design Guide: Paths
Speed Table	 *Source: NACTO, Urban Street Design Guide*	A speed table is an elevated mound in the roadway intended to slow traffic. Similarly, speed cushions are smaller lumps across the road which leave gaps for emergency vehicles and bicycles.	▪ Appropriate for local streets which provide access to adjacent properties, schools, parks, and other destinations where people are likely to walk and bike and slower traffic is desired. ▪ Should be spaced at no more than 500 feet apart to achieve an 85th percentile speed of 25-34 mph. ▪ Design considerations: clear sight distance, relatively flat cross slope, drainage, transit, and emergency services.		▪ FDOT FDM 202 Section 202.3.8, FDOT Design Standard D520-030 ▪ FHWA Traffic Calming ePrimer ▪ NACTO Urban Street Guide: Speed Hump

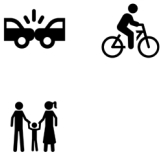
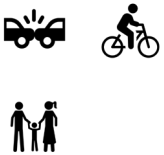
Element	Example	Description	Application Guidance	Benefits	References / Resources
Chicanes	 *Source: Fort Lauderdale*	Chicanes create a curvey pathway in an otherwise straight road and encouraging vehicles to slow. Chicanes also increase the amount of public space available on a corridor.	▪ Chicanes are intended for use on residential or low volume downtown streets. ▪ Additional signing and striping can make drivers aware of the upcoming bend in the roadway.		▪ FDOT FDM 202 Section 202.3.3 ▪ NACTO Urban Street Design Guide: Chicane ▪ FHWA Traffic Calming
Curb Extensions / Bump Outs	 *Source: Fort Lauderdale*	Curb extensions, also known as bulb-outs or neckdowns, extend the sidewalk or curb line out into the travel or parking lane, which reduces the effective street width.	▪ Generally applicable when there is a parking lane or wide travel lane ▪ Can be used to narrow the street or in conjunction with crosswalks and other features to facilitate crossings for people walking ▪ Medians can work as a center-running curb extension that narrows the road. ▪ Design considerations: clear sight distance, relatively flat cross slope, drainage		▪ FDOT FDM 202 Section 202.3.12 / FDM 222 Section 222.2.6 ▪ FDM Chapter 212 ▪ NACTO Urban Street Design Guide: Curb Extensions ▪ FHWA Countermeasures

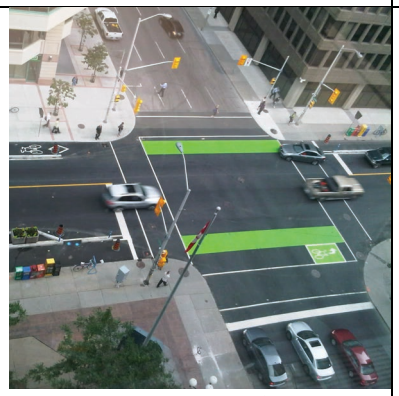
Element	Example	Description	Application Guidance	Benefits	References / Resources
Full Traffic Closures	 *Sorce: SANDAG*	Streets can be closed to prevent vehicular traffic from using the road. This can be done using quick-build materials like planters or with permanent infrastructure.	▪ Can be placed at intersections with residential streets to improve quality of life by reducing cut-through traffic and reduce vehicular volumes ▪ Road closures can also provide permeability for people walking or biking and is often used along bike routes such as Bike Boulevards. ▪ Temporarily street closures can provide space for block parities, street fairs, etc.		▪ NACTO Urban Street Design Guide: Temporary Street Closures
Roundabouts	 *Source: Fort Lauderdale*	A roundabout is a type of intersection where traffic is permitted to flow in one direction around a center island. Traffic approaching the roundabout yields to traffic already within the intersection.	▪ Design intended to slow approaching vehicles ▪ Can be used at intersections of both one-way and two-way streets ▪ Design considerations: clear sight distance, relatively flat cross slope, drainage, transit, freight turn radii (if applicable), existing bike treatments, number of approach lanes, entry speeds, volumes.		▪ NCHRP 1043 Guide for Roundabouts / FDOT FDM Section 213 ▪ FDM Chapter 212 ▪ FHWA Traffic Calming ePrimer ▪ NACTO Urban Street Design Guide: Mini-roundabout
Reduce/ Tighten Curb Radii	 *Source: NACTO, Urban Street Design Guide*	Smaller corner radii directly impact vehicle turning speeds and crossing distances creating compact, safe intersections for people walking.	▪ Turning speeds should be limited to 15 mph or less for the safety of people walking. ▪ Standard curb radii are 10-15 feet but may be as small as 2 feet.		▪ Urban Street Design Guide – Corner Radii ▪ FDM Chapter 212

