



MOBILITY



DATA, INVENTORY, AND ANALYSIS





TABLE OF CONTENTS

INTRODUCTION	MBL - 1
EXISTING CONDITIONS	MBL - 1
COMPLETE STREETS IN DELRAY BEACH	MBL - 1
ROADWAYS	MBL - 2
LEVEL OF SERVICE	MBL - 6
ALTERNATIVE MODES OF TRANSPORTATION	MBL-11
TRENDS AND CHALLENGES	MBL -13
2024 CONDITIONS	MBL -14
2040 CONDITIONS	MBL -17

DEFINITIONS

TABLES

Table MBL-1 Palm Beach County and Delray Beach Thoroughfare Roadways	MBL - 4
Table MBL-2 Roadways Level of Service Thresholds	MBL – 6
Table MBL-3 Generalized Peak Hour Directional Volumes for Roadways	MBL – 7
Table MBL-4 Existing (2018) Daily Roadways Level of Service	MBL – 8
Table MBL-5 Existing (2018) Peak Hour Peak Direction Roadway Level of Service	MBL - 10
Table MBL-6 Journey to Work Data – Delray Beach and Surrounding Jurisdictions	MBL - 12
Table MBL-7 Palm Tran currently serves Delray Beach with Seven Routes	MBL - 13
Table MBL-8 2024 Roadway Level of Service	MBL - 14
Table MBL-9 2040 Roadway Level of Service	MBL - 18

MAPS

Roadway Connectivity	DIA-10
Existing Roadway Laneage	AD-6
Functional Classification & Maintenance Responsibility	AD-7



2018 Daily Level of Service	DIA-8
2018 Peak Level of Service	DIA-9
2024 Daily Level of Service	DIA-11
2024 Peak Level of Service	DIA-12
Bicycle Network	AD-8
Pedestrian Network	AD-9
Existing Transit and Future Transit Opportunities	AD-10
Downtown Parking	DIA-15
Transportation Concurrency Exception Area (TCEA)	AD-11
Long Range Laneage as anticipated in the TPA's Plan	DIA-13
2040 Daily Level of Service	DIA-14
Evacuation Routes	AD-12
Automobile-Only Crashes	DIA-16
Bicycle-Involved Crashes	DIA-17
Pedestrian-Involved Crashes	DIA-18



INTRODUCTION

This document provides the relevant data, inventory and analysis of transportation conditions in support of the City's Mobility Element of their Comprehensive Plan, as described in Florida Statutes (FS) 163.3177(1)(f). This information was considered in developing the Goals, Objectives and Policies in the City's Mobility Element.

EXISTING CONDITIONS

To effectively guide and direct future transportation plans within Delray Beach, a clear understanding of existing transportation conditions is necessary. This section examines the existing transportation conditions, including an inventory of complete streets, bicycle facilities, transit service, functional classification, jurisdiction and traffic counts. This information was used to identify existing levels of service for the roadways.

COMPLETE STREETS IN DELRAY BEACH

Complete streets are streets that are meant for everyone. These streets are designed to accommodate all users of the roadway: pedestrians, bicyclists, motorists, and transit riders. No one specific characteristic defines a complete street because each is unique and built to respond to the needs of the surrounding area and community. Some common elements of a complete street in a downtown area may include wide sidewalks (with lighting), bike lanes or sharrows, public transportation shelters, pedestrian refuge islands, bulb-outs, on-street parking, buildings positioned to frame the street, crosswalk signage, and formal landscaping designs that shade pedestrians. Complete streets in residential neighborhoods provide sidewalks, on-street bike lanes, multi-use paths or trails, formal or informal landscaping, and may incorporate traffic calming elements, such as landscape islands or bulb outs, to maintain appropriate neighborhood speeds.

While complete streets can be thought of as something new, Delray Beach has many examples of complete streets already in place. The following are examples of complete streets in Delray Beach:

Atlantic Avenue

Atlantic Avenue is synonymous with Delray Beach. It is the heart of downtown and provides vehicular and pedestrian access to a host of retail and restaurant establishments. Atlantic Avenue is also

the City's main east-west thoroughfare to the recreational opportunities at the beach. In the downtown area, Atlantic Avenue is a two-lane street with sidewalks and other pedestrian amenities. On street parking, the near-constant pedestrian activity, and sidewalk dining results in slow speeds on Atlantic Avenue. Local transit serves the length of the street, providing access to Palm Tran and the Tri-Rail station with its associated multimodal options, as well as to downtown businesses and workplaces, as well as the recreational opportunities at the beach. It should be noted that Atlantic Avenue was not always a two-lane street with on-street parking and pedestrian amenities; historically, Atlantic Avenue was a four-lane street with narrow sidewalks. Delray Beach decided to intentionally narrow the street in the 1980's, to provide on-street parking, enhance pedestrian amenities, and preserve the street from future widening. Atlantic Avenue in the downtown area successfully meets the needs of multiple users of this roadway.

5th Avenue / 6th Avenue

The one-way pair of 5th Avenue and 6th Avenue, which also serve as US 1 through the City, was recently rebuilt as complete streets. Previously, the streets provided three vehicular lanes in each direction, with sidewalks and no specific bike facilities. The streets were redesigned to provide two vehicular lanes in each direction and added on-street parking and bike lanes, as well as additional landscaping and pedestrian amenities, such as benches and decorative street lighting.

Delray Beach temporarily tested the lane reduction prior to the ultimate implementation. By collecting speed, volume, and crash data prior to and during the temporary lane reduction, the City was able to quantitatively assess the impacts of the reduction. Based on the data collected, the lane reduction resulted in the following measurable improvements to safety and quality of life:

- 🌈 Insignificant change to traffic volumes – indicating that excess capacity existed on the road and traffic didn't divert onto neighborhood streets.
- 🌈 Insignificant change to vehicular delay at intersections, indicating excess capacity.



- A 48% reduction in crashes
- A decrease of observed of speed by 6 miles per hour

Since the goals of the lane reduction were quantifiably confirmed during the temporary lane reduction, the lane reduction was permanently implemented. The rebuilt one-way pair is an example of a successful complete street project.

Seacrest Avenue/NE 2nd Avenue

Seacrest Avenue/NE 2nd Avenue is a two-lane roadway that connects the residential neighborhoods in northern parts of the City with the Pineapple Grove and downtown areas. To provide a more inviting environment for bicyclists, the City has implemented colored bicycle lanes between George Bush Boulevard and NE 4th Street. Landscape islands have also been added along the street to provide a more inviting pedestrian experience and to promote slower vehicular speeds.

Eastern Delray Beach

The residential areas of Delray Beach located east of Interstate 95 are almost exclusively served by a gridded network of two-lane streets. These residential streets meet the transportation needs of automobiles, cyclists, and pedestrians. The typical cross section of one of these residential streets is two vehicular travel lanes with sidewalks on both sides, separated by a swale. The presence of driveway connections and the nature of the gridded network encourages lower vehicular speeds, creating an environment that accommodates bicyclists in the street network.

Gridded Connectivity

Delray Beach has developed in two distinct street network patterns; a dense, gridded network of narrow streets in the area located east of Interstate 95, and a collector-arterial network comprised of wider streets with few interconnected local streets in the area located west of Interstate 95. The gridded network provides multiple vehicular route options to most locations, and results in lower per-street volumes, slower speeds, and a more pedestrian and bicycle-friendly system. The collector-arterial network provides less interconnectivity between uses, longer travelled distances, and higher speeds, which result in a less friendly pedestrian and bicycle environment. Although introducing more connectivity to a built-

out environment is not always feasible, Delray Beach should strive to retrofit connectivity as properties redevelop in the western area of the City. Providing more connections will lead to more options for all users and lessen the impacts of vehicles, especially in the areas west of Interstate 95. Where vehicular connections cannot be achieved, linking pedestrian and bicycle routes should be a priority. Map DIA-10 (Roadway Connectivity) illustrates the city's connectivity patterns.

ROADWAYS

Delray Beach is served by a network of state, county, and local roads that range from the Interstate 95, which links major cities along the eastern seaboard, to local neighborhood streets. Table 1: Palm Beach County and Delray Beach Thoroughfare Roadways summarizes the number of lanes, functional classification, and jurisdiction of Palm Beach County and City thoroughfare roadways within the City.

Jurisdiction

The Jurisdiction refers to the "ownership" of the roadway. For example, the Florida Department of Transportation (FDOT) has the responsibility to maintain roadways within their jurisdiction. FDOT also controls the access to these roads. Palm Beach County and Delray Beach have similar responsibilities for roads within their jurisdiction. It should be noted that Delray Beach has the authority to establish the level of service standard for all roads within the City, regardless of jurisdiction. In addition, jurisdictions can be transferred between FDOT, Palm Beach County and the City upon the parties reaching agreement as to the transfer.

Functional Classification

All roadways within Delray Beach are assigned a Functional Classification based on the agreement of the Florida Department of Transportation, the Palm Beach Transportation Planning Agency (TPA) and the Federal Highway Administration. Functional classification is the process when streets and highways are grouped into classes, or systems, per the character of service they provide. The designation of functional classification is made at least once every 10 years following the decennial Census. Three functional classification categories are common to roadways:



- Principal Arterial - Interstate
 - i.e. I-95
- Minor Arterial
 - i.e. Linton Boulevard
- Collector
 - i.e. Lowson Boulevard

The functional classification of each roadway is illustrated in Map AD-7 (Functional Classification & Maintenance Responsibility).



