

TOWN OF JUPITER

# Center Street Projects Public Workshop

(1) Roadway Improvements &

(2) Zoning Code Changes  
(Center Street & Alternate A1A)

September 10, 2025

CENTENNIAL  
CELEBRATION  
1925 - 2025

# Area of Focus



# Want to provide your feedback, but don't want to use the microphone?

Scan the QR Code to make your voice heard

Or visit:

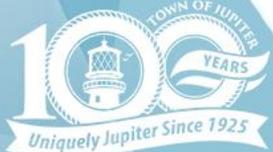
<https://polco.us/n/res/live-event/jupiter-fl/center-street-public-input>



# 2023 Strategic Initiative: Areas of Local Importance

Explore designating distinct areas, or districts of local significance throughout Jupiter

- Addresses Strategic Results of:
  - Safety
  - Mobility
  - Manage Growth
- 2023 Town Council Roundtables on Zoning Code change
- PBC Center Street Roadway Project coordination



EMAIL: [CenterStreetInput@jupiter.fl.us](mailto:CenterStreetInput@jupiter.fl.us)

## HOW WE ACHIEVE RESULTS

Below are the 2025-2027 strategic initiatives that support achieving the results.



### SAFETY

- **Fire Rescue Strategy:** Determine a long-term strategy for fire rescue services for Jupiter residents.
- **High-Speed Rail:** Prepare for the introduction of high-speed rail through the Town of Jupiter by investigating and advocating for appropriate safety measures.
- **Public Safety Training Facility:** Develop a conceptual plan for a public safety training facility.



### GREEN, BLUE AND OPEN SPACES

- **Protect Open Spaces:** Enhance access and use of green space by providing more open and natural areas for protection.
- **Protect Local Seagrass and the Loxahatchee River:** Enhance the natural vegetation and promotion of our bluewater systems by evaluating and protecting our local seagrass beds and improve the water quality in the Loxahatchee River.
- **Anchored Vessels:** Remove anchored and at-risk vessels from Jupiter's waterways.
- **Sustainability Plan:** Develop a sustainability plan document for the Town.



### UNIQUE, SMALL TOWN FEEL

- **Recreation Facility Master Plan:** Develop a master plan for the Town's indoor and outdoor recreational facilities and parks in support of youth and adult recreation activities, and considering opportunities for emergency uses.
- **Piatt Place:** Determine future use and development plan for Town-owned property.
- **Athletic Facility Usage:** Develop athletic facility usage policies.
- **Maintenance Facility:** Develop a master plan for the Town's Maintenance Facility property.
- **The Arts:** Promote music and the arts.
- **Community Webcams:** Invest in webcams in the community so that others can enjoy all Jupiter has to offer.
- **Baseball/Roger Dean Chevrolet Stadium:** Complete field usage agreement.
- **A1A and Beach Road Roundabout:** Engage with the Art Committee to propose and develop a plan for a decorative and aesthetic element for the roundabout at A1A and Beach Road.
- **Historic Preservation:** Continue efforts to collaboratively work with the Suni Sands property owner to respect and preserve the unique archeological and historic nature of portions of the site.



### MOBILITY

- **Vehicle and Pedestrian Traffic Management & Mitigation:** Enhance and update the Town's traffic mitigation plans for roadways not meeting the Town's level of service standards and employ strategies to reduce the number of accidents and bike/pedestrian/vehicle conflicts.
- **Western Portion of Indiantown Road:** Pursue implementation of various roadway capacity improvements and traffic mitigation solutions.
- **U.S. 1 Bridge:** Monitor construction and impacts of the U.S. 1 Bridge.
- **South Island Way:** Advance South Island Way.



### ORGANIZATIONAL EXCELLENCE

- **Municipal Complex:** Update and revise master plan and continue improvements.



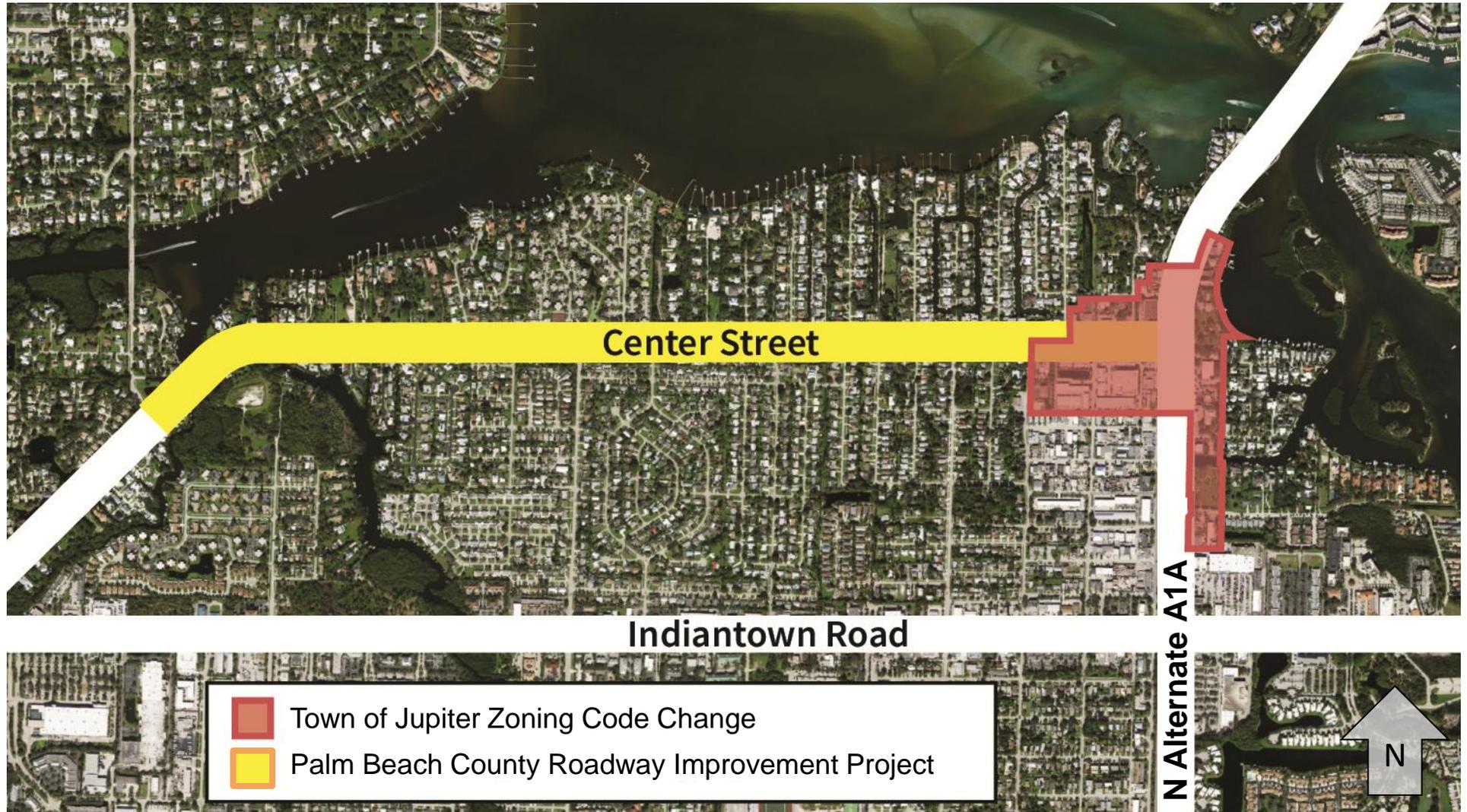
### MANAGE GROWTH

- **Comprehensive Plan Revision:** Revise the Comprehensive Plan to reflect policy changes and updates.
- **Areas of Local Importance:** Explore designating distinct areas, or districts, of local significance throughout Jupiter.