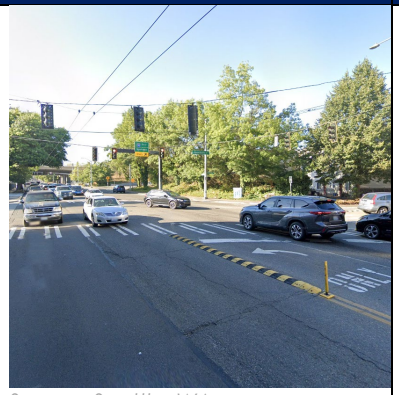
Element	Example	Description	Application Guidance	Benefits	References / Resources
Raised Intersections	 *Source: Fort Lauderdale*	Similar to speed tables, raised intersections lift the height of the road to crosswalk level to encourage drivers to slow. They also make it more comfortable for people walking, rolling, or using an assitive mobility device to cross.	▪ Most applicable in areas with higher existing or anticipated volumes of people walking or biking ▪ Bollards along corners keep motorists from crossing into the space of people walking. ▪ Design considerations: clear sight distance, relatively flat cross slope, drainage, transit, and emergency services		▪ FDOT FDM 202 Section 202.3.8, FDOT Design Standard D520-030 ▪ FDM Chapter 212 ▪ FHWA Countermeasures ▪ NACTO Raised Intersections
Traffic Diverters	 *Sorce: SANDAG*	Median island traffic diverters require drivers to turn left or right, rather than driving through an intersection, while allowing people walking and biking to travel through the intersection.	▪ Can be placed at intersections with residential streets to improve quality of life by reducing cut-through traffic and reduce vehicular volumes ▪ Can help create lower-stress bike routes where mixed-traffic is expected by reducing traffic volumes		▪ FHWA Traffic Calming ePrimer ▪ NACTO: Urban Bikeway Design Guide: Volume Management

Element	Example	Description	Application Guidance	Benefits	References / Resources
Raised Crosswalks	 *Source: FHWA, Toolbox of Individual Traffic Calming Measures Part 2*	Raised crosswalks elevate the crosswalk to sidewalk level, providing a level path for people using the crosswalk, encouraging vehicles to slow, and increasing visibility for both drivers and people in crosswalk.	▪ Most applicable in areas with higher existing or anticipated volumes of people walking or biking ▪ Can be used at mid-block crossings or to indicate priority of a shared use path across a driveway or side street ▪ Should be considered for shared use path or separated bike lane crossings where motorists are required yield the right-of-way to people biking ▪ Raised crosswalks should only be used on streets with speeds of 30 mph or less. ▪ Design considerations: clear sight distance, relatively flat cross slope, drainage, transit, and emergency services		▪ FDOT FDM 202 Section 202.3.8, FDOT Design Standard D520-030 ▪ FDM Chapter 212 ▪ FHWA Raised Crosswalks Tech Sheet ▪ MUTCD Chapter 3B Pavement and Curb Markings
High-Visibility Crosswalks	 *Source: Fort Lauderdale*	Marked, high visibility crosswalks consist of reflective roadway markings and accompanying signage at intersections and priority pedestrian crossing locations.	▪ Mid-block locations, especially in conjunction with other treatments ▪ Crossings in downtown CBDs and at shared use path crossings ▪ Uncontrolled intersections ▪ Should be used at crossings with high volumes of people walking. ▪ Should be placed within ¼ mile of major transit transfer locations.		▪ MUTCD Chapter 3B. Pavement and Curb Markings ▪ FHWA Crosswalk Visibility Enhancements Tech Sheet ▪ PBIC Overview and Recommendations of High-Visibility Crosswalk Marking Styles