**Table MBL-1
Palm Beach County and Delray Beach Thoroughfare Roadways:
Number of Lanes, Functional Classification, and Jurisdiction**

Palm Beach County Thoroughfare Roadways					
Station	Roadway		Roadway Type	Jurisdiction	No. of Lanes
	From	To			
	Military Trail				
6202	Clint Moore Road	Linton Blvd	Principal Arterial	County	6LD
5618	Linton Blvd	Atlantic Ave	Principal Arterial	County	6LD
5606	Atlantic Ave	Lake Ida Rd	Principal Arterial	County	6LD
5652	Lake Ida Rd	Flavor Pict Rd	Principal Arterial	County	6LD
	Congress Avenue				
6204	NW 82nd Street	Linton Blvd	Principal Arterial	County	6LD
5650	Linton Blvd	Lowson Blvd	Principal Arterial	County	6LD
5612	Lowson Blvd	Atlantic Ave	Principal Arterial	County	6LD
5630	Atlantic Ave	Lake Ida Rd	Principal Arterial	County	6LD
5602	Lake Ida Rd	N. of Lake Ida Rd	Principal Arterial	County	6LD
	Interstate 95				
6218	Peninsula Corp Dr.	Linton Blvd	Principal Arterial	FDOT	10L
5212	Linton Blvd	Atlantic Ave	Principal Arterial	FDOT	12L
	Federal Highway				
5840	Lindell Blvd	Linton Blvd	Minor Arterial	FDOT	4LD
5838	Linton Blvd	Lowson Blvd	Minor Arterial	FDOT	4LD
5842	NB Lowson Blvd	Atlantic Ave	Minor Arterial	FDOT	2
5810	SB Lowson Blvd	Atlantic Ave	Minor Arterial	FDOT	2
5812	NB Atlantic Ave	Lake Ida Rd/ NE 4th	Minor Arterial	FDOT	2
5810	SB Atlantic Ave	St	Minor Arterial	FDOT	2
	Dixie Highway				
6304	Lindell Blvd	Linton Blvd	Collector	County	2
	Ocean Boulevard				
5836	South of Linton Blvd	Linton Blvd	Collector	FDOT	2
5834	Linton Blvd	Atlantic Ave	Collector	FDOT	2
5832	Atlantic Ave	George Bush Blvd	Collector	FDOT	2
	Linton Boulevard				
5607	Military Trail	Homewood Blvd	Minor Arterial	County	6LD
5661	Homewood Blvd	Congress Ave	Minor Arterial	County	6LD
5819	10th Ave SW	Old Dixie Hwy	Minor Arterial	County	6LD
5821	Old Dixie Hwy	US 1	Minor Arterial	County	6LD
5813	US 1	Ocean Blvd	Collector	County	4LD
	Atlantic Avenue				
5609	Military Trail	Barwick Rd	Principal Arterial	FDOT	6LD
5659	Barwick Rd	Congress Ave	Principal Arterial	FDOT	6LD
	Congress Ave	Swinton Ave	Minor Arterial	FDOT	4LD
	Federal Highway	Ocean Blvd	Collector	FDOT	4LD
	Lake Ida Road				
5623	Military Trail	Barwick Rd	Collector	County	4LD
5605	Barwick Rd	Congress Ave	Collector	County	4LD
5307	Congress Ave	Swinton Ave	Collector	County	4LD



Table MBL-1
Palm Beach County and Delray Beach Thoroughfare Roadways:
Number of Lanes, Functional Classification, and Jurisdiction

Local City Roads					
Station	Roadway From	To	Roadway Type	Jurisdiction	No. of Lanes
5628	Barwick Road				
	Atlantic Ave	Lake Ida Rd	Collector	Delray Beach	2L
	Lake Ida Rd	Cocunut Lane	Collector	Delray Beach	2L
	Homewood Blvd				
	Linton Blvd	Atlantic Ave	Collector	Delray Beach	2L
	SW 22nd Avenue				
	Congress Ave	Germantown Rd	Collector	Delray Beach	2L
	Lowson Blvd				
	Military Trail	Congress Ave	Collector	Delray Beach	2L
	Congress Ave	Old Dixie Hwy	Collector		4LD
5806	Atlantic Avenue				
	Swinton Ave	Federal Highway	Minor Arterial	Delray Beach	2L
	George Bush Boulevard				
	Atlantic Ave	Federal Highway	Collector	Delray Beach	2L
	Federal Highway	Ocean Blvd	Collector	Delray Beach	2L
	Swinton Avenue				
	SW 10th St	Atlantic Ave	Collector	Delray Beach	2L
	Atlantic Ave	Federal Highway	Collector	Delray Beach	2L
	George Bush Blvd	Seacrest Blvd	Collector	Delray Beach	2L
	Seacrest Boulevard				
5808 5806	Lake Ida Rd/ NE 4th St	NE 22nd St	Collector	Delray Beach	2L
	SW 10th Ave/Lindell Boulevard				
	Federal Highway	Carl Bolter Blvd	Collector	Delray Beach	2L
	Hidden Valley Blvd	Lindell Blvd	Collector	Delray Beach	2L
	Carl Bolter Blvd	SW 10th St	Collector	Delray Beach	2L
	SW 4th Avenue				
	* Linton Blvd	SW 10th St	Collector	Delray Beach	2L



LEVEL OF SERVICE

Level of service (LOS) is a quantitative stratification of quality of service established in the Highway Capacity Manual, published by Transportation Research Board. For roadways, LOS is based on the presumption that high speed and low congestion levels are preferable to slower speed and congested conditions. The LOS quality of service is divided into six letter grades, A through F, with A being the “best” – representing low volume and high speed conditions, and F being the “worst” – representing congested or gridlocked conditions. Often, better vehicular levels of service translate into worse levels of service for pedestrians and bicycles. Table MBL-2, Roadway Level of Service Thresholds, provides an example of the LOS for roadways based on the speed limit of the roadway.

Table MBL-2. Roadway Level of Service Thresholds				
Speed Limit	Average Travel Speed for 0.5 to 2 miles			
	LOS C	LOS D	LOS E	LOS F
40 MPH or Higher	>23 MPH	>18 MPH	>15 MPH	≤15 MPH
35 MPH or Slower	>17 MPH	>13 MPH	>10 MPH	≤10 MPH

Source: FDOT 2013 Q/LOS Handbook

Because it is costly to measure average travel speeds, traffic volumes are often used as a surrogate for the average travel speeds, based on models that FDOT has developed to correlate traffic volumes with the projected travel speeds. Palm Beach County, as a Charter County, maintains concurrency on all County-maintained and regional roadways. The LOS volume thresholds are defined in the County's Unified Land Development Code (ULDC) and are slightly different than the volumes defined by FDOT. As part of this update to the Mobility Element, the City intends to adopt and seek to maintain a LOS standard of “E” for all City-maintained roadways. Adopting LOS E for City streets will help ensure that local streets are not required to be widened to accommodate vehicles at the expense of other mobility modes such as bicycling and walking and negatively impacting the character of the surrounding areas.

Table 3 summarizes the generalized peak hour directional volumes for levels of service for signalized County roadways, based on the speed limit in miles per hour (mph) of the facility. The levels of service for City roadways is based on the FDOT QLOS manual. It is important to note that FDOT periodically updates the LOS thresholds, and the volumes may change. Roadways unable to operate at the adopted LOS due to environmental constraints or are not financially feasible for

improvements will be identified as constrained or backlogged roadways.

Palm Beach County designates LOS on County-maintained roadways in the City limits. Palm Beach County maintains Level of Service “D” on all roadways. It should be noted that the Palm Beach County Comprehensive Plan Transportation Element allows for exceptions to the Level of Service thresholds through the Constrained Lower Level of Service (CRALLS) designation. No roadways within the City are currently designated as general use CRALLS roadways.

FDOT maintains LOS standards of D in urbanized areas and C outside urbanized areas. Currently, all portions of Delray Beach are urbanized (FDOT LOS Standard D).



Table MBL-3 Generalized Peak Hour Directional Volumes for Roadways (Palm Beach County)						
Facility Type		AADT	Peak Hour Two Way	Peak Hour, Peak Direction		
				Class I	Class II	Uninterrupted Flow
2 lanes undivided	2L	15200	1480	880	810	1140
2 lanes one-way	2LO	19900		2350	2120	
3 lanes two-way	3L	15200	1480	880	810	
3 lanes one-way	3LO	30200		3530	3220	
4 lanes undivided	4L	31500	3060	1860	1680	3150
4 lanes divided	4LD	33200	3220	1960	1770	3320
5 lanes two-way	5L	33200	3220	1960	1770	
6 lanes divided	6LD	50300	4880	2940	2680	4980
8 lanes divided	8LD	67300	6530	3940	3590	
4 lanes expressway	4LX	73600	6770	3720		
6 lanes expressway	6LX	110300	10150	5580		
8 lanes expressway	8LX	146500	13480	7420		
10 lanes expressway	10LX	184000	16930	9320		

The daily existing levels of service for roadways within Delray Beach are identified in Table 4: Existing (2018) Daily Roadway Level of Service. The peak hour peak direction levels of service for roadways within Delray Beach are identified in Table 5: Existing (2018) Peak Hour Peak Direction Roadway Level of Service.