Action plans have been developed for each of the strategic initiatives listed above. To view the entire strategic plan, including those action plans, visit [jupiter.fl.us/StrategicPlan](http://jupiter.fl.us/StrategicPlan).

# Purpose of Workshop

To obtain public input on two ongoing Center Street efforts:



**(1) Planned Palm Beach County  
Roadway Improvement Project**

**Preliminary Design Underway;  
Construction funded in FY 2028**

**(2) Area for Town-Initiated  
Zoning Code Change  
(anticipated Fall 2025)**

**Center Street / Alternate A1A  
“Redevelopment Overlay Area”**



## ROADWAY IMPROVEMENT PROJECT

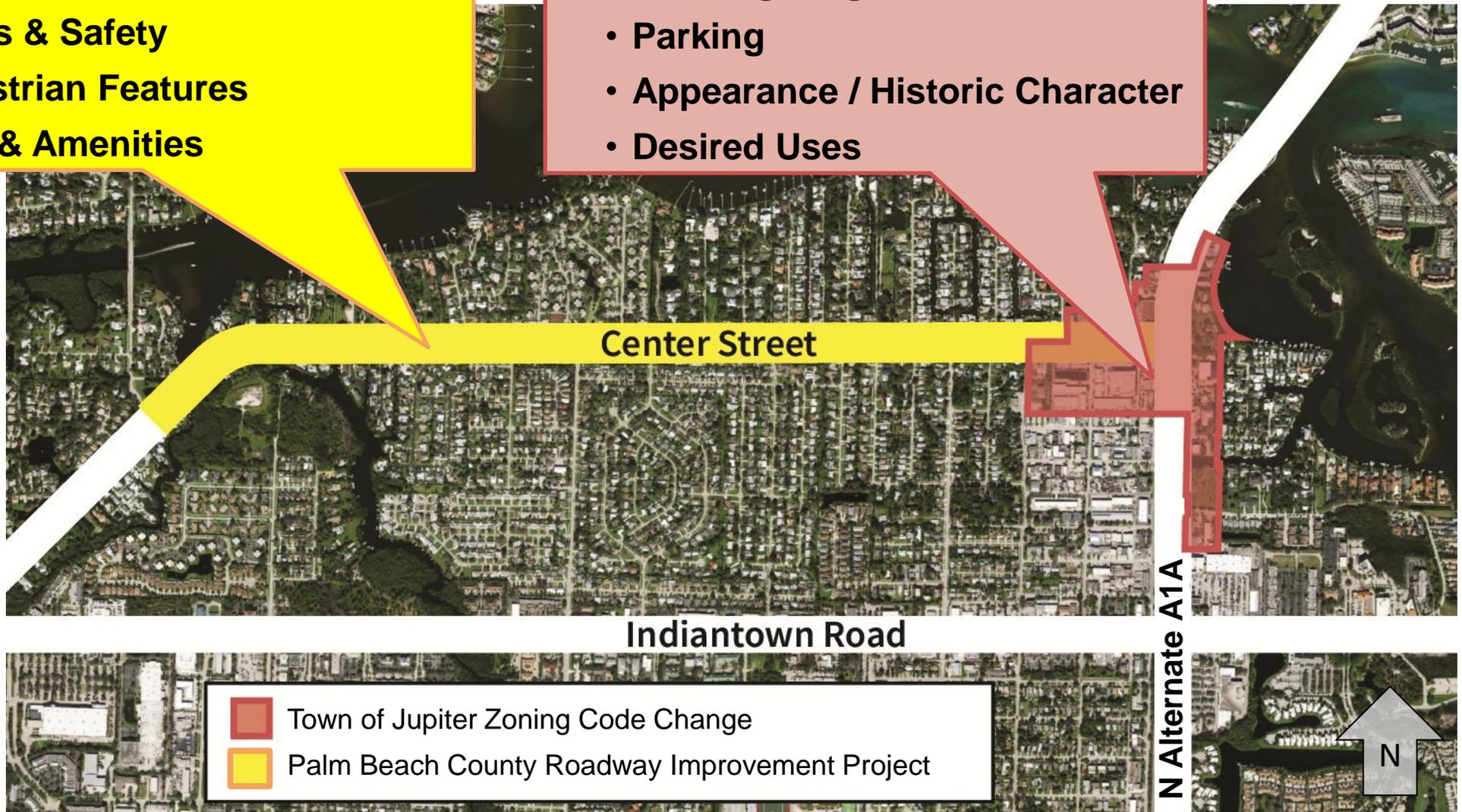
Seeking your input regarding:

- Roadway Design
- Traffic Speeds & Safety
- Bicycle/Pedestrian Features
- Placemaking & Amenities

## ZONING CODE CHANGES

Seeking your input regarding:

- Building Height
- Parking
- Appearance / Historic Character
- Desired Uses



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# Anticipated Project Schedules

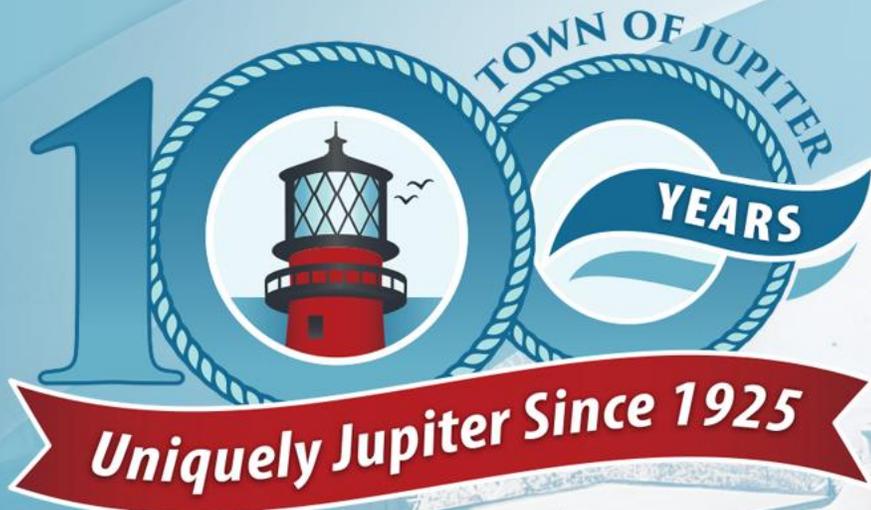
- **Palm Beach County Roadway Improvement Project**

- Summer/Fall 2025: Continued coordination with County
- 2026: County to finalize design plans
- FY 2028: Current Construction Funding

- **Zoning Code Changes**

- Summer/Fall 2025: Continued Public Input
- November 2025: Planning & Zoning Commission
- December 2025: Town Council Consideration





# Roadway Improvements

**CENTENNIAL  
CELEBRATION**  
1925 - 2025





## Pop Quiz ~ Jupiter

1. Jupiter was incorporated in 1925, and the first U.S. census in 1930 reporting a bustling Town population of 176 residents. **What percentage of the total Palm Beach County population did Jupiter represent in 1930?**

**A. 0.3%**

**B. 0.6%**

**C. 1.2%**

**D. 2.4%**

**E. 4.8%**



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**BONUS:** What percentage does Jupiter represent today?

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**BONUS:** What percentage does Jupiter represent today? **3.9%**

Jupiter (2025): 61,405

Palm Beach County (2025): 1.56M

## Pop Quiz ~ Jupiter

2. The Sims house, built in 1924, is one of the oldest in Jupiter, originally owned by founding father, Eli Sims, and his wife Essie, daughter of a Barefoot Mailman. These postal carriers walked and rowed 136 miles round-trip to deliver mail from Palm Beach to Miami. What unique items did Barefoot Mailmen wear around their necks?