Element	Example	Description	Application Guidance	Benefits	References / Resources
Pedestrian Refuge Islands	 *Source: NACTO, Urban Street Design Guide*	Provides a protected space for people walking to cross half the roadway and wait until it is safe to cross the remainder.	▪ Used in urban and suburban roads that are three or more lanes, traffic volumes are over 9,000 AADT per day, speeds are 35 mph and greater ▪ Can be used at intersections or mid-block crossings ▪ Especially recommended near transit stops or other pedestrian-focused sites		▪ FDM Chapter 222 and Chapter 202 ▪ FHWA STEP Guide ▪ FHWA Pedestrian Refuge Island Tech Sheet ▪ NACTO Urban Street Design Guidelines – Pedestrian Safety Islands
Midblock Pedestrian Singal (MPS)	 *Source: Fort Lauderdale*	PHBs are a traffic control device that uses a sequence of lights to warn and control traffic at unsignalized locations. MPSs operate more similar to a standard semi-actuated vehicular traffic control signal at a midblock crossing.	▪ PHBs and MPSs are intended for installation at midblock locations where pedestrians need to cross, and vehicle speeds or volumes are high. ▪ PHBs and MPSs can be paired with high visibility crosswalks, pedestrian refuge islands, and pedestrian warning signs.		▪ Florida Greenbook Chapter 8, Part G.1.b / FDOT FDM 222 Section 222.2.3.2 ▪ FDM Chapter 222 and Chapter 202 ▪ FHWA STEP Guide ▪ FDOT TEM ▪ MUTCD: Chapter 4F Guidelines, Warrant 4 - Pedestrian Volume

Element	Example	Description	Application Guidance	Benefits	References / Resources
Rectangular Rapid-Flashing Beacon (RRFB)	 *Source: Fort Lauderdale*	RRFBs are user-actuated yellow flashing lights to improve safety at uncontrolled, marked crosswalks. They are used to alert drivers to stop where people walking have the right-of-way crossing a road.	▪ Usually most applicable on 2-lane roads ▪ Usually implemented at high-volume pedestrian crossings at mid-block locations or at intersections where signals are not warranted ▪ RRFBs are often used with crosswalk visibility enhancements, pedestrian refuge island, and signage.		▪ FHWA RRFB Fact Sheet ▪ NACTO Urban Bikeway Design Guide ▪ FDOT Safety Resources
Protected Intersection	 Source: *San Francisco Bicycle Coalition*	A protected intersection allows people biking to queue in a location separated from vehicular traffic and to cross within a dedicated path. A corner island protects the queuing area and provides a space for motorists to yield to people biking or walking across the intersection.	▪ Consider wherever there is a high demand for bicycle travel or where an intersection is creating a barrier between two low-stress facilities. ▪ On roadways with posted speed of 45 mph or less and at intersections with bicycle facilities on all legs (or where they are planned to be implemented in the future). ▪ Requires the use a dedicated bike signal to prevent a conflict between people biking straight through the intersection and right-turning traffic		▪ NACTO Don't Give Up at the Intersection ▪ NCHRP Research Report 926 ▪ 2015 Massachusetts DOT Separated Bicycle Lane Planning &

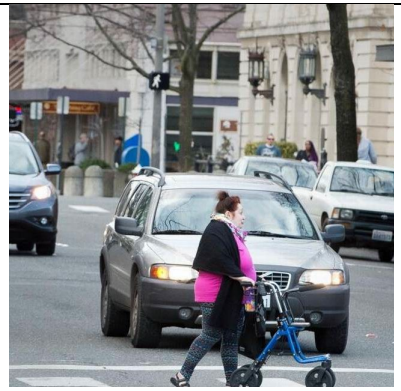
Element	Example	Description	Application Guidance	Benefits	References / Resources
Bike Box	 *Source: NACTO, Urban Bikeway Design Guide*	A bike box is a designated area placed ahead of a travel lane at a signalized intersection in which people biking can safely get ahead of stopped traffic during a red light.	▪ At signalized intersections with high volumes of bicycles and/or motor vehicles, especially where there may be right or left-turning conflicts between people biking and people driving ▪ When the dominant motor vehicle traffic flows right and bicycle traffic continues through		▪ FDOT FDM 223.2.1.5 ▪ NACTO Urban Bikeway Design Guide - Bike Boxes
Two Stage Left Turn Queue Box	 *Source: NACTO, Urban Bikeway Design Guide*	A two-stage left-turn box is a marked area in an intersection in which people biking can safely wait and prepare to make a two-stage left-turn.	▪ Two-stage left-turn boxes shall be placed in an area outside the travel paths of conflicting vehicles. ▪ Where there is a desire to better accommodate left turning bicycle traffic. ▪ Where a left turn is required to follow a designated bike route, access a shared-use path, or when the bicycle lane moves to the left side of the street		▪ FDOT FDM 223.2.1.5 ▪ NACTO Urban Bikeway Design Guide - Bike Boxes
Conflict Markings	 *Source: NACTO, Urban Bikeway Design Guide*	Intersection crossing markings provide a clear boundary between the path of people biking and people driving.	▪ Conflict markings should be placed along roadways with bike lanes or cycle tracks across wide, or complex signalized intersections where typical vehicle movements encroach into bicycle space.		▪ NACTO Urban Bikeway Design Guide – Intersection Crossing Markings