Table MBL-4
Existing (2018) Daily Roadway Level of Service

Palm Beach County Thoroughfare Roadways 2018 Daily Volumes											
PBC Station	Roadway		Roadway Type	No. of Lanes	Adopted LOS 'D' Capacity	2018 Daily Traffic					
	From	To				Daily Volume	PSCF	AADT	Exceed Adopted LOS?	Link LOS	W/C
	Military Trail										
6202	Clint Moore Road	Linton Blvd	Principal Arterial	6LD	50,300	38,434	1	38,434	No	C	0.76
5618	Linton Blvd	Atlantic Ave	Principal Arterial	6LD	50,300	41,353	1	41,353	No	D	0.82
5606	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	50,300	46,489	1	46,489	No	D	0.92
5652	Lake Ida Rd	Flavor Pict Rd	Principal Arterial	6LD	55,300	36,904	1	36,904	No	C	0.67
	Congress Avenue										
6204	NW 82nd Street	Linton Blvd	Principal Arterial	6LD	55,300	23,273	1	23,273	No	B	0.42
5650	Linton Blvd	Lowson Blvd	Principal Arterial	6LD	55,300	26,539	1	26,539	No	B	0.48
5612	Lowson Blvd	Atlantic Ave	Principal Arterial	6LD	50,300	29,325	1	29,325	No	B	0.58
5630	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	50,300	36,689	1	36,689	No	B	0.73
5602	Lake Ida Rd	N. of Lake Ida Rd	Principal Arterial	6LD	50,300	31,428	1	31,428	No	B	0.62
	Interstate 95										
6218	Peninsula Corp Dr.	Linton Blvd	Principal Arterial	10L	184,000	208,000	1	208,000	Yes	E	1.13
5212	Linton Blvd	Atlantic Ave	Principal Arterial	12L	238,600	215,000	1	215,000	No	D	0.90
5210	Atlantic Ave	N. of Atlantic Ave	Principal Arterial	10L	184,000	199,727	1	199,727	Yes	E	1.09
	Federal Highway										
	Yamato Road	Lindell Blvd	Minor Arterial	4LD	33,200	27,389	1	27,389	No	D	0.82
5840	Lindell Blvd	Linton Blvd	Minor Arterial	4LD	33,200	37,864	1	37,864	Yes	F	1.14
5838	Linton Blvd	Lowson Blvd	Minor Arterial	4LD	33,200	35,268	1	35,268	Yes	F	1.06
5842	NB Lowson Blvd	Atlantic Ave	Minor Arterial	2L	19,920	12,500	1	12,500	No	B	0.63
5810	SB Lowson Blvd	Atlantic Ave	Minor Arterial	2L	19,920	11,500	1	11,500	No	B	0.58
5812	NB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	2L	19,920	14,357	1	14,357	No	B	0.72
5810	SB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	2L	19,920	12,877	1	12,877	No	B	0.65
5828	NB Lake Ida Rd	George Bush Blvd	Minor Arterial	2L	19,920	14,500	1	14,500	No	B	0.73
5830	SB Lake Ida Rd	George Bush Blvd	Minor Arterial	2L	19,920	14,000	1	14,000	No	B	0.70
	NB George Bush Blvd	N. of George Bush Blvd	Minor Arterial	2L	19,920	14,500	1	14,500	No	B	0.73
	SB George Bush Blvd	N. of George Bush Blvd	Minor Arterial	2L	19,920	13,000	1	13,000	No	B	0.65
5822	N. of George Bush Blvd	SE 36th Avenue	Minor Arterial	4LD	33,200	28,500	1	28,500	No	D	0.86
	Dixie Highway										
6304	Yamato Road	Lindell Blvd	Principal Arterial	2L	16,500	12,974	1	12,974	No	C	0.79
6304	Lindell Blvd	Linton Blvd	Principal Arterial	2L	16,500	12,974	1	12,974	No	C	0.79
	Ocean Boulevard										
5836	South of Linton Blvd	Linton Blvd	Collector	2L	16,500	13,800	1	13,800	No	C	0.84
5834	Linton Blvd	Atlantic Ave	Collector	2L	16,500	10,600	1	10,600	No	C	0.64
5832	Atlantic Ave	George Bush Blvd	Collector	2L	16,500	9,100	1	9,100	No	B	0.55
	Linton Boulevard										
5607	Military Trail	Homewood Blvd	Minor Arterial	6LD	55,300	42,810	1	42,810	No	B	0.77
5661	Homewood Blvd	Congress Ave	Minor Arterial	6LD	55,600	39,082	1	39,082	No	B	0.70
5819	10th Ave SW	Old Dixie Hwy	Minor Arterial	6LD	50,300	41,916	1	41,916	No	C	0.83
5821	Old Dixie Hwy	US 1	Minor Arterial	6LD	50,300	32,617	1	32,617	No	C	0.65
5813	US 1	Ocean Blvd	Collector	4LD	33,200	16,000	1	16,000	No	C	0.48
	Atlantic Avenue										
5609	Military Trail	Barwick Rd	Principal Arterial	6LD	50,300	43,458	1	43,458	No	D	0.86
5659	Barwick Rd	Congress Ave	Principal Arterial	6LD	50,300	44,682	1	44,682	No	D	0.89
	Congress Ave	Swinton Ave	Minor Arterial	4LD	33,200	29,000	1	29,000	No	C	0.87
	Federal Highway	Ocean Blvd	Collector	4LD	33,200	12,900	1	12,900	No	C	0.39
	Lake Ida Road										
5623	Military Trail	Barwick Rd	Collector	4LD	36,700	20,420	1	20,420	No	B	0.56
5605	Barwick Rd	Congress Ave	Collector	4LD	36,700	30,891	1	30,891	No	C	0.84
5307	Congress Ave	Swinton Ave	Collector	4LD	36,700	24,685	1	24,685	No	B	0.67



Table MBL-4
Existing (2018) Daily Roadway Level of Service

Local City Roads 2018 Daily Volumes											
Station	Roadway		Roadway Type	No. of Lanes	Adopted LOS 'E' Capacity	2018 Daily Traffic					
	From	To				Daily Volume	PSCF	AADT	Exceed Adopted LOS?	Link LOS	V/C
5628	Barwick Road										
	Atlantic Ave	Lake Ida Rd	Collector	2L	14,850	10,100	1	10,100	No	C	0.68
	Lake Ida Rd	Coconut Lane	Collector	2L	14,850	10,100	1	10,100	No	C	0.68
	Homewood Blvd										
	Linton Blvd	Atlantic Ave	Collector	2L	14,850	5,000	1	5,000	No	B	0.34
	Lowson Blvd										
	Military Trail	Congress Ave	Collector	2L	14,850	3,700	1	3,700	No	B	0.25
	Congress Ave	Old Dixie Hwy	Collector	4LD	31,590	17,500	1	17,500	No	C	0.55
	Atlantic Avenue										
	Swinton Ave	Federal Highway	City Minor Arterial	2L	14,580	10,200	1	10,200	No	D	0.70
5808 5806	George Bush Boulevard										
	Federal Highway	Ocean Blvd	Collector	2L	14,850	6,200	1	6,200	No	B	0.42
	Swinton Avenue										
	SW 10th St	Atlantic Ave	Collector	2L	14,580	12,300	1	12,300	No	D	0.84
	Atlantic Ave	George Bush Blvd	Collector	2L	14,850	14,900	1	14,900	Yes	F	1.00
	George Bush Blvd	North City Limits	Collector	2L	14,850	8,200	1	8,200	No	B	0.55
	Seacrest Boulevard										
	Lake Ida Rd/ NE 4th St	NE 22nd St	Collector	2L	14,850	6,100	1	6,100	No	B	0.41
	SW 10th Ave/Lindell Boulevard										
	Federal Highway	Carl Bolter Blvd	Collector	2L	14,850	6,100	1	6,100	No	B	0.41
	Carl Bolter Blvd	Linton Blvd	Collector	2L	14,850	9,700	1	9,700	No	C	0.65
	SW 4th Avenue										
	* Linton Blvd	SW 10th St	Collector	2L	14,850	6,600	1	6,600	No	B	0.44
	Lowson Blvd/SW 10th St	Atlantic Ave	Collector	2L	14,850	2,990	1.03	3,080	No	B	0.20
	Germantown Road										
	Linton Blvd	Congress Ave	Collector	2L	14,850	5,018	1.03	5,168	No	B	0.34
	Wallace Drive										
	Linton Blvd	Lowson Blvd/SW 10th St	Collector	2L	14,850	5,858	1.03	6,034	No	B	0.39
	SW 14th/Auburn Ave/SW 12th Ave										
	Lowson Blvd/SW 10th St	Atlantic Ave	Collector	2L	14,850	6,416	1	6,416	No	B	0.43
	Atlantic Ave	NW 2nd St	Collector	2L	14,850	3,611	1	3,611	No	B	0.24
	NW 8th Avenue										
	Lowson Blvd/SW 10th St	Atlantic Ave	Collector	2L	14,850	3,060	1	3,060	No	B	0.21
	Atlantic Ave	Lake Ida	Collector	2L	14,850	2,744	1	2,744	No	B	0.18