- A. Hatchets
- B. Canteens
- C. Bandanas
- D. Shoes
- E. Mail Sacks



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## Pop Quiz ~ Jupiter

3. In 2020, the COVID-19 pandemic led to an unprecedented boom in cycling, with a 41% increase in U.S. bicycle sales and riding. Surging growth peaked in 2022, then averaging a more modest 10% increase annually in the U.S. in the past three years. Roughly how many new bicycles are sold annually in the U.S. today?

- A. 10 Million
- B. 20 Million
- C. 30 Million
- D. 40 Million
- E. 50 Million



## Pop Quiz ~ Jupiter

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C. 30 Million

D. 40 Million

E. 50 Million



## Pop Quiz ~ Jupiter

4. The Center Street watershed drains directly into the Loxahatchee River, which is the first of two Wild and Scenic Rivers in Florida. Human habitation along the river dates back at least 5,000 years, with a notable history among Native American inhabitants. With Seminole and Miccosukee origins, what does the name

“Loxahatchee” translate to?

- A. The Mooring of Manatees
- B. The Trail of Tarpon
- C. The River of Reptiles
- D. The Creek of the Turtle
- E. The Frolic of Fish



## Pop Quiz ~ Jupiter

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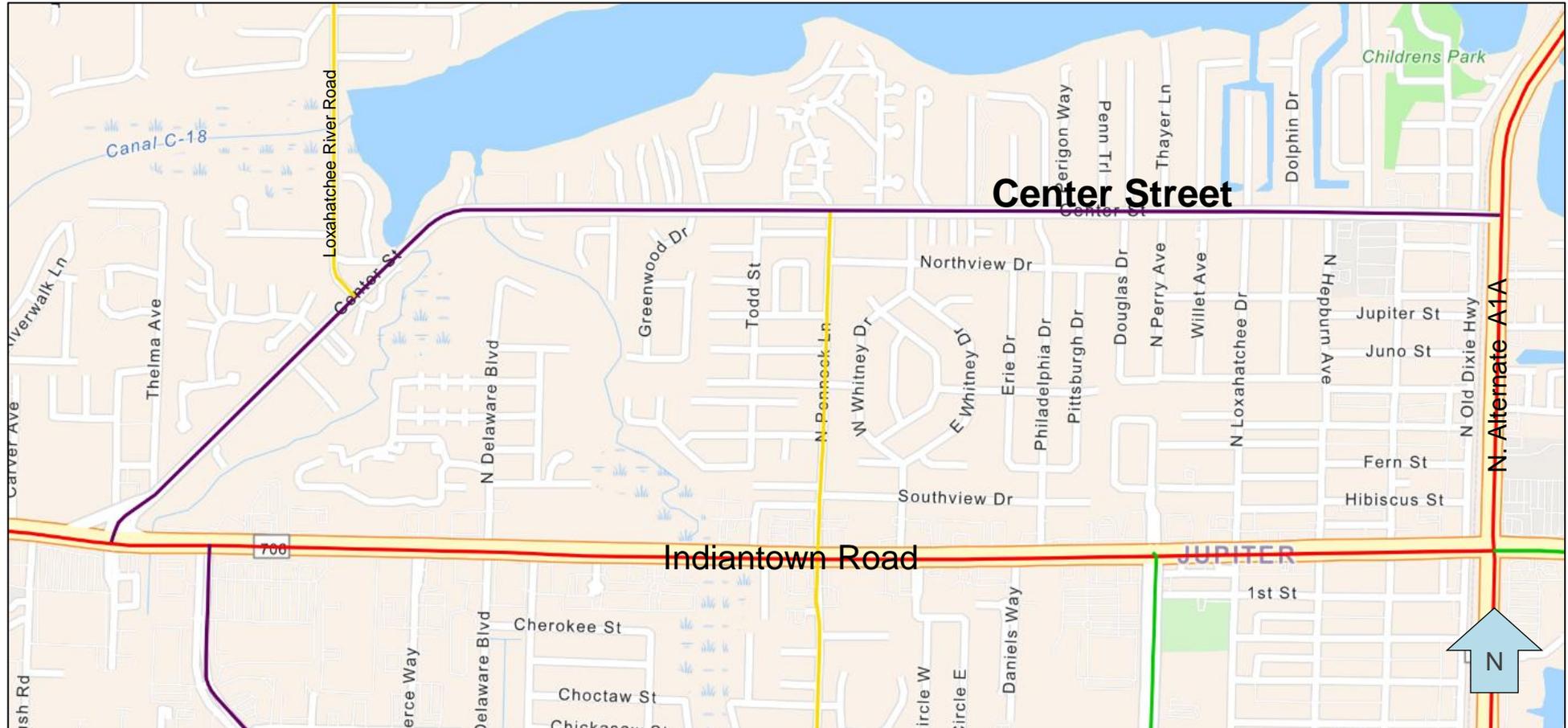
D. The Creek of the Turtle

E. The Frolic of Fish



# Center Street is owned by Palm Beach County.

Roadway Functional Classification	
01 - Principal Arterial-Interstate RURAL	
02 - Principal Arterial-Expressway RURAL	
04 - Principal Arterial-Other RURAL	
06 - Minor Arterial RURAL	
07 - Major Collector RURAL	
08 - Minor Collector RURAL	
09 - Local RURAL	
11 - Principal Arterial-Interstate URBAN	
12 - Principal Arterial-Freeway and Expressway URBAN	
14 - Principal Arterial-Other URBAN	
16 - Minor Arterial URBAN	
<b>17 - Major Collector URBAN</b>	
18 - Minor Collector (Fed Aid) URBAN	
19 - Local URBAN	