Element	Example	Description	Application Guidance	Benefits	References / Resources
Centerline / Left Turn Hardening	 *Source: Seattle, WA*	A curb or delineator placed in the intersection to reduce left turning speeds and prevent corner cutting.	▪ Areas where it is impossible to provide a pedestrian refuge island. ▪ 6-foot preferred nose extension but no less than 2 feet. ▪ May be installed with or without vertical elements; often mountable.		▪ FDM Chapter 210.3.3 ▪ NACTO Don't Give Up at the Intersection

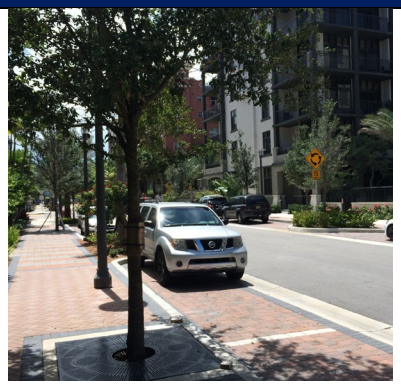
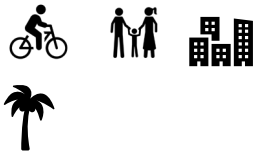
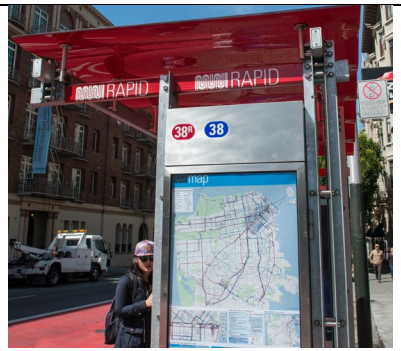
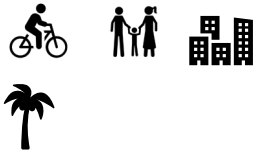
SIGNAL TREATMENTS

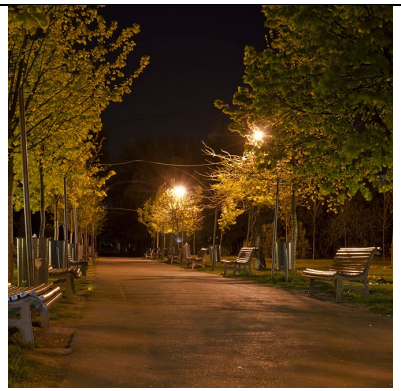
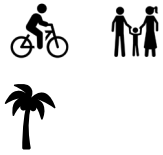
Element	Example	Description	Application Guidance	Benefits	References / Resources
Lead Pedestrian Interval	 *Source: FHWA, Leading Pedestrian Interval*	Gives someone walking or rolling 3-7 seconds to enter the crosswalk before allowing conflicting vehicles to have a green light.	▪ Typically installed in areas with numerous pedestrian crashes, high pedestrian volumes, high volumes of school aged children or older adults, or where turning vehicles make it difficult for pedestrians to begin a crossing.		▪ FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations ▪ FHWA LPI Tech Sheet ▪ FHWA Safety Evaluation of Leading Pedestrian Intervals on Pedestrian Safety