Table MBL-5
Existing (2018) Peak Hour Peak Direction Roadway Level of Service

Palm Beach County Thoroughfare Roadways Peak Direction Volumes											
PBC Station	Roadway		Roadway Type	No. of Lanes	Adopted LOS 'D' Capacity	PSCF	2018 Peak Directional Traffic				
	From	To					AM Peak Direction	PM Peak Direction	Exceed Adopted LOS?	Link LOS	W/C
	Military Trail										
6202	Clint Moore Road	Linton Blvd	Principal Arterial	6LD	2,680	1	2,213	2,080	No	D	0.83
5618	Linton Blvd	Atlantic Ave	Principal Arterial	6LD	2,680	1	2,265	2,122	No	D	0.85
5606	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	2,680	1	2,214	2,356	No	D	0.88
5652	Lake Ida Rd	Flavor Picot Rd	Principal Arterial	6LD	2,940	1	2,316	2,047	No	B	0.79
	Congress Avenue										
6204	NW 82nd Street	Linton Blvd	Principal Arterial	6LD	2,940	1	1,754	1,616	No	B	0.60
5650	Linton Blvd	Lowson Blvd	Principal Arterial	6LD	2,940	1	1,579	1,369	No	B	0.54
5612	Lowson Blvd	Atlantic Ave	Principal Arterial	6LD	2,940	1	1,596	1,751	No	B	0.60
5630	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	2,940	1	1,747	1,667	No	B	0.59
5602	Lake Ida Rd	N. of Lake Ida Rd	Principal Arterial	6LD	2,940	1	1,518	1,822	No	B	0.62
	Interstate 95										
6218	Peninsula Corp Dr.	Linton Blvd	Principal Arterial	10L	9,320	1	12,480	12,480	Yes	F	1.34
5212	Linton Blvd	Atlantic Ave	Principal Arterial	12L	12,080	1	12,900	12,900	Yes	F	1.07
5210	Atlantic Ave	N. of Atlantic Ave	Principal Arterial	10L	9,320	1	11,984	11,984	Yes	F	1.29
	Federal Highway										
	Yamato Road	Lindell Blvd	Minor Arterial	4LD	1,770	1	1,396	1,396	No	C	0.79
5840	Lindell Blvd	Linton Blvd	Minor Arterial	4LD	1,770	1	1,582	1,759	No	C	0.99
5838	Linton Blvd	Lowson Blvd	Minor Arterial	4LD	1,770	1	1,443	1,523	No	C	0.86
5842	NB Lowson Blvd	Atlantic Ave	Minor Arterial	2L	2,124	1	1,249	1,249	No	C	0.59
5810	SB Lowson Blvd	Atlantic Ave	Minor Arterial	2L	2,124	1	1,249	1,249	No	C	0.59
5812	NB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	2L	2,124	1	883	1,275	No	C	0.60
5810	SB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	2L	2,124	1	1,105	981	No	C	0.52
5828	NB Lake Ida Rd	George Bush Blvd	Minor Arterial	2L	2,124	1	1,449	1,449	No	B	0.68
5830	SB Lake Ida Rd	George Bush Blvd	Minor Arterial	2L	2,124	1	1,249	1,249	No	B	0.59
	NB George Bush Blvd	N. of George Bush Blvd	Minor Arterial	2L	2,124	1	1,449	1,449	No	B	0.68
	SB George Bush Blvd	N. of George Bush Blvd	Minor Arterial	2L	2,124	1	1,299	1,299	No	B	0.61
5822	N. of George Bush Blvd	SE 36th Avenue	Minor Arterial	4LD	1,770	1	1,499	1,499	No	D	0.85
	Dixie Highway										
6304	Yamato Road	Lindell Blvd	Principal Arterial	2L	880	1	589	738	No	C	0.84
6304	Lindell Blvd	Linton Blvd	Principal Arterial	2L	880	1	589	738	No	C	0.84
	Ocean Boulevard										
5836	South of Linton Blvd	Linton Blvd	Collector	2L	880	1	765	765	No	D	0.87
5834	Linton Blvd	Atlantic Ave	Collector	2L	880	1	587	587	No	C	0.67
5832	Atlantic Ave	George Bush Blvd	Collector	2L	880	1	504	504	No	B	0.57
	Linton Boulevard										
5607	Military Trail	Homewood Blvd	Minor Arterial	6LD	2,940	1	1,697	1,762	No	B	0.60
5661	Homewood Blvd	Congress Ave	Minor Arterial	6LD	2,940	1	1,669	1,542	No	B	0.57
5819	10th Ave SW	Old Dixie Hwy	Minor Arterial	6LD	2,680	1	1,706	1,715	No	C	0.64
5821	Old Dixie Hwy	US 1	Minor Arterial	6LD	2,680	1	1,200	1,340	No	C	0.50
5813	US 1	Ocean Blvd	Collector	4LD	1,770	1	886		No	C	0.50
	Atlantic Avenue										
5609	Military Trail	Barwick Rd	Principal Arterial	6LD	2,680	1	1,694	1,658	No	C	0.63
5659	Barwick Rd	Congress Ave	Principal Arterial	6LD	2,680	1	1,704	1,724	No	C	0.64
	Congress Ave	Swinton Ave	Minor Arterial	4LD	1,770	1	1,726		No	D	0.98
	Federal Highway	Ocean Blvd	Collector	4LD	1,770	1	715		No	C	0.40
	Lake Ida Road										
5623	Military Trail	Barwick Rd	Collector	4LD	1,960	1	914	928	No	B	0.47
5605	Barwick Rd	Congress Ave	Collector	4LD	1,960	1	1,521	1,418	No	B	0.78
5307	Congress Ave	Swinton Ave	Collector	4LD	1,960	1	1,328	1,099	No	B	0.68



Table MBL-5
Existing (2018) Peak Hour Peak Direction Roadway Level of Service

Local City Roads Peak Direction Volumes											
Station	Roadway		Roadway Type	No. of Lane	Adopted LOS 'E' Capacity	PSCF	2018 Peak Directional Traffic				
	From	To					AM Peak Directi	PM Peak Directi	Exceed Adopted LOS?	Link LOS	V/C
5628	Barwick Road										
	Atlantic Ave	Lake Ida Rd	Collector	2L	792	1	601	601	No	C	0.76
	Lake Ida Rd	Coconut Lane	Collector	2L	792	1	601	601	No	C	0.76
	Homewood Blvd										
	Linton Blvd	Atlantic Ave	Collector	2L	792	1	30	30	No	B	0.04
	Lowson Blvd										
	Military Trail	Congress Ave	Collector	2L	792	1	220	220	No	B	0.28
	Congress Ave	Old Dixie Hwy	Collector	4LD	1,683	1	1,041	1,041	No	C	0.62
	Atlantic Avenue										
	Swinton Ave	Federal Highway	City Minor Arterial	2L	774	1	565	565	No	D	0.73
5808	George Bush Boulevard										
	Swinton Ave	Federal Highway	Collector	2L	792	1	500	566	No	C	0.71
	Federal Highway	Ocean Blvd	Collector	2L	792	1	343	343	No	B	0.43
	Swinton Avenue										
	S/W 10th St	Atlantic Ave	Collector	2L	774	1	732	732	No	E	0.95
	Atlantic Ave	George Bush Blvd	Collector	2L	792	1	887	887	Yes	F	1.12
	George Bush Blvd	North City Limits	Collector	2L	792	1	488	488	No	C	0.62
	Seacrest Boulevard										
	Lake Ida Rd/ NE 4th St	NE 22nd St	Collector	2L	792	1	338	338	No	B	0.43
	SW 10th Ave/Lindell Boulevard										
5806	Federal Highway	Carl Bolter Blvd	Collector	2L	792	1	363	363	No	B	0.46
	Carl Bolter Blvd	Linton Blvd	Collector	2L	792	1	577	577	No	C	0.73
	SW 4th Avenue										
	Linton Blvd	S/W 10th St	Collector	2L	792	1	660	660	No	C	0.83
	Lowson Blvd/S/W 10th St	Atlantic Ave	Collector	2L	792	1.03	145	162	No	B	0.20
	Germantown Road										
	Linton Blvd	Congress Ave	Collector	2L	792	1.03	380	311	No	B	0.48
	Wallace Drive										
	Linton Blvd	Lowson Blvd/S/W 10th St	Collector	2L	792	1.03	292	398	No	B	0.50
	SW 14th/Auburn Ave/SW 12th Ave										
	Lowson Blvd/S/W 10th St	Atlantic Ave	Collector	2L	792	1	345	291	No	B	0.44
	Atlantic Ave	N/W 2nd St	Collector	2L	792	1	222	187	No	B	0.28
	NW 8th Avenue										
	Lowson Blvd/S/W 10th St	Atlantic Ave	Collector	2L	792	1	117	172	No	B	0.22
	Atlantic Ave	Lake Ida	Collector	2L	792	1	173	144	No	B	0.22

ALTERNATIVE MODES OF TRANSPORTATION

Increasing demand on roadways has placed severe strain on transportation infrastructure in many cities. Urban traffic congestion is one of the major issues that many communities in the United States face daily. To deal with the increasing demand on the transportation system, most cities are moving toward implementing an interconnected multimodal transportation network where the trips on the roadway network are distributed among the different transportation modes.

One of the objectives of the City has been to develop a multimodal transportation system. In Delray Beach, these modes include walking, bicycling, transit, and automobile. Transit opportunities include the downtown trolley, which provides access to local destinations downtown, scheduled bus transit (PalmTran), and commuter rail service (TriRail) that extends south to the Miami Airport and north to Mangonia Park, north of West Palm Beach. Delray Beach's residents include a higher share of the population that already uses alternatives to single occupant vehicles for commuting purposes than many surrounding



communities. Per the U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, approximately 8.6 percent of Delray Beach's residents carpool to work, 2.7 percent walk to work, and 2.9 percent use other modes of transportation. A comparison of Delray Beach's commuting pattern with nearby areas is illustrated in Table 6: Journey to Work Data – Delray Beach and Surrounding Jurisdictions.

Although Delray Beach residents rely less on single-occupant vehicles than surrounding communities, as is evident from Table 6: Journey to Work Data – Delray Beach and Surrounding Jurisdictions, commuting patterns in Delray Beach justify a focus on alternatives instead of single occupant vehicles; hence the need to accommodate multimodal users is also higher in the City.

Table 6 Journey to Work Data – Delray Beach and Surrounding Jurisdictions

Modal Split	Delray Beach	Palm Beach County	Boynton Beach	Boca Raton
Drove Alone	76.3%	78.5%	82.5%	77.4%
Carpool	8.6%	9.7%	7.2%	5.9%
Public Transportation	2.8%	1.9%	2.6%	1.5%
Walk	2.7%	1.5%	1.0%	1.9%
Other Means	2.9%	2.0%	2.8%	2.7%
Worked from Home	6.8%	6.4%	3.9%	10.6%

The following sections will explain the current state of the bicycle and pedestrian network as well as the public transportation system in the City of Delray Beach.