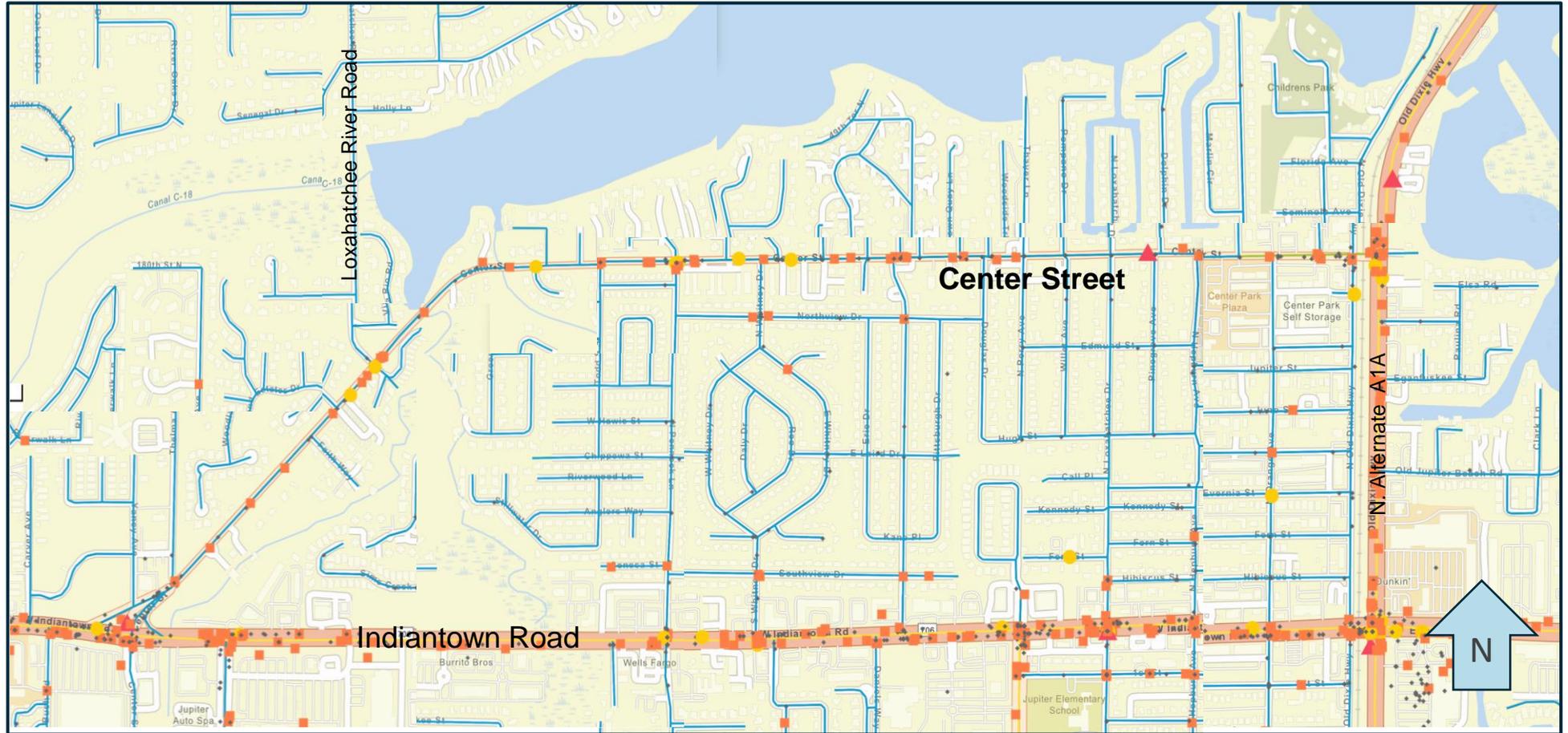


**“Functional Roadway Classification”**  
Center Street Classification: Major Collector (Urban)

SOURCE: Palm Beach Transportation Planning Agency (TPA)



# Center Street has a history of safety challenges.



**Signal 4 Crash Data**

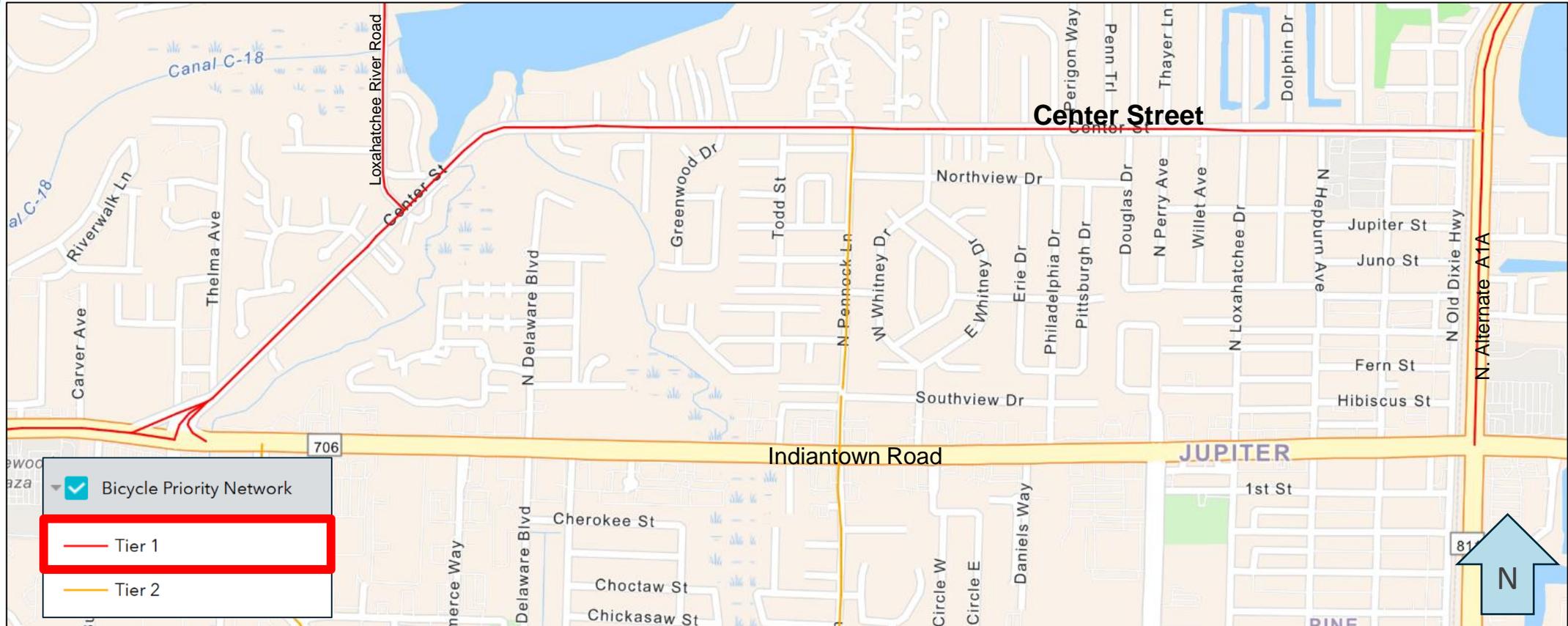
- ◆ No Injury
- Injury
- Serious Injury
- ▲ Fatality

**Map of All Crashes (2019-2023)**

SOURCE: Palm Beach Transportation Planning Agency (TPA)



# Center Street has been designated as a high-priority bicycle facility.



## Palm Beach TPA ~ Bicycle Priority Network Map

Center Street Designation = Tier 1 (Highest Priority)