Element	Example	Description	Application Guidance	Benefits	References / Resources
Protected Pedestrian Phase	 *Source: NACTO, Transit Design Guide*	All turning movements that conflict with someone walking—including right and turn on red—are not permitted during the pedestrian signal phase.	▪ Typically installed in areas with numerous pedestrian crashes, high pedestrian volumes, high volumes of school aged children or older adults, or where turning vehicles make it difficult for pedestrians to begin a crossing.		▪ FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations ▪ FHWA Safety Evaluation of Leading Pedestrian Intervals on Pedestrian Safety
Pedestrian Recall (Fixed Signalization)	 *Source: New York Post*	Pedestrian signals are automatic and do not require someone walking to push a button.	▪ Installed in locations where large volumes of people walking are expected such as in downtowns or at intersections near schools ▪ Design considerations: coordination with signal timing, spacing between traffic signals, looking at desirable crossing intervals		▪ FHWA Traffic Signal Timing Manual ▪ NACTO Traffic Signal Phasing
All Pedestrian Phase	 *Source: Avoision*	An all-pedestrian phase no other conflicting traffic is allowed and people walking are permitted to cross the intersection in any direction.	▪ Installed in locations where large volumes of people walking are expected such as in downtowns or at intersections near schools ▪ Desirable where there are high-volume turning movements that conflict with pedestrians crossing		▪ FHWA Facilities User Guide – Providing Safety and Mobility

Element	Example	Description	Application Guidance	Benefits	References / Resources
Adjustments for Slower Pedestrians	 *Source: Bellingham Herald*	Increase the pedestrian walking phase to accommodate people who may be a slower than the average walker such as people who use mobility devices or are over 65.	▪ Anywhere where there are large volumes of people walking or it is expected people over the age of 65 or who may need to use a mobility device ▪		▪ FHWA Pedestrian Characteristics
Bike Signals	 *Source: NACTO, Urban Bikeway Design Guide*	Bike signals provide a dedicated signal for people biking to cross an intersection.	▪ Where bike movement conflicts with vehicle movements during the same green phase ▪ Where high volumes of people biking are expected such as near schools, downtowns, or other popular destinations		▪ NACTO Urban Bikeway Design Guide – Cycle Signals

AMENITIES

Element	Example	Description	Application Guidance	Benefits	References / Resources
Street Trees or Shade	 *Source: Fort Lauderdale*	Trees planted in public right of way to provide shade for people walking and biking.	▪ Appropriate for sidewalks with enough width to allow unobstructed ADA access ▪ Important in high-pedestrian traffic areas, mixed use districts and downtowns ▪ May also be planted in medians		▪ NACTO Street Stormwater Guide ▪ FDOT FDM 228
Wayfinding	 *Source: NACTO, Transit Street Design Guide*	Signage that provides directions to destinations and other pertinent information.	▪ Typically located on trails, near transit stops, and in downtown/commercial areas ▪ Well-branded signs can contribute to place making		▪ NACTO Transit Street Design Guide: System Wayfinding & Brand ▪ NACTO Transit Street Design Guide: Passenger Information & Wayfinding

Element	Example	Description	Application Guidance	Benefits	References / Resources
Bike or Micromobility Parking	 *Source: Seattle Bike Blog*	Designated areas to park bikes or micromobility devices (such as scooters). Usually located on wide sidewalks, repurposed parallel parking spots, or other areas which provide easy access to micromobility devices.	▪ Should be located on sidewalk and intersection locations which don't impede pedestrian access or ADA compliance ▪ Secure bike parking near transit can provide passengers with bike-to-transit access. Bicycle parking should be provided near transit stops and stations. ▪ Bike racks should be used at cycling trip generators, typically in commercial areas, high-density residential areas and downtowns. They should be highly visible and within proximity of front entrances.		▪ FHWA University Course on Bicycle and Pedestrian Transportation: Bicycle Parking and Storage ▪ NACTO Transit Street Design Guide: Bike Parking
Pedestrian Lighting	 *Source: JBD Engineering*	Lighting of pedestrian facilities is fundamental in increasing the safety of the road network for all users. Lighting not only improves drivers' visibility of people walking, but it also allows people walking to see their surroundings.	▪ In crosswalks, visibility of pedestrians relies on background illuminance, luminaire location in relation its distance from the crosswalk, approaching vehicles, and height. ▪ Photometric analysis determines the appropriate spacing of light fixtures so that light is equally spread along a corridor.		▪ FDM Chapter 231 ▪ NACTO Lighting Use and Design ▪ FHWA Roadway Lighting Resources