Bicycle and Pedestrian Facilities

Delray Beach has a significant bicycling community that uses bicycles for community, shopping, and recreational purposes. Despite its relatively small size, Delray Beach supports a number of bicycle shops and an active bicycle/pedestrian citizens group (Human Powered Delray).

Bicycle facilities consist of paved shoulders, designated bicycle lanes, sharrows (roads striped to indicate a shared lane environment for bicycles and automobiles), and multi-use trails. Pedestrian facilities consist of sidewalks, buffered sidewalks, and multi-use trails. Delray Beach incorporates many of these concepts to various roadways within the city, including colored bicycle lanes on NE 2nd Avenue and bike lanes on 5th / 6th Avenue.

The existing bike facilities within the City are illustrated in Map AD-8 (Bicycle Network). Existing pedestrian facilities are illustrated in Map AD-9 (Pedestrian Network).

Public Transportation

Many residents, commuters, and visitors to Delray Beach use public transportation. The City is served by a number of modes of transit, including regional commuter rail, county-wide bus transit, and a local circulator.

Palm Tran

Palm Tran is the public transit bus system run by the Palm Beach County Government that serves Palm Beach County, Florida. During the fiscal year of 2015, Palm Tran provided 10,773,132 one-way passenger trips and 889,056 paratransit trips to Palm Beach County. Palm Tran also serves a portion of Broward County, Florida to the south where it overlaps with Broward County Transit. The bus routes can be seen in Map AD-10 (Existing Transit and Future Transit Opportunities).



**Table MPL 7:
Palm Tran currently serves Delray Beach with seven routes:**

Route	Service Area+
1	US 1 – Palm Beach Gardens to Boca Raton
2	Congress Avenue – Palm Beach Gardens to Boca Raton
3	Military Trail – Palm Beach Gardens to Boca Raton
70	Seacrest Boulevard – Lantana to Delray Beach
80	Lake Ida Road & SW 4 th Avenue – Delray Square to Delray Plaza
81	Atlantic Avenue – Delray Beach Crosstown
88	Jog Road and Linton Boulevard – Delray Beach Crosstown

Palm Tran Route 1 is one of the most heavily utilized transit routes in the County, with over 7,200 riders per day. Recognizing the higher ridership potential and the access this route provides to population centers and job opportunities, Palm Tran has developed conceptual alignments for premium transit service along the US 1 corridor. The service would provide additional rider amenities and limited stops and would be offered in addition to the existing local service. Three stops have been identified within Delray Beach; at Atlantic Avenue, at Linton Boulevard, and at Lindell Boulevard.

Rail Service

The city is served by a railroad station located along Congress Avenue south of Atlantic Avenue, which serves Tri-Rail and Amtrak.

Tri-Rail is a regional commuter rail system that currently runs on the CSX railway corridor with stops at towns throughout southeast Florida from Mangonia Park to Miami, including West Palm Beach, Boca Raton, and Fort Lauderdale. Tri-Rail is managed and operated by the South Florida Regional Transportation Authority (SFRTA). The commuter line is 71 miles long and has 18 stations. Tri-Rail provides access to Amtrak at various stations, including the Delray Beach station, and provides connection to Metrorail at the Miami Airport Station. Service is provided from early morning hours through late night seven days a week with headways ranging from 20 minutes to one hour on weekdays and hourly on weekends.

The City has already begun preparing for Tri-Rail's expanded commuter rail service onto the FEC Railway. The Tri-Rail Coastal Link is planned to

provide service to the heart of the downtowns of the eastern cities and towns from Jupiter to Miami. Service to Delray Beach is planned for the final phase of the expanded service. The City has identified its station area as the block between East Atlantic Avenue and NE 1st Street. The Tri-Rail Coastal Link Transit Oriented Development Master Plan was adopted in 2018, providing direction for planning for the train station. With the increased convenience of a station providing access to the heart of downtown, the modal split for public transit is anticipated to increase in the long term. Funding has not yet been secured for Tri-Rail Coastal Link service.

Amtrak provides long-distance service to Tampa, Orlando, Washington, DC, and New York City via two daily services at the existing Delray Beach train station.

Downtown Roundabout Trolley

Delray Beach offers free trolley service within the City. The trolley route serves Atlantic Avenue between the train station and the beach continuously looped from 6:00 AM to 11:00 PM Monday through Friday, and 8:00 AM to 11:00 PM on Saturday and Sunday. The trolleys serve approximately 20,000 rides per month.

On-demand Point to Point Service

Delray Beach has benefitted from a private point-to-point transportation service in the downtown area using electric vehicles. The City is currently considering options to expand the use of point-to-point, environmentally-friendly transportation options in the downtown area. In addition, the increased presence of ride-share or hail services



needs to be accommodated in future plans. Locations for safe drop off and pick up areas are needed that do not impact traffic are needed.

Parking Management

Delray Beach must provide parking for residents, visitors, and commuters. In the downtown area, motorists can park once and walk or bike to the many shops, restaurants, and recreational opportunities. The downtown area provides a variety of parking options, such as on-street parking, surface lot parking, and garage parking. Map DIA-15 (Downtown Parking) shows the location of parking facilities in the downtown area. In the more suburban areas west of Interstate 95, parking is typically provided on-site; public-use parking lots and garages are not provided and are not anticipated with this pattern of development. A parking management plan was prepared for the City in 2010 documenting adequacy and availability of parking and providing recommendations for future parking facilities. This document should be updated regularly to assess changes in parking patterns associated with new development and changes in driver behavior (such as ride-sharing and vehicle automation).

Transit-Oriented Development (TOD)

Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation. TOD creates better access to jobs, housing and opportunity for people of all ages and incomes. Successful TOD provides people from all walks of life with convenient, affordable and active lifestyles. Delray Beach has designated TOD within the City. Some of the transportation benefits of TOD include:

- 🌈 Reduced household driving resulting in lowered vehicular congestion, air pollution, and greenhouse gas emissions
- 🌈 Walkable communities that accommodate more healthy and active lifestyles
- 🌈 Potential for added value created through increased and/or sustained property values where transit investments have occurred
- 🌈 Improvement access to jobs and economic opportunity for lower-income residents and working families

- 🌈 Expanded mobility choices that reduce dependence on automobile, reduce transportation costs and free up household income for other purposes

TRENDS AND CHALLENGES

Mobility Planning

An overarching goal of the updated Mobility Element is to provide mobility options for all users, not just motorists. This Data, Inventory and Analysis report indicates that vehicular levels of service on roadways will continue to deteriorate in the short and long range. It is therefore imperative that Delray Beach's Goals, Objectives and Policies provide direction and guidance to provide opportunities to reduce the necessity for automobile travel, by enhancing the options and built environment for bicyclists, pedestrians, and transit users.

Transportation Concurrency Exception Area

Much of the downtown area of Delray Beach is included in a Transportation Concurrency Exception Area (TCEA). This designation allows the City to develop and redevelop without being constrained by the capacity standards of Palm Beach County's Transportation Performance Standards Ordinance. Map AD-11 (Transportation Concurrency Exception Area) shows the boundaries of the TCEA.

The TCEA identified alternatives to expanding roadway capacity which benefited overall mobility. For example, rather than requiring the widening of Atlantic Avenue through downtown to accommodate higher volumes and higher speeds of traffic, the TCEA established downtown bypass routes (SE 1st Street and SW 1st Street) to provide alternatives for vehicular traffic destined for areas of downtown or the Beach not desiring to utilize Atlantic Avenue. The result of the TCEA is that the City has been able to further goals of a vibrant downtown without being constrained by roadway capacity or without expanding roadways and causing business damages.

Many eastern communities in Palm Beach County are now preparing mobility studies which identify the overall mobility needs within their communities. Some concepts of TCEA's are being incorporated into these studies – generally in the form of



eschewing roadway expansion in favor of overall mobility system improvements while allowing for development. These studies outline plans for mobility that do not prioritize roadway capacity, but also provide for pedestrian and bicycle infrastructure. Furthermore, these studies identify funding mechanisms which redirect impact fees which traditionally have been used solely for roadway capacity improvements to fund overall

mobility systems, including bicycle and pedestrian infrastructure improvements.

2024 CONDITIONS

Year 2024 conditions were projected using area-wide growth rates based on historic data. The resulting roadway levels of service are summarized in Table 8: 2024 Roadway Level of Service for daily conditions and for peak hour conditions.