SOURCE: Palm Beach Transportation Planning Agency

# Center Street - Bicycle/Pedestrian Activity



# Center Street - Bicycle/Pedestrian Activity



# What Drivers See ...



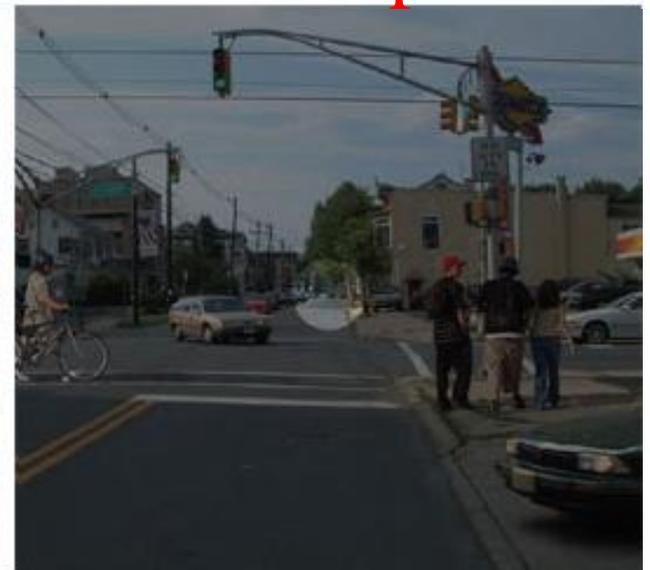
20 mph



30 mph



35 mph



45 mph

# What Drivers See ...



# What Drivers See ...



CENTER STREET

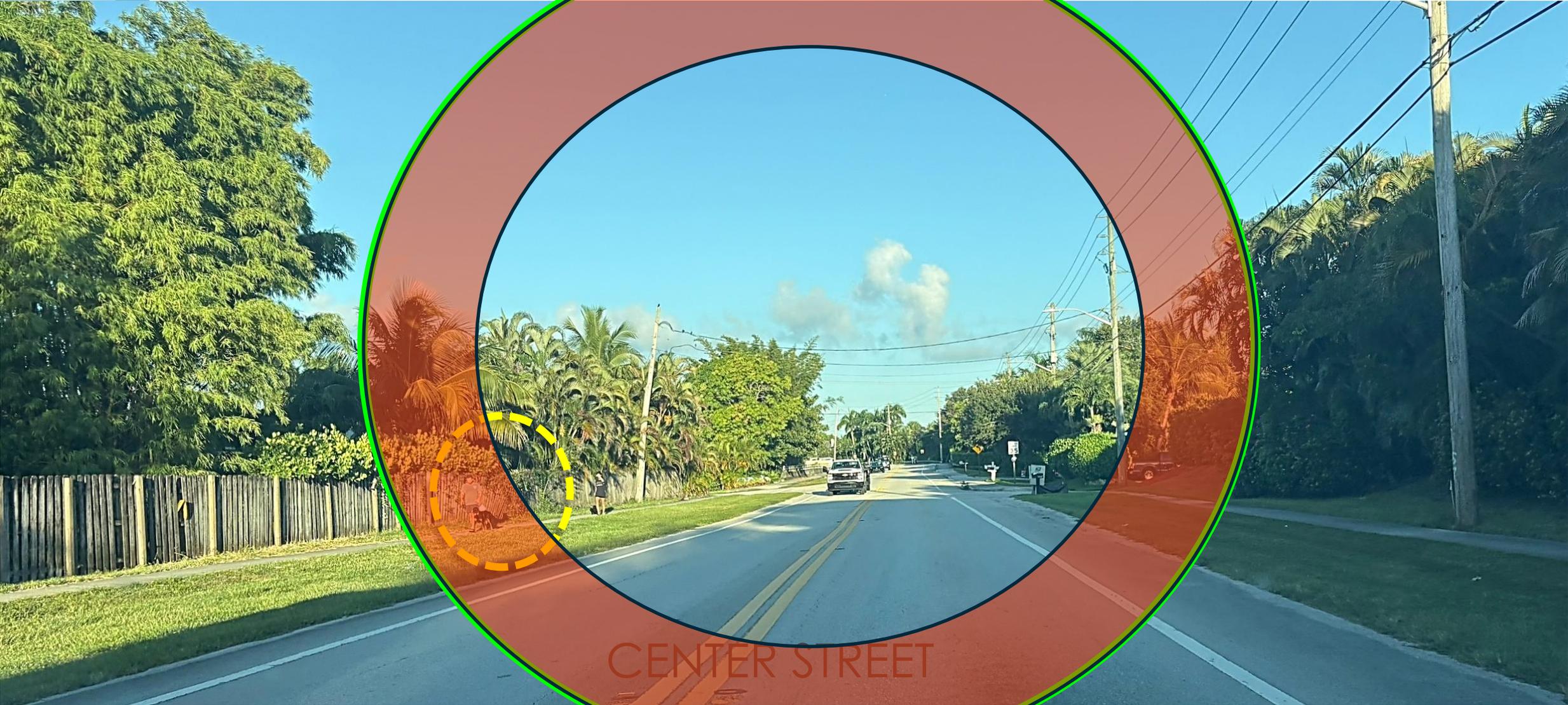
# What Drivers See ...



CENTER STREET

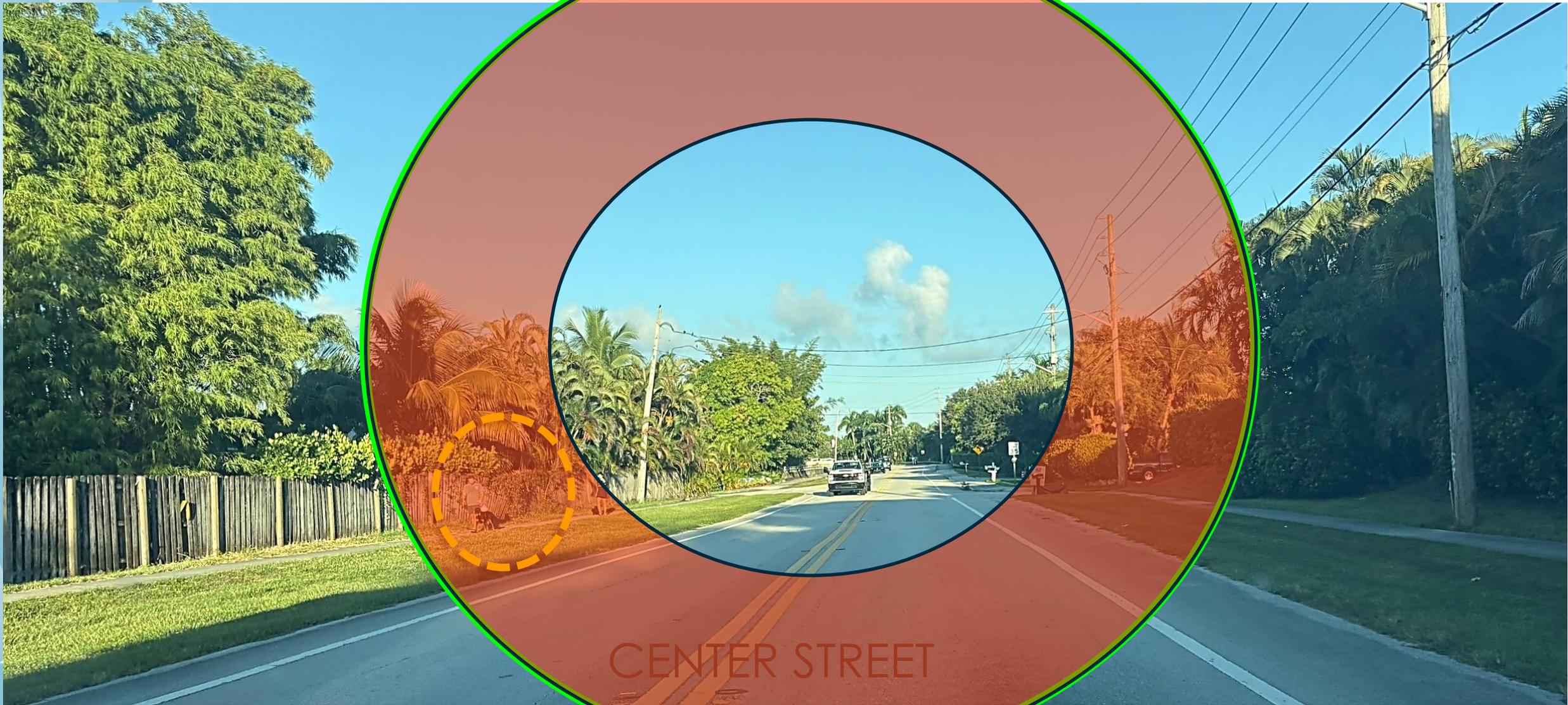
25 mph

# What Drivers See ...



25 mph 35 mph

# What Drivers See ...



25 mph 35 mph 45 mph

# Vehicle Speed vs. Chance of Survival



# The Idea of Complete Streets ...

Complete Streets are streets for everyone.



They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, transit riders, and motorists of all ages and abilities.