Table MBL-8
2024 Roadway Level of Service

Palm Beach County Roadways Daily Volumes

Palm Beach County Thoroughfare Roadways 2024 Daily Volumes													
PBC Station	Roadway		Roadway Type	No. of Lanes	Adopted LOS 'D' Capacity	2018 Daily Traffic			2024 Daily Traffic				
	From	To				Daily Volume	PSCF	AADT	Area Wide Growth	AADT	Exceed Adopted LOS?	Link LOS	W/C
6202 5618 5606 5652	Military Trail								2.14%				
	Clint Moore Road	Linton Blvd	Principal Arterial	6LD	50,300	38,434	1	38,434		43,641	No	D	0.87
	Linton Blvd	Atlantic Ave	Principal Arterial	6LD	50,300	41,353	1	41,353		46,955	No	D	0.93
	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	50,300	46,489	1	46,489		52,787	Yes	E	1.05
6204 5650 5612 5630 5602	Congress Avenue												
	NW 82nd Street	Linton Blvd	Principal Arterial	6LD	55,300	23,273	1	23,273		26,426	No	B	0.48
	Linton Blvd	Lowson Blvd	Principal Arterial	6LD	55,300	26,539	1	26,539		30,134	No	B	0.54
	Lowson Blvd	Atlantic Ave	Principal Arterial	6LD	50,300	29,325	1	29,325		33,298	No	C	0.66
6218 5212 5210	Interstate 95												
	Peninsula Corp Dr.	Linton Blvd	Principal Arterial	10L	184,000	208,000	1	208,000		236,177	Yes	F	1.28
	Linton Blvd	Atlantic Ave	Principal Arterial	12L	238,600	215,000	1	215,000		244,126	Yes	E	1.02
	Atlantic Ave	N. of Atlantic Ave	Principal Arterial	10L	184,000	199,727	1	199,727		226,784	Yes	F	1.23
5840 5838 5842 5810	Federal Highway												
	Yamato Road	Lindell Blvd	Minor Arterial	4LD	33,200	27,389	1	27,389		31,099	No	D	0.94
	Lindell Blvd	Linton Blvd	Minor Arterial	4LD	33,200	37,864	1	37,864		42,993	Yes	F	1.29
	Linton Blvd	Lowson Blvd	Minor Arterial	4LD	33,200	35,268	1	35,268		40,046	Yes	F	1.21
5812 5810 5828 5830	NB												
	Lowson Blvd	Atlantic Ave	Minor Arterial	4LD	19,920	12,500	1	12,500		14,193	No	C	0.71
	Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	4LD	19,920	11,500	1	11,500		13,058	No	C	0.66
	Atlantic Ave	Lake Ida Rd	Minor Arterial	4LD	19,920	14,357	1	14,357		16,302	No	D	0.82
5810 5828 5830 5822	SB												
	Atlantic Ave	Lake Ida Rd	Minor Arterial	4LD	19,920	12,877	1	12,877		14,621	No	C	0.73
	Lake Ida Rd	George Bush Blvd	Minor Arterial	2L	19,920	14,500	1	14,500		16,464	No	D	0.83
	George Bush Blvd	N. of George Bush Blvd	Minor Arterial	2L	19,920	14,000	1	14,000		15,897	No	D	0.80
6304 6304 5836 5834 5832	Dixie Highway												
	Yamato Road	Lindell Blvd	Principal Arterial	2L	16,500	12,974	1	12,974		14,732	No	C	0.89
	Lindell Blvd	Linton Blvd	Principal Arterial	2L	16,500	12,974	1	12,974		14,732	No	C	0.89
	South of Linton Blvd	Linton Blvd	Collector	2L	16,500	13,800	1	13,800		15,669	No	D	0.95
5607 5661 5819 5821 5813	Ocean Boulevard												
	Linton Blvd	Atlantic Ave	Collector	2L	16,500	10,600	1	10,600		12,036	No	C	0.73
	Atlantic Ave	George Bush Blvd	Collector	2L	16,500	9,100	1	9,100		10,333	No	C	0.63
	Atlantic Ave	George Bush Blvd	Collector	2L	16,500	9,100	1	9,100		10,333	No	C	0.63
5609 5659 5609 5659	Linton Boulevard												
	Military Trail	Homewood Blvd	Minor Arterial	6LD	55,300	42,810	1	42,810		48,609	No	C	0.88
	Homewood Blvd	Congress Ave	Minor Arterial	6LD	55,300	39,082	1	39,082		44,376	No	B	0.80
	10th Ave SW	Old Dixie Hwy	Minor Arterial	6LD	50,300	41,916	1	41,916		47,534	No	D	0.95
5609 5659 5609 5659	Atlantic Avenue												
	Old Dixie Hwy	US 1	Minor Arterial	6LD	50,300	32,617	1	32,617		37,036	No	C	0.74
	US 1	Ocean Blvd	Collector	4LD	33,200	16,000	1	16,000		18,167	No	C	0.55
	Ocean Blvd	Atlantic Ave	Collector	4LD	33,200	16,000	1	16,000		18,167	No	C	0.55
5623 5605 5307	Lake Ida Road												
	Military Trail	Barwick Rd	Principal Arterial	6LD	50,300	43,458	1	43,458		49,345	No	D	0.98
	Barwick Rd	Congress Ave	Principal Arterial	6LD	50,300	44,682	1	44,682		50,735	Yes	E	1.01
	Congress Ave	Swinton Ave	Minor Arterial	4LD	33,200	29,000	1	29,000		32,929	No	D	0.99
5623 5605 5307	Federal Highway												
	Atlantic Ave	Ocean Blvd	Collector	4LD	33,200	12,900	1	12,900		14,648	No	C	0.44
	Lake Ida Road	Barwick Rd	Collector	4LD	36,700	20,420	1	20,420		23,186	No	B	0.63
	Barwick Rd	Congress Ave	Collector	4LD	36,700	30,891	1	30,891		35,076	No	D	0.96
5307	Lake Ida Road												
	Congress Ave	Swinton Ave	Collector	4LD	36,700	24,685	1	24,685		28,029	No	B	0.76



Table MBL-8
2024 Roadway Level of Service

Local City Roads Daily Volumes

Local City Roads 2024 Daily Volumes													
Station	Roadway		Roadway Type	No. of Lanes	Adopted LOS 'E' Capacity	2018 Daily Traffic			2024 Daily Traffic				
	From	To				Daily Volume	PSCF	AADT	Area Wide Growth Rate	AADT	Exceed Adopted LOS?	Link LOS	V/C
5628	Barwick Road												
	Atlantic Ave	Lake Ida Rd	Collector	2L	14,850	10,100	1	10,100		11,468	No	C	0.77
	Lake Ida Rd	Coconut Lane	Collector	2L	14,850	10,100	1	10,100		11,468	No	C	0.77
	Homewood Blvd												
	Linton Blvd	Atlantic Ave	Collector	2L	14,850	5,000	1	5,000		5,677	No	B	0.38
	Lowson Blvd												
	Military Trail	Congress Ave	Collector	2L	14,850	3,700	1	3,700		4,201	No	B	0.28
	Congress Ave	Old Dixie Hwy	Collector	4LD	31,590	17,500	1	17,500		19,871	No	C	0.63
	Atlantic Avenue												
	Swinton Ave	Federal Highway	City Minor Arterial	2L	14,580	10,200	1	10,200		11,582	No	D	0.79
5808 5806	George Bush Boulevard												
	Federal Highway	Ocean Blvd	Collector	2L	14,850	6,200	1	6,200		7,040	No	B	0.47
	Swinton Avenue												
	SW 10th St	Atlantic Ave	Collector	2L	14,580	12,300	1	12,300		13,966	No	E	0.96
	Atlantic Ave	George Bush Blvd	Collector	2L	14,850	14,900	1	14,900		16,918	Yes	F	1.14
	George Bush Blvd	North City Limits	Collector	2L	14,850	8,200	1	8,200		9,311	No	C	0.63
	Seacrest Boulevard								2.14%				
	Lake Ida Rd/ NE 4th St	NE 22nd St	Collector	2L	14,850	6,100	1	6,100		6,926	No	B	0.47
	SW 10th Ave/Lindell Boulevard												
	Federal Highway	Carl Bolter Blvd	Collector	2L	14,850	6,100	1	6,100		6,926	No	B	0.47
	Carl Bolter Blvd	Linton Blvd	Collector	2L	14,850	9,700	1	9,700		11,014	No	C	0.74
	SW 4th Avenue												
	Linton Blvd	SW 10th St	Collector	2L	14,850	6,600	1	6,600		7,494	No	B	0.50
	Lowson Blvd/SW 10th	Atlantic Ave	Collector	2L	14,850	2,990	1.03	3,080		3,497	No	B	0.24
	Germantown Road												
	Linton Blvd	Congress Ave	Collector	2L	14,850	5,018	1.03	5,168		5,868	No	B	0.40
	Wallace Drive												
	Linton Blvd	Lowson Blvd/SW 10th S	Collector	2L	14,850	5,858	1.03	6,034		6,851	No	B	0.46
	SW 14th/Auburn Ave/SW 12th Ave												
	Lowson Blvd/SW 10th	Atlantic Ave	Collector	2L	14,850	6,416	1	6,416		7,286	No	B	0.49
	Atlantic Ave	NW 2nd St	Collector	2L	14,850	3,611	1	3,611		4,100	No	B	0.28
	NW 8th Avenue												
	Lowson Blvd/SW 10th	Atlantic Ave	Collector	2L	14,850	3,060	1	3,060		3,475	No	B	0.23
	Atlantic Ave	Lake Ida	Collector	2L	14,850	2,744	1	2,744		3,116	No	B	0.21