URNS OUT **THE ROAD**  
TO **HEALTHIER**  
**NEIGHBORHOODS**  
IS LITERALLY  
**A BETTER ROAD.**



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# Roadway Design Elements to Consider



*Textured Crosswalk*



*Enhanced Median Crosswalk*



*Elevated Crosswalk*

# Roadway Design Elements to Consider



*Lighted Crosswalk*



*Protected Crosswalk*



*Bulb-out*



*Splitter Island*

# Roadway Design Elements to Consider



*Buffered Bike Lane*



*Bikeway Intersection*



*Shared-Use Path*



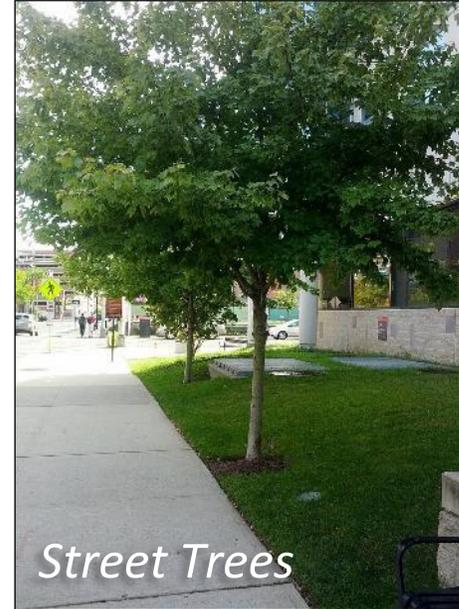
*Protected Bicycle Lane*

NOTE: Center Street has a 35 MPH posted design speed, so it cannot be posted as a “sharrow”

# Roadway Design Elements to Consider



*Roundabout*



*Street Trees*

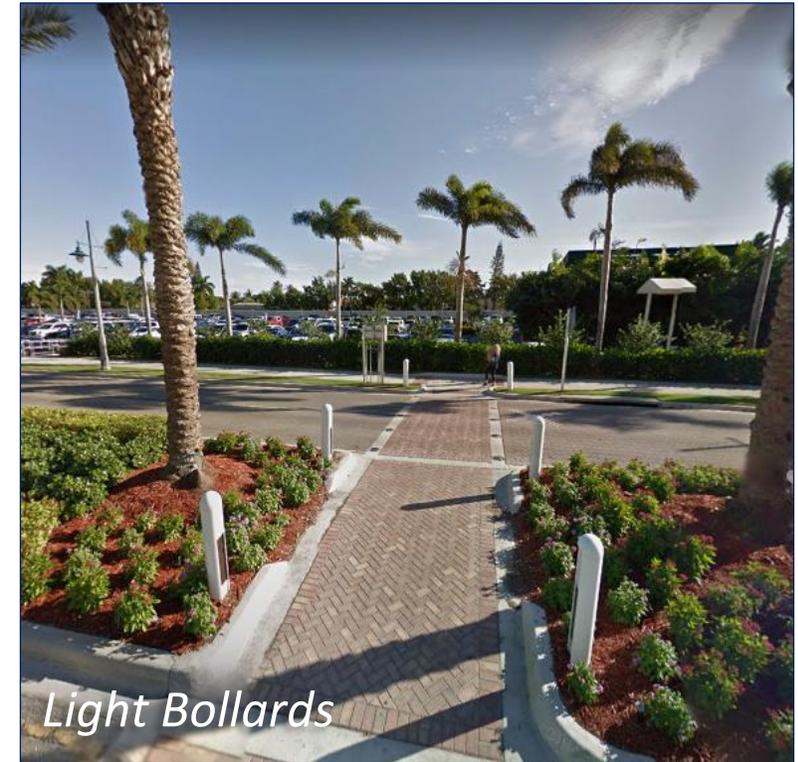


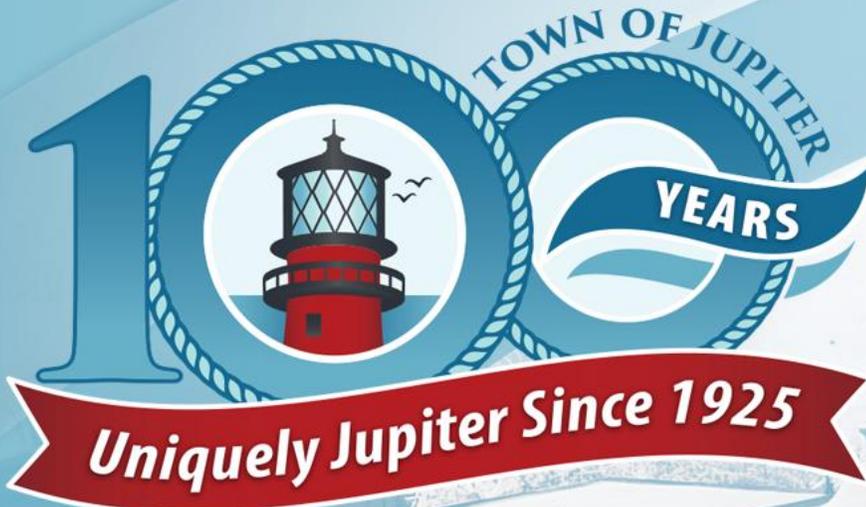
*Speed Table*



*Planters*

# Roadway Design Elements to Consider





# Zoning Code Changes



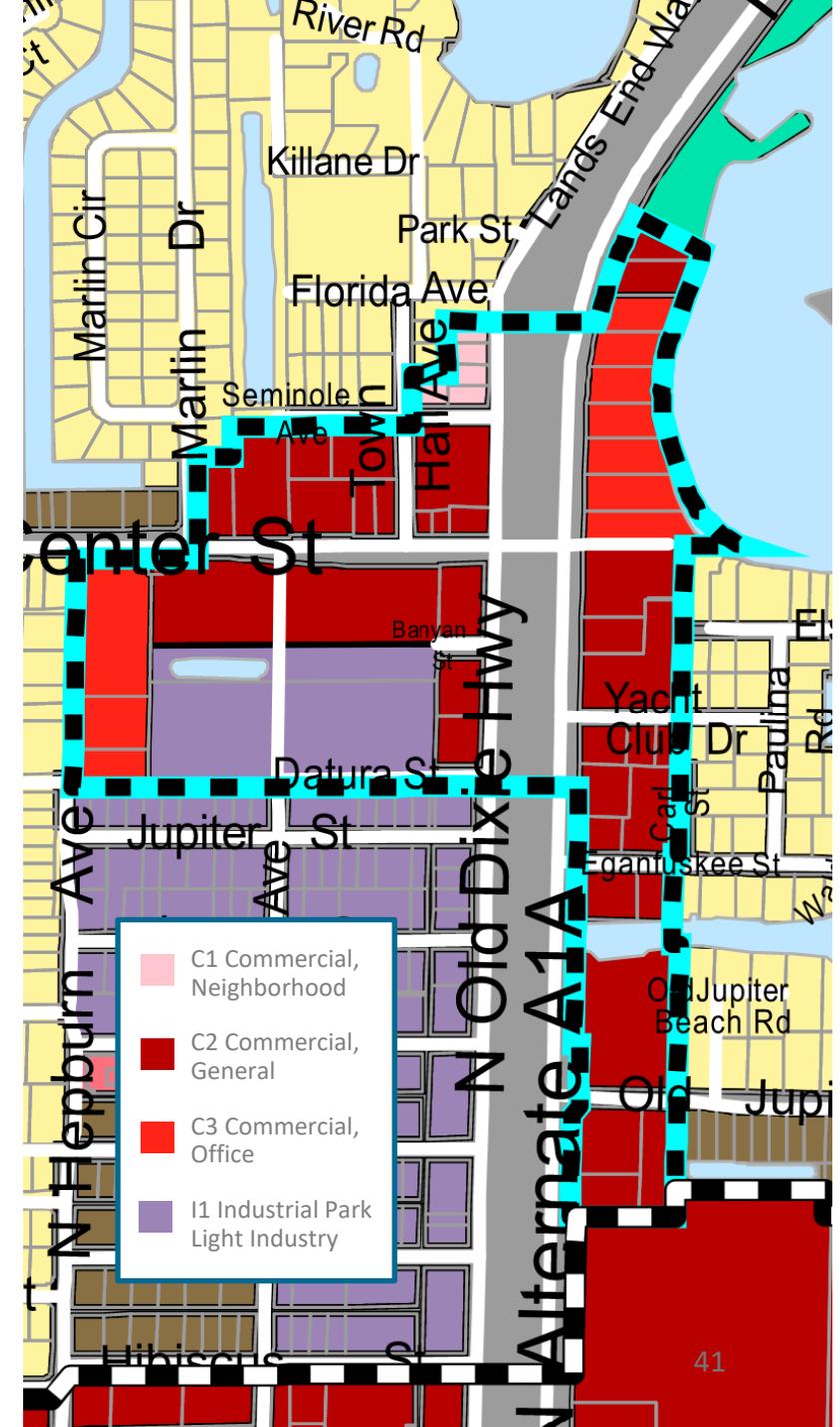
**CENTENNIAL  
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# Center Street/ Alternate A1A Redevelopment Overlay Area



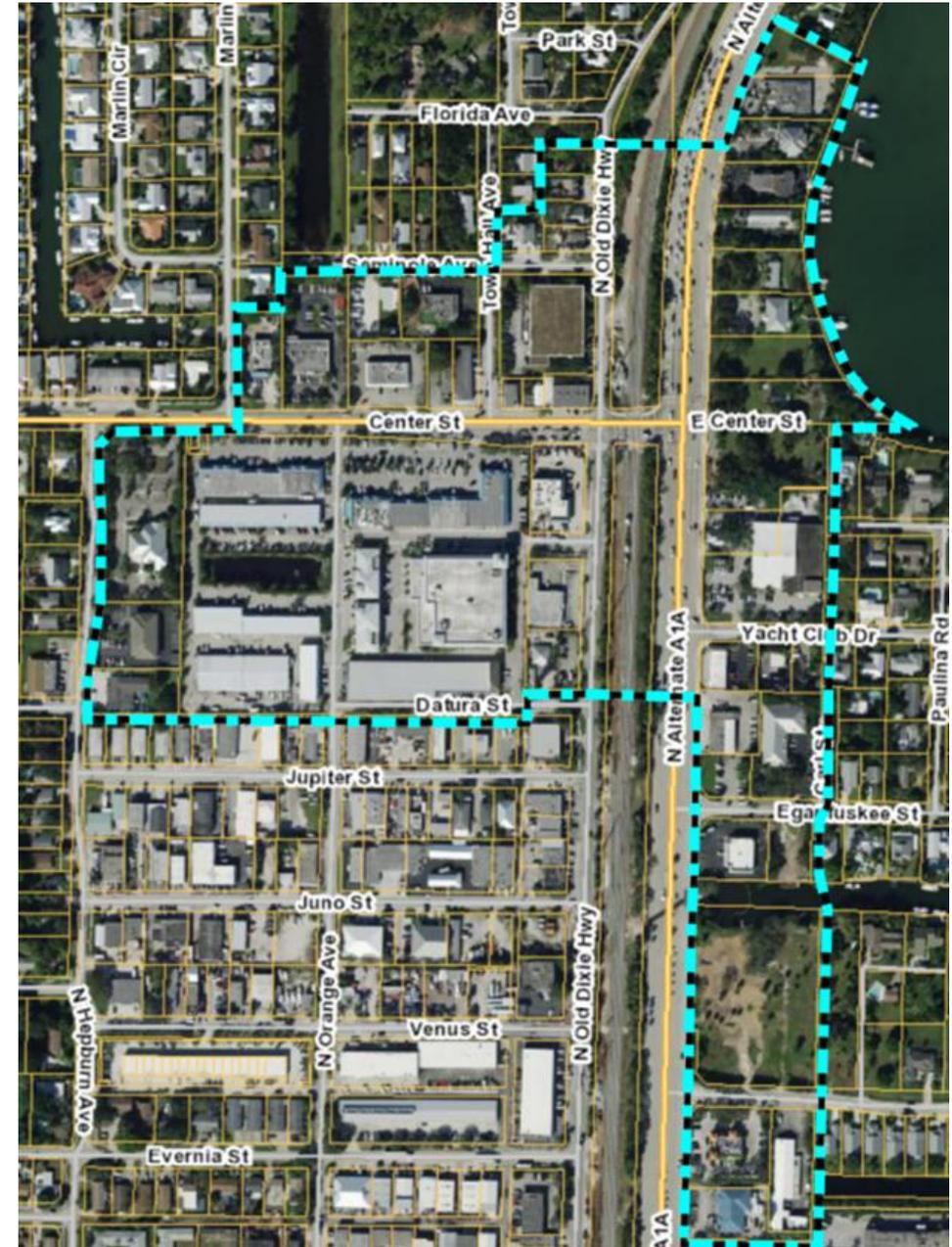
## Existing regulations enable (not require):

- Front setback reductions
- Landscape buffer & greenspace reductions
- Historic commercial character
- Buildings oriented to the street
- On-street parking
- Preserve & enhance natural resources
- Views to the waterway



# Proposed Zoning Code Changes

- **Required vs. Voluntary**
- **Different regulations for Center Street vs. Alternate A1A**
- **Emphasize historic character** (e.g., building height, design, compatibility, permitted uses)



# Proposed Zoning Code Changes will address:

- Building Height
- Front Setback
- Massing & Scale
- Historic Character



# Existing Historic Character



# Thoughts on Building Height?



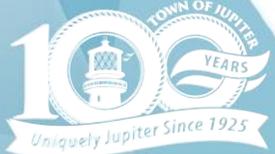
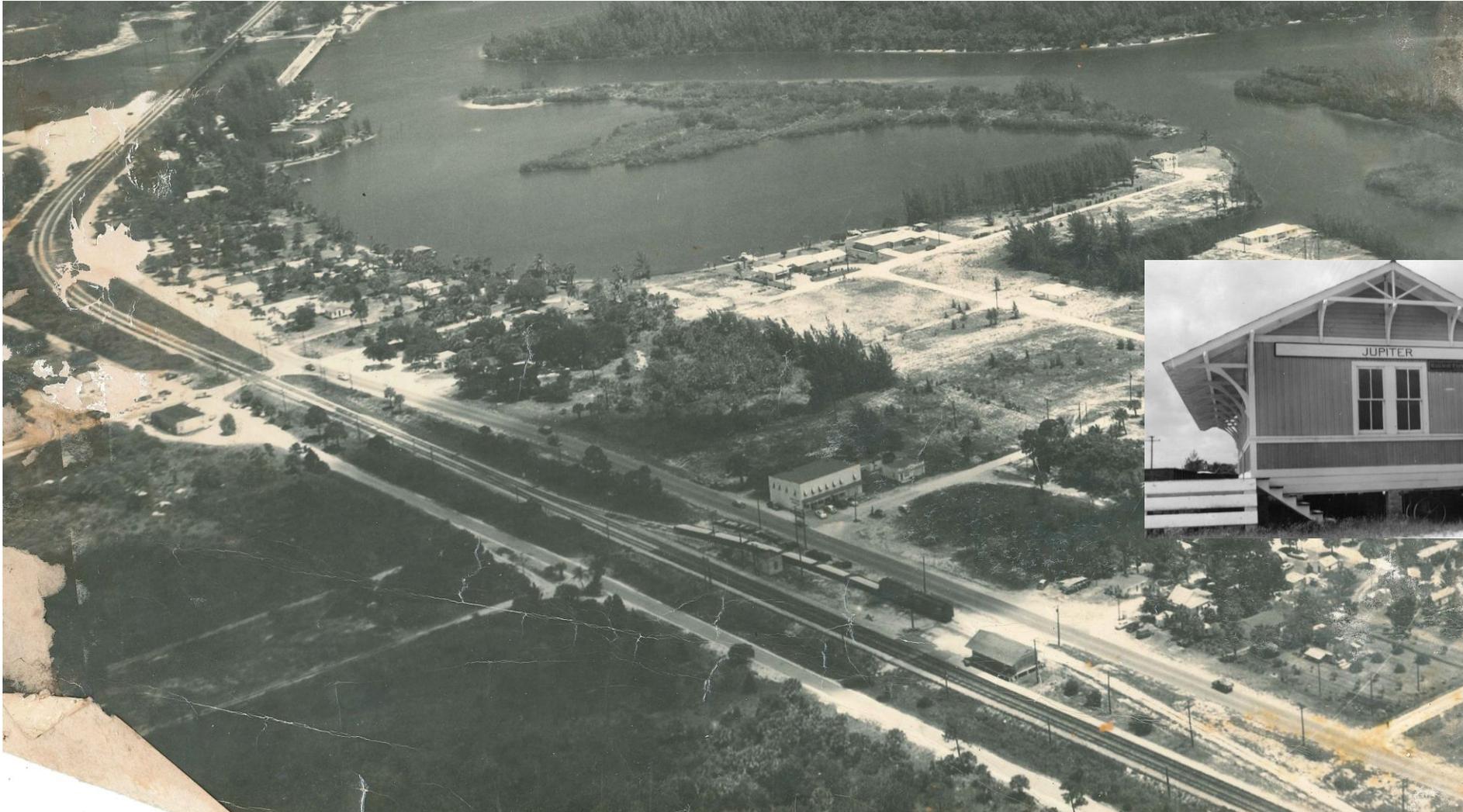
# Thoughts on Scale and Massing?