Table MBL-8
2024 Roadway Level of Service

Palm Beach County Roadways Peak Volumes

Palm Beach County Thoroughfare Roadways Peak Direction Volumes																	
PBC Station	Roadway		Roadway Type	No. of Lanes	Adopted LOS 'D' Capacity	PSCF	2018 Peak Directional Traffic					Area Wide GR	2024 Peak Directional Traffic				
	From	To					AM Peak Direction	PM Peak Direction	Exceed Adopted LOS?	Link LOS	VIC		AM Peak Direction	PM Peak Direction	Exceed Adopted LOS?	Link LOS	VIC
	Military Trail																
6202	Clint Moore Road	Linton Blvd	Principal Arterial	6LD	2,680	1	2,213	2,080	No	D	0.83	2.41%	2,553	2,399	No	D	0.95
5618	Linton Blvd	Atlantic Ave	Principal Arterial	6LD	2,680	1	2,265	2,122	No	D	0.85		2,613	2,448	No	D	0.98
5606	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	2,680	1	2,214	2,356	No	D	0.88		2,554	2,718	Yes	E	1.01
5652	Lake Ida Rd	Flavor Plot Rd	Principal Arterial	6LD	2,940	1	2,316	2,047	No	B	0.79		2,672	2,361	No	C	0.91
Congress Avenue																	
6204	NW 82nd Street	Linton Blvd	Principal Arterial	6LD	2,940	1	1,754	1,616	No	B	0.60		2,023	1,864	No	B	0.69
5650	Linton Blvd	Lowson Blvd	Principal Arterial	6LD	2,940	1	1,579	1,369	No	B	0.54		1,822	1,579	No	B	0.62
5612	Lowson Blvd	Atlantic Ave	Principal Arterial	6LD	2,940	1	1,596	1,751	No	B	0.60		1,841	2,020	No	B	0.69
5630	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	2,940	1	1,747	1,667	No	B	0.59		2,015	1,923	No	B	0.69
5602	Lake Ida Rd	N. of Lake Ida Rd	Principal Arterial	6LD	2,940	1	1,518	1,822	No	B	0.62		1,751	2,102	No	B	0.71
Interstate 95																	
6218	Peninsula Corp Dr.	Linton Blvd	Principal Arterial	10L	9,320	1	12,480	12,480	Yes	F	1.34		14,397	14,397	Yes	F	1.54
5212	Linton Blvd	Atlantic Ave	Principal Arterial	12L	12,080	1	12,900	12,900	Yes	F	1.07		14,881	14,881	Yes	F	1.23
5210	Atlantic Ave	N. of Atlantic Ave	Principal Arterial	10L	9,320	1	11,984	11,984	Yes	F	1.29		13,825	13,825	Yes	F	1.48
Federal Highway																	
	Yamato Road	Lindell Blvd	Minor Arterial	4LD	1,770	1	1,396	1,396	No	C	0.79		1,610	1,610	No	D	0.91
5840	Lindell Blvd	Linton Blvd	Minor Arterial	4LD	1,770	1	1,582	1,759	No	C	0.99	1,825	2,029	Yes	F	1.15	
5838	Linton Blvd	Lowson Blvd	Minor Arterial	4LD	1,770	1	1,443	1,523	No	C	0.86	1,665	1,757	No	E	0.99	
5842	NB	Lowson Blvd	Minor Arterial	2L	1,124	1	1,249	1,249	No	C	0.59	1,441	1,441	No	C	0.68	
5810	SB	Lowson Blvd	Minor Arterial	2L	1,124	1	1,249	1,249	No	C	0.59	1,441	1,441	No	C	0.68	
5812	NB	Atlantic Ave	Minor Arterial	2L	1,124	1	883	1,275	No	C	0.60	1,019	1,471	No	C	0.69	
5810	SB	Atlantic Ave	Minor Arterial	2L	1,124	1	1,105	981	No	C	0.52	1,275	1,132	No	C	0.60	
5828	NB	Lake Ida Rd	Minor Arterial	2L	1,124	1	1,449	1,449	No	B	0.68	1,672	1,672	No	C	0.79	
5830	SB	Lake Ida Rd	Minor Arterial	2L	1,124	1	1,249	1,249	No	B	0.59	1,441	1,441	No	C	0.68	
	George Bush Blvd	N. of George Bush Blvd	Minor Arterial	2L	1,124	1	1,449	1,449	No	B	0.68	1,672	1,672	No	C	0.79	
	SB	George Bush Blvd	Minor Arterial	2L	1,124	1	1,299	1,299	No	B	0.61	1,499	1,499	No	C	0.71	
5822	N. of George Bush Blvd	SE 36th Avenue	Minor Arterial	4LD	1,770	1	1,499	1,499	No	D	0.85	1,729	1,729	No	E	0.98	
Dixie Highway																	
6304	Yamato Road	Lindell Blvd	Principal Arterial	2L	880	1	589	738	No	C	0.84	679	851	No	D	0.97	
6304	Lindell Blvd	Linton Blvd	Principal Arterial	2L	880	1	589	738	No	C	0.84	679	851	No	D	0.97	
Ocean Boulevard																	
5836	South of Linton Blvd	Linton Blvd	Collector	2L	880	1	765	765	No	D	0.87	883	883	Yes	F	1.00	
5834	Linton Blvd	Atlantic Ave	Collector	2L	880	1	587	587	No	C	0.67	677	677	No	C	0.77	
5832	Atlantic Ave	George Bush Blvd	Collector	2L	880	1	504	504	No	B	0.57	581	581	No	C	0.66	
Linton Boulevard																	
5607	Military Trail	Homewood Blvd	Minor Arterial	6LD	2,940	1	1,697	1,762	No	B	0.60	1,958	2,033	No	B	0.69	
5661	Homewood Blvd	Congress Ave	Minor Arterial	6LD	2,940	1	1,669	1,542	No	B	0.57	1,925	1,779	No	B	0.65	
5819	10th Ave SW	Old Dixie Hwy	Minor Arterial	6LD	2,680	1	1,706	1,715	No	C	0.64	1,968	1,978	No	C	0.74	
5821	Old Dixie Hwy	US 1	Minor Arterial	6LD	2,680	1	1,200	1,340	No	C	0.50	1,384	1,546	No	C	0.58	
5813	US 1	Ocean Blvd	Collector	4LD	1,770	1	886		No	C	0.50	1,022		No	C	0.58	
Atlantic Avenue																	
5609	Military Trail	Barwick Rd	Principal Arterial	6LD	2,680	1	1,694	1,658	No	C	0.63	1,954	1,913	No	C	0.73	
5659	Barwick Rd	Congress Ave	Principal Arterial	6LD	2,680	1	1,704	1,724	No	C	0.64	1,966	1,989	No	C	0.74	
	Congress Ave	Swinton Ave	Minor Arterial	4LD	1,770	1	1,726		No	D	0.98	1,991		Yes	F	1.12	
	Federal Highway	Ocean Blvd	Collector	4LD	1,770	1	715		No	C	0.40	825		No	C	0.47	
Lake Ida Road																	
5623	Military Trail	Barwick Rd	Collector	4LD	1,960	1	914	928	No	B	0.47	1,054	1,071	No	B	0.55	
5605	Barwick Rd	Congress Ave	Collector	4LD	1,960	1	1,521	1,418	No	B	0.78	1,755	1,636	No	B	0.90	
5307	Congress Ave	Swinton Ave	Collector	4LD	1,960	1	1,328	1,099	No	B	0.68	1,532	1,268	No	B	0.78	



Table MBL-8
2024 Roadway Level of Service

Local Roadways Peak Volumes

Local City Roads Peak Direction Volumes																
Station	Roadway		Roadway Type	No. of Lane	Adopted LOS "E" Capacity	PSCF	2018 Peak Directional Traffic					2024 Peak Directional Traffic				
	From	To					AM Peak Direction	PM Peak Direction	Exceed Adopted LOS?	Link LOS	VIC	Area Wide GR	AM Peak Direction	PM Peak Direction	Exceed Adopted LOS?	Link LOS
5628	Barwick Road											2.41%				
	Atlantic Ave	Lake Ida Rd	Collector	2L	732	1	601	601	No	C	0.76		693	693	No	C
	Lake Ida Rd	Coconut Lane	Collector	2L	732	1	601	601	No	C	0.76		693	693	No	C
	Homewood Blvd															
	Linton Blvd	Atlantic Ave	Collector	2L	732	1	30	30	No	B	0.04		35	35	No	B
	Lowson Blvd															
	Military Trail	Congress Ave	Collector	2L	732	1	220	220	No	B	0.28		254	254	No	B
	Congress Ave	Old Dixie Hwy	Collector	4LD	1,683	1	1,041	1,041	No	C	0.62		1,201	1,201	No	C
	Atlantic Avenue															
	Swinton Ave	Federal Highway	City Minor Arterial	2L	774	1	565	565	No	D	0.73		652	652	No	D
5808 5806	George Bush Boulevard															
	Swinton Ave	Federal Highway	Collector	2L	732	1	500	566	No	C	0.71		577	653	No	C
	Federal Highway	Ocean Blvd	Collector	2L	732	1	343	343	No	B	0.43		396	396	No	B
	Swinton Avenue															
	SW 10th St	Atlantic Ave	Collector	2L	774	1	732	732	No	E	0.95		844	844	Yes	F
	Atlantic Ave	George Bush Blvd	Collector	2L	732	1	887	887	Yes	F	1.12		1,023	1,023	Yes	F
	George Bush Blvd	North City Limits	Collector	2L	732	1	488	488	No	C	0.62		563	563	No	C
	Seacrest Boulevard															
	Lake Ida Rd/ NE 4th St	NE 22nd St	Collector	2L	732	1	338	338	No	B	0.43		390	390	No	B
	SW 10th Ave/Lindell Boulevard															
	Federal Highway	Carl Bolter Blvd	Collector	2L	732	1	363	363	No	B	0.46		419	419	No	B
	Carl Bolter Blvd	Linton Blvd	Collector	2L	732	1	577	577	No	C	0.73		666	666	No	C
	SW 4th Avenue															
	Linton Blvd	SW 10th St	Collector	2L	732	1	660	660	No	C	0.83		761	761	No	C
	Lowson Blvd/SW 10th St	Atlantic Ave	Collector	2L	732	1.03	145	162	No	B	0.20		167	187	No	B
	Germantown Road															
	Linton Blvd	Congress Ave	Collector	2L	732	1.03	380	311	No	B	0.48		439	359	No	B
	Wallace Drive															
	Linton Blvd	Lowson Blvd/SW 10th St	Collector	2L	732	1.03	292	398	No	B	0.50		337	459	No	B
	SW 14th/Auburn Ave/SW 12th Ave															
	Lowson Blvd/SW 10th St	Atlantic Ave	Collector	2L	732	1	345	291	No	B	0.44		398	335	No	B
	Atlantic Ave	NW 2nd St	Collector	2L	732	1	222	187	No	B	0.28		257	215	No	B
	NW 8th Avenue															
	Lowson Blvd/SW 10th St	Atlantic Ave	Collector	2L	732	1	117	172	No	B	0.22		135	199	No	B
	Atlantic Ave	Lake Ida	Collector	2L	732	1	173	144	No	B	0.22		200	166	No	B

2040 Conditions

The daily volumes for 2040 conditions were determined using the volumes produced by the Palm Beach TPA by the 2040 SERPM 7+. The long range laneage as anticipated in the TPA's plan. The resulting roadway levels of service are summarized in Table 8: 2040 Roadway Level of Service. All roadways are projected to operate at, or better than, LOS D, except for the following:

- Military Trail from Flavor Pict Road to Clint Moore Road
- Interstate 95 from Atlantic Avenue to Peninsula Corporate Drive
- Federal Highway from Linton Boulevard to Lindell Boulevard
- Linton Boulevard from Old Dixie Highway to 10th Avenue SW
- Lake Ida Road from Swinton Avenue to Military Trail

- SW 10th Avenue from Lindell Boulevard to Hidden Valley Boulevard

The Goals, Objects and Policies of the City should promote alternative modes of transportation that shift prioritization away from additional vehicular infrastructure and toward a balance of overall mobility. Accepting a high level of service for vehicular travel can inversely impact other modes of transportation, such as walking and bicycling, and counteract the goals of placemaking which improve overall quality of life. The City should support long-term regional mobility solutions, such as regional commuter rail expansion and express transit service. Subsequent to implementing a citywide mobility study, the City should collect traffic volumes and re-analyze future projections to determine the impact of the shift in mobility focus.