# Thoughts on Front Setbacks?



# Now for your input!



EMAIL: [CenterStreetInput@jupiter.fl.us](mailto:CenterStreetInput@jupiter.fl.us)

# I usually use Center Street to travel to and from:



- a. Home
- b. Work
- c. Shopping, Dining & Services
- d. School & Parks
- e. More than one of the above
- f. I don't travel on Center Street

# When traveling on Center Street, I typically:



- a. Drive in a vehicle
- b. Walk
- c. Bike
- d. Ride a scooter
- e. Use a wheelchair
- f. I don't travel on Center Street

# I think traffic on Center Street tends to be:



- a. Too slow
- b. Moving at the posted speed of 35 MPH
- c. Too fast
- d. Way too fast
- e. I don't have an opinion on this issue

- Add
- Answers/Comments
- From
- group

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# To accommodate both bicyclists and pedestrian on Center Street, I prefer:



- a. Separate facilities (sidewalks plus bike lanes)
- b. Shared facilities (wider multi-use paths for both users)
- c. I don't have an opinion on this issue

- Add
- Answers/Comments
- From
- group

EMAIL: [CenterStreetInput@jupiter.fl.us](mailto:CenterStreetInput@jupiter.fl.us)

# Regarding crosswalks on Center Street, I think:



- a. The location and number of crosswalks are appropriate
- b. We need more crosswalks to cross Center Street safely

- Need more crosswalks
- Comments
- From
- Public

EMAIL: [CenterStreetInput@jupiter.fl.us](mailto:CenterStreetInput@jupiter.fl.us)

# If possible, I would like more of the following:



- a. Textured crosswalks
- b. Lighted crosswalks
- c. Raised crosswalks
- d. Crosswalks with landscape enhancements
- e. Several of these
- f. None of these

- Textured, lighted, raised preferred

EMAIL: [CenterStreetInput@jupiter.fl.us](mailto:CenterStreetInput@jupiter.fl.us)

# For intersections on Center Steet, I prefer:



- a. Traffic signals with painted crosswalks (existing condition)
- b. Traffic signals with “enhanced” crosswalks (e.g., lighted, textured)
- c. Traffic signals with raised crosswalks
- d. Traffic circles or roundabouts
- e. I don’t have an opinion on this issue

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# What do you think works well on Center Street and what are its challenges?

- Need to consider surfaces at crosswalks for safety – ADA issues
- Like nature of local and small businesses – tough to walk there anymore – crossing the street is tough
- From – loosing its value due to the corridor
- Major issue is vehicle speeds – reduce posted speed
- Possibly a physical barrier between bike lanes and travel lanes
- Center Street works well as a thoroughfare for people passing through – need to reclaim the street for the community – what can the Town do to gain control and reroute traffic



# What do you think works well on Center Street and what are its challenges?

- Learned behavior in terms of travel routes – take back control of Center Street as a local road
- Concerned about safety near curve at Loxahatchee River Rd – multiple severe accidents at that location – that curve is very dangerous
- Center lanes a being used as an inside passing lane which is creating head-on accidents
- Larger commercial vehicles are using Center St to avoid using Indiantown Rd is diminishing the character of the corridor



# What do you think works well on Center Street and what are its challenges?

- Enforcement is critical – people not following the rules of the road
- Current visibility of pedestrians works well – additional trees might impact that
- Motorists actually drive on the sidewalk to avoid stopping or slowing down
- Narrow private roads have visibility issues and conflicts with bikes and pedestrians when trying to access Center Street
- Visibility at Penn Trail etc. is very challenging to access Center
- 3 lane section of Center Street works very well – it already exists within the study area



# What do you think works well on Center Street and what are its challenges?

- Used to have No Through Trucks signs that were taken away – bring them back
- How about 2 travel lanes and one full bike lane
- Speeding is a key issue



# What are the most important issues for Center Street?

- There is a garbage truck issue especially during school pickup times at same time everyday
- Keep motorists from using center lanes as travel lane – medians to break it up or other physical barriers
- Also physical barriers on south and north sides as well so vehicles do not use the sidewalk as a travel lane
- Will adding the third lane Induce More traffic versus keeping it two lanes?
- Will there be any land acquisition necessity to accommodate these designs?
- Will this impact historic districts – if so will it influence the design?



# What are the most important issues for Center Street?

- Perhaps the Town knows more about Center Street than PBC (in terms of how the community and roadway interact) – could the road go back to the Town?
- Center Street is the ugliest street with the highest valued homes – why can't this corridor be beautified?
- Turn lane in Center Street is used by locals – the commuters passing through do not use them – should not villainize the center turn lane



# Are there locations where you feel building height should be limited?

- Building heights should be limited from 50' (reduced) along the entire corridor and ROA (AIA) – 2-3 stories max
- Shouldn't reducing allowable building heights be up to the property owner? That is taking property rights.



# How important is maintaining Historic Character?

- Very Important! 😊
- Also maintenance and enhancement of existing structures
- Needs continuity – hodgepodge of architecture styles and building sizes etc. – Consistent street trees



# What are your thoughts on placing buildings or parking closer to the street?

- Front setbacks are currently 50' – could you exchange reduced building heights for reduced setbacks (as an exchange)?
- Building should be closer to the road for pedestrian activation
- Not currently deep enough setbacks today for visibility
- Reducing setbacks without reducing speed and pedestrian protections could be counterproductive



# Any other concerns or desires?

- Concerned about homeowners that live on Jones Creek- the vertical clearance for the bridge at Center Street is little more than 3' – request bridge be raised to match Simms Creek bridge (6'+)
- Improving this one issue would impact hundreds of property owners – improve tax base, and an arched bridge would slow down traffic
- Raising the bridge would require purchasing deep water access properties
- Parking needs to be figured out – the balance between preserving the historic character and providing enough parking is a challenge – needs to be figured out
- KD – stormwater storage is also an issue in the historic areas



# Any other concerns or desires?

- How about undergrounding utilities – the corridor and the neighborhoods?
- The historic areas are no more than two stories
- Raise the bridge at Jones Creek will bring bigger boats there and that could potentially negatively impact the natural areas of the creek



# Project Contact Information

Town of Jupiter  
Center Street Projects Team  
Planning & Zoning

Phone Number:  
561-741-2323

Email Address:  
CenterStreetInput@jupiter.fl.us

Website Address:  
<https://www.jupiter.fl.us/2528/Help-Shape-the-Future-of-Center-Street>