Table MBL-9
2040 Roadway Level of Service

Palm Beach County Roadways Daily Volumes

Palm Beach County Thoroughfare Roadways 2040 Daily Volumes											
PBC Station	Roadway		Roadway Type	No. of Lanes	Adopted LOS 'D' Capacity	2040 Daily Traffic					
	From	To				Daily Volume	PSCF	AADT	Exceed Adopted LOS?	Link LOS	V/C
	Military Trail										
6202	Clint Moore Road	Linton Blvd	Principal Arterial	6LD	50,300	59,000	1	59,000	Yes	F	1.17
5618	Linton Blvd	Atlantic Ave	Principal Arterial	6LD	50,300	56,700	1	56,700	Yes	F	1.13
5606	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	50,300	50,800	1	50,800	Yes	E	1.01
5652	Lake Ida Rd	Flavor Pict Rd	Principal Arterial	6LD	55,300	58,900	1	58,900	Yes	F	1.07
	Congress Avenue										
6204	NW 82nd Street	Linton Blvd	Principal Arterial	6LD	55,300	46,500	1	46,500	No	C	0.84
5650	Linton Blvd	Lowson Blvd	Principal Arterial	6LD	55,300	28,000	1	28,000	No	B	0.51
5612	Lowson Blvd	Atlantic Ave	Principal Arterial	6LD	50,300	25,100	1	25,100	No	C	0.50
5630	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	50,300	46,700	1	46,700	No	D	0.93
5602	Lake Ida Rd	N. of Lake Ida Rd	Principal Arterial	6LD	50,300	54,700	1	54,700	Yes	F	1.09
	Interstate 95										
6218	Peninsula Corp Dr.	Linton Blvd	Principal Arterial	10L	184,000	328,400	1	328,400	Yes	F	1.78
5212	Linton Blvd	Atlantic Ave	Principal Arterial	12L	238,600	329,500	1	329,500	Yes	F	1.38
5210	Atlantic Ave	N. of Atlantic Ave	Principal Arterial	10L	184,000						
	Federal Highway										
	Yamato Road	Lindell Blvd	Minor Arterial	4LD	33,200	44,000	1	44,000	Yes	F	1.33
5840	Lindell Blvd	Linton Blvd	Minor Arterial	4LD	33,200	47,400	1	47,400	Yes	F	1.43
5838	Linton Blvd	Lowson Blvd	Minor Arterial	4LD	33,200	24,000	1	24,000	No	C	0.72
5842	NB Lowson Blvd	Atlantic Ave	Minor Arterial	2L	19,920	11,100	1	11,100	No	C	0.56
5810	SB Lowson Blvd	Atlantic Ave	Minor Arterial	2L	19,920	13,100	1	13,100	No	C	0.66
5812	NB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	2L	19,920	11,600	1	11,600	No	C	0.58
5810	SB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	2L	19,920	13,400	1	13,400	No	C	0.67
5828	NB Lake Ida Rd/ NE 4th St	George Bush Blvd	Minor Arterial	2L	19,920	14,300	1	14,300	No	C	0.72
5830	SB Lake Ida Rd/ NE 4th St	George Bush Blvd	Minor Arterial	2L	19,920	19,100	1	19,100	No	D	0.96
	Dixie Highway										
6304	Yamato Road	Lindell Blvd	Principal Arterial	2L	16,500	15,000	1	15,000	No	C	0.91
6304	Lindell Blvd	Linton Blvd	Principal Arterial	2L	16,500	15,000	1	15,000	No	C	0.91
	Ocean Boulevard										
5836	South of Linton Blvd	Linton Blvd	Collector	2L	16,500	13,300	1	13,300	No	C	0.81
5834	Linton Blvd	Atlantic Ave	Collector	2L	16,500	8,400	1	8,400	No	C	0.51
5832	Atlantic Ave	George Bush Blvd	Collector	2L	16,500	10,500	1	10,500	No	C	0.64
	Linton Boulevard										
5607	Military Trail	Homewood Blvd	Minor Arterial	6LD	55,300	45,200	1	45,200	No	C	0.82
5661	Homewood Blvd	Congress Ave	Minor Arterial	6LD	55,600	48,300	1	48,300	No	C	0.87
5819	10th Ave SW	Old Dixie Hwy	Minor Arterial	6LD	50,300	52,800	1	52,800	Yes	F	1.05
5821	Old Dixie Hwy	US 1	Minor Arterial	6LD	50,300	49,700	1	49,700	No	D	0.99
5813	US 1	Ocean Blvd	Collector	4LD	33,200	15,900	1	15,900	No	C	0.48
	Atlantic Avenue										
5609	Military Trail	Barwick Rd	Principal Arterial	6LD	50,300	36,100	1	36,100	No	C	0.72
5659	Barwick Rd	Congress Ave	Principal Arterial	6LD	50,300	41,800	1	41,800	No	D	0.83
	Congress Ave	Swinton Ave	Minor Arterial	4LD	33,200	29,000	1	29,000	No	D	0.87
	Federal Highway	Ocean Blvd	Collector	4LD	33,200	4,600	1	4,600	No	C	0.14
	Lake Ida Road										
5623	Military Trail	Barwick Rd	Collector	4LD	36,700	42,898	1	42,898	Yes	F	1.17
5605	Barwick Rd	Congress Ave	Collector	4LD	36,700	42,898	1	42,898	Yes	F	1.17
5307	Congress Ave	Swinton Ave	Collector	4LD	36,700	42,898	1	42,898	Yes	F	1.17



Table MBL-9
2040 Roadway Level of Service

Local Roadways Daily Volumes

Local City Roads 2040 Daily Volumes											
Station	Roadway		Roadway Type	No. of Lanes	Adopted LOS 'E' Capacity	2040 Daily Traffic					
	From	To				Daily Volume	PSCF	AADT	Exceed Adopted LOS?	Link LOS	V/C
5628	Barwick Road										
	Atlantic Ave	Lake Ida Rd	Collector	2L	14,850	11,900	1	11,900	No	C	0.80
	Lake Ida Rd	Coconut Lane	Collector	2L	14,850	11,900	1	11,900	No	C	0.80
	Homewood Blvd										
	Linton Blvd	Atlantic Ave	Collector	2L	16,500	5,000	1	5,000	No	B	0.30
	Lowson Blvd										
	Military Trail	Congress Ave	Collector	2L	16,500	3,700	1	3,700	No	B	0.22
	Congress Ave	Old Dixie Hwy	Collector	4LD	33,200	17,500	1	17,500	No	C	0.53
	Atlantic Avenue										
	Swinton Ave	Federal Highway	City Minor Arterial	2L	14,580	7,200	1	7,200	No	C	0.49
5803	George Bush Boulevard										
	SR A1A	US-1	Collector	2L	14,850	7,500	1	7,500	No	B	0.51
5808	Swinton Avenue										
	SW 10th St	Atlantic Ave	Collector	2L	14,580	9,400	1	9,400	No	C	0.64
5806	Atlantic Ave	George Bush Blvd	Collector	2L	14,850	14,200	1	14,200	No	D	0.96



DEFINITIONS

COMPLETE STREETS

A transportation / mobility system designed to serve pedestrians, bicyclists, motorists, and transit riders by providing safe, convenient, and comfortable travelways.

neighborhood and located within a half-mile of quality public transportation.

FUNCTIONAL CLASSIFICATION

The process when streets and highways are grouped into classes, or systems, per the character of service they provide. Classification categories common to roadways are Principal Arterial – Interstate, Minor Arterial, and Collector.

LEVEL OF SERVICE

Level of service (LOS) is a quantitative stratification of quality of service established in the Highway Capacity Manual, published by Transportation Research Board. LOS quality of service is divided into six letter grades, A through F, with A being the “best” – representing low volume and high speed conditions, and F being the “worst” – representing congested or gridlocked conditions.

MULTI-MODAL TRANSPORTATION

Transportation systems that accommodate all modes of transportation (bicycle, pedestrian, transit, and private automobiles).

SHARROWS

Roads striped to indicate a shared lane environment for bicycles and automobiles.

TRANSPORTATION CONCURRENCY EXCEPTION AREA

A geographic area that allows the City to develop and redevelop without being constrained by the capacity standards of Palm Beach County's Transportation Performance Standards Ordinance. The TCEA identifies alternatives to expanding roadway capacity that benefit overall mobility.

TRANSIT-ORIENTED DEVELOPMENT (TOD)

Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable