

# **TRANSPORTATION ELEMENT**

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# TRANSPORTATION ELEMENT

## OF THE COMPREHENSIVE PLAN

### CITY OF DELRAY BEACH

#### **BACKGROUND**

The text of the Element is a summary of the complete inventory, analysis, and recommendations which are contained in the following source documents:

- ☐ Delray Beach Traffic Element (Walter Keller, Jr., 1989)
- ☐ Delray Beach Traffic Circulation Element, EAR (David Plummer & Associates, 1995)
- ☐ Evaluation and Appraisal Report (City of Delray Beach, 1996)
- ☐ Delray Beach Comprehensive Plan Update - Transportation Element (David Plummer & Associates, 1997)
- ☐ Evaluation and Appraisal Report (City of Delray Beach, 2006)
- ☐ Updates to Delray Beach Transportation Element (McMahon Associates, Inc., 2006)

The source documents, and other documents which are cited in the Element, are available for public review at the Planning Department offices located at 100 N.W. 1st Avenue, Delray Beach, Florida.

#### **FUTURE TRAFFIC CIRCULATION MAP**

Map #12 shows the location and classification of the Future Traffic Network with all elements pursuant to ~~9J-5.007(4)~~[F.S. 163.3177\(6\)\(b\)](#). Table T-1 provides a listing of all streets, their classification, responsible agency, ultimate right-of-way width, ultimate pavement width, and programmed improvements (if any).

#### **INVENTORY**

The following summary is prepared to facilitate review with the requirements of ~~Administrative Rule 9J-5~~[F.S. 163.3177](#). As a summary, only significant items are highlighted. The source documents should be referred to for more information.

The data included in the 2008 inventory was based on a number of sources. Traffic counts are 2008 counts from Palm Beach County with additional counts provided by the City of Delray Beach and a traffic consultant. Roadway classifications are by the Federal Functional Classification (FFC) system. The County and FDOT service volumes are based on procedures and methodologies included in the FDOT Highway Capacity Manual. The generalized service volumes are those contained in the FDOT 2002 LOS manual.

Palm Beach County utilizes existing and projected peak hour volumes (Test 1) or peak hour, peak season, peak direction and intersection's critical volumes (Alternative Test 1) as well as level of service standards on the improved system [Highway Systems Needs Plan] (Test 2); (see Tables T-3A, T-3B and T-4). FDOT utilizes peak season, peak hour directional level of service volumes (see Table T-3B).

#### **Road System:**

There are 48.4 miles of arterial and collector roadways in the City. Map #13 identifies roadway location, and design types (number of lanes). Map #15 and Map #16 show the 2008 annual average daily traffic and the peak hour, peak direction volumes. Map #14 shows the existing roadway network in the planning area by functional classification and maintenance responsibility.

The City has adopted the Federal Functional Classification (FFC) system for roadways which conform to the FDOT's "General Interest Data Procedures, Chapter 5: Federal Functional Classification". A map showing the FFC is included as Map #14, depicting roadways contained in FDOT's table entitled "Palm Beach County Federal Functional Classification".

Tables T-6 and T-7 show annual average daily and peak hour, peak season, peak direction projections of traffic volumes for the City's roadways in the year 2010 considering improvements proposed in the FDOT and Palm Beach County five year improvement plans.

#### **Significant Parking Facilities:**

Significant public parking facilities under the jurisdiction of the City are surface parking lots and on-street parking which serve the downtown area, and facilities such as City Hall and the Community Center. These facilities provide approximately 1,650 free parking spaces and two garages with an additional 730 spaces, with duration's ranging from two hour limits to unlimited times.

**Safety:**

Table T-5 summarizes data associated with locations with a high accident frequency in the Planning Area.

**Port and Airport Facilities:**

There are no ports or airports in the Planning Area.

**Freight and Passenger Rail Lines:**

The City currently is served by the following four railway lines:

- ☐ The Florida East Coast (FEC) Railroad, a freight line that runs north-south through the eastern portion of the City;
- ☐ The Seaboard Coast Line (CSX) Railroad, a freight line that runs north-south, just west of I-95;
- ☐ Amtrak passenger rail serves the City utilizing the CSX tracks, stopping just south of West Atlantic Avenue (South County Government Complex); and
- ☐ Tri-Rail commuter rail serves the City utilizing the CSX tracks, stopping just south of West Atlantic Avenue.

Rail terminals are identified on Map #14.

**Public Transit:**

Delray Beach is served by a regional bus transit provider. Palm Tran is the County-wide bus service, under the jurisdiction of Palm Beach County. A new route system was initiated in August, 1996 which included expanded service to Delray Beach. The new routes in the City are shown in Map #17. Palm Tran operates a maintenance and storage terminal within the City on Congress Avenue north of Atlantic Avenue (Map #17). The City initiated a free shuttle bus system (downtown roundabout) in 2006. The system now includes three buses on two routes and covers the area between Tri-rail and the beach with headways of 20 to 30 minutes. The route is shown on Map #17.

**Public Transit Trip Generators and Attractors:**

The major trip producers and generators in Delray Beach are shown on Map #18. Palm Tran bus routes serve all of these areas with regular service as indicated in Map #17.

**Intermodal Terminals:**

Existing intermodal facilities in Delray Beach include rail, bus and shuttle bus. Two intermodal facilities (Tri-Rail and Amtrak stations) exist at a shared terminal along Congress Avenue near Atlantic Avenue in the central part of the City. The Palm Tran Satellite Facility is located on Congress Avenue near Atlantic Avenue, and provides for storage, maintenance, and staging of the Palm Tran bus fleet serving southern Palm Beach County.

Other intermodal facilities include High Occupancy Vehicle (HOV) lanes on I-95 and a park-and-ride lot. The park-and-ride lot is located just south of the City, at the Congress Avenue interchange with I-95. This lot can be used in conjunction with Palm Tran routes or the HOV lanes on I-95.

**Evacuation Routes:**

Three evacuation routes are designated in Delray Beach (Map #19), all of which have bridges over the Intracoastal Waterway. Bridge operations are directed by the Coast Guard and Palm Beach County Emergency Management Division to assure safe evacuation. The evacuation routes are:

- ☐ George Bush Boulevard to I-95, via Swinton Avenue and Atlantic Avenue
- ☐ Atlantic Avenue to I-95
- ☐ Linton Boulevard to I-95

**Transportation Concurrency Exception Area:**

The City has established a Transportation Concurrency Exception Area (TCEA) to aid in the revitalization of the downtown. One purpose of defining this specific area is to gain access to the flexibility allowed for concurrency management. The TCEA provides incentives to redevelopment by eliminating transportation concurrency requirements. These incentives encourage land use planning within a compact area which enhances mobility goals with a balanced development scenario. This development pattern will result in alternatives to the use of a single occupant automobile trip for mobility needs.

This area is described in detail in the Future Land Use Element. The TCEA encompasses the central business district of Delray Beach, pursuant to Section 163.3164(25) F.S., and contains approximately 436 acres. The general limits of the TCEA are I-95 on the west, SR A1A on the east, S.E. 2nd Street on the south, and N.E. 4th Street on the north. The specific boundaries of the TCEA are shown on Map #9 in the Future Land Use Element.

## **ANALYSIS**

### **Existing Levels of Service and System Needs:**

Map #13 provides the current roadway laneage for the expressway, arterials and collectors within the City. Map #15 shows the existing annual average daily traffic volumes for these area roadways. Map #16 shows peak hour peak direction traffic volumes for the State, County, and City roadways. There are no county or City roadways currently operating below adopted level of service standards.

For over capacity facilities, the Palm Beach County Unified Development Code allows for examination of peak hour, peak season, peak directional conditions (Alternative Test 1) and requires analysis of the intersections at the termini of each link. If roadways pass Alternative Test 1 they are considered to meet acceptable LOS. State facilities are assessed utilizing the peak hour, peak season, peak directional standards only. Based on that analysis, only the following roadway links are operating below the adopted level of service standards:

❑ I-95 - Woolbright Road to Congress Avenue - 10 LX - LOS "F"

The facility which is currently operating below the adopted peak season, peak hour, peak directional standards is maintained by a jurisdictions other than the City. I-95 is considered a backlogged facility.

### **Availability of Facilities and Services for Existing Land Uses:**

Local land uses are compatible with the circulation system and where congestion and lower LOS occurs it is created by inter-area traffic.

There is no need for new street facilities as the City is 98.9% built out and all collector and arterial roads are either at their terminus (the ocean) or extend into adjacent jurisdictions. Developer-funded street extensions may occur based upon specific development proposals (e.g., in the currently underdeveloped northwest portion of the City).

There are no planned roadway expansions within the City on either the County of State Five Year Plans.

### **Natural Disaster Evacuation:**

Planning for evacuation is accomplished under the auspices of the Palm Beach County Division of Emergency Management. A coordinated program exists between that agency and the City, based on the Hurricane Evacuation portion of the Palm Beach County Comprehensive Emergency Management Plan.

In Delray Beach, all of the barrier island would be evacuated in a category 1 hurricane, together with mobile home parks. In the case of more intense hurricane categories, the evacuation area would be expanded as stated in the City of Delray Beach Comprehensive Emergency Management Plan.

- ❑ Evacuation routes can accommodate the population of the Coastal High Hazard Area with an evacuation time of 7-10 hours.
- ❑ There are no constraints to evacuation other than localized street flooding along evacuation routes and backlog traffic on I-95 and the Florida Turnpike, the regional evacuation routes.
- ❑ No significant changes in these conditions would be created through development allowed by the Future Land Use Map. It is noted the City is approaching build out and most development is infill or development on relatively small vacant tracts of land. It is also noted that redevelopment at higher residential densities is not permitted on the barrier island.

#### **Growth Trends and Travel Patterns:**

Growth trends in the City, and the accompanying travel patterns, are expected to follow the patterns established through the Future Land Use Map (FLUM). The roadway network to service this growth is already in place, with sufficient rights-of-way to accommodate anticipated expansions.

Growth through much of the City will take the form of infill development and redevelopment in the east and along the Congress Avenue corridor and Four Corners area, and development of the remaining vacant parcels in the west. Investment by other transportation agencies provides expanded opportunities for intermodal transportation.

These include the expanded and improved Palm Tran fleet and network, and the Tri-Rail and Amtrak stations. Intermodal facilities are compatible with projected growth, as illustrated in the FLUM.

It is expected that the western suburbs (outside the City) will continue to grow to meet the demand for new single family housing. In the west, growth will be accommodated through roadway improvements providing additional vehicle capacity. However, the rate of growth is expected to slow as the availability of vacant land and roadway capacity are reduced.

In the east, the downtown area continues to increase in popularity. The City has made a conscious effort to direct growth to the east, through significant public investment in infrastructure, and through planning strategies such as the establishment of the Transportation Concurrency Exception Area (TCEA) and redevelopment plans. Such strategies as the TCEA emphasize compact, mixed use development which internalizes trips. Many trips between uses become pedestrian rather than vehicular trips. High availability of alternate transportation modes reduce automobile dependency. In the east, land uses are planned to maximize the existing roadway facilities and utilize alternate transportation modes.

### **Compatibility Between Future Land Use and Transportation:**

Delray Beach is a mature City, approaching build-out. As discussed above, remaining development will be consistent with the patterns established in the Future Land Use Map. Planned roadway improvements and the requirements of the City's concurrency management system, will assure the availability of roadway capacity to serve development through build-out.

### **Intermodal Facilities:**

In the past, opportunities for intermodal transportation in Delray Beach have been severely limited. New facilities, either planned or recently completed, promise to relieve much of the perceived deficiency. The expansion of the Palm Tran route system has been in place since late 1996. This expansion has provided additional bus routes to serve the City, including downtown. Reductions in headways on existing routes is a policy direction in the City's TCEA. The City's TCEA also contained policies requiring the development of a local shuttle to help increase capacities on vital corridors in the downtown. This shuttle bus system was put in place in 2006.

A park-and-ride lot has been constructed just outside the City limits at the Congress Avenue and I-95 interchange which is served by Palm Tran routes 2 and 26. Improvements to the Tri-Rail system, including future proposals for additional trains and double-tracking will result in improved commuter rail service. The City, through policies related to the TCEA, plans to expand bicycle and pedestrian facilities. These improvements should continue to expand intermodal opportunities to meet growing demand. However, continual monitoring of ridership demand, system programming and budgeting by transit entities is required, along with active involvement by the City to assure fulfillment of transportation needs.

### **Projected Levels of Service and System Needs:**

Level of service and system needs for the year 2010 will be partially accommodated through planned improvements. After programmed improvements as contained within the FDOT and County's Five Year Roadway Plans (Table T-8) the following roadways are anticipated to be over capacity in the year 2010 (see Tables T-6 and T-7):

- ☐ I-95 - south City limits to the north City limits (facility will continue to be over capacity after improvements through 2010).
- ☐ Federal Highway - North of Linton Boulevard south to Lindell Boulevard
- ☐ Linton Boulevard - I-95 to SW 10th Avenue (not programmed through 2025 and has physical right-of-way constraints).

As the City looks further out to the Year 2025 additional County and FDOT roadway improvements are needed to maintain acceptable levels of service. The projected level of service deficiencies, prior to improvements outlined in the 2025 Cost Feasibility Plan prepared by the MPO (Metropolitan Planning Organization), are noted in Map #20. The

2025 Cost Feasibility Plan improvements are noted in Map #21 and Table T-9 and include the following:

- ☐ Federal Highway widening from 4 lanes to 6 lanes from north of Linton Boulevard to Lindell Boulevard.
- ☐ Federal Highway reduction of lanes on one way pairs from 3 lanes in each direction to 2 lanes in each direction.
- ☐ Old Dixie Highway widening from 2 lanes to 4 lanes from south City Limits to Lindell Boulevard.

With the improvements noted in the 2025 Cost Feasibility Plan, the following LOS deficiencies will persist:

- ☐ Atlantic Avenue between Congress Avenue and I-95 (County facility for which no improvement or funding has been identified).
- ☐ Atlantic Avenue between Military Trail and Congress Avenue
- ☐ Atlantic Avenue between Swinton and Federal Highway (the roadway is in the TCEA area which is exempt from traffic concurrency and widening is inconsistent with downtown plans).
- ☐ Linton Boulevard between I-95 and Old Dixie Highway (This section is currently developed to its full right-of-way width).
- ☐ Dixie Highway from Lindell north to Linton Boulevard (no funding or improvement is shown on the 2025 Cost Feasibility Plan).
- ☐ I-95 - from south City limits north to the north City limits (will continue to exceed LOS E
- ☐ Swinton Avenue between Lake Ida Road and George Bush Boulevard (Widening of this road is inconsistent with City plans).
- ☐ Lake Ida Road between NE 2<sup>nd</sup> Street and Federal Highway (This road is developed to its full right-of-way width)
- ☐ Military Trail from south City limits north to Lake Ida Road.
- ☐ A-1-A from Atlantic Avenue to Linton Boulevard (This is a constrained facility. Widening of this road is inconsistent with City plans).

**Land Uses and Programs to Promote and Support Public Transportation:**

Continued support of transit providers, including Tri-Rail, Palm Tran and Amtrak is required in order to enhance and maintain a viable public transit system. In addition, implementation of planning strategies which promote compact, sustainable

development will provide the ridership necessary to sustain public transit in the City. These strategies are expressed in policies such as those related to the TCEA and redevelopment planning, and design considerations for new development.

## **NEEDS AND RECOMMENDATIONS**

Based upon the analysis provided above, the fact that each of the streets which require improvement to meet acceptable level of service are under the jurisdiction of other agencies, and that the City is essentially at build-out, the Year 2010 and 2025 deficiencies are created by traffic from outside the Planning Area. Therefore, the City will request the following modification to the FDOT standards, as appropriate, as they apply to issuance of development orders in the City of Delray Beach:

- ☐ I-95 to maintain at "F" as a backlogged condition.

The City will request modification of the MPO Cost Feasibility Plan to add the following improvements to the plan:

- ☐ Atlantic Avenue between Congress Avenue and I-95 - This improvement may include additional laneage and/or intersection improvements.

## **DEFINITIONS**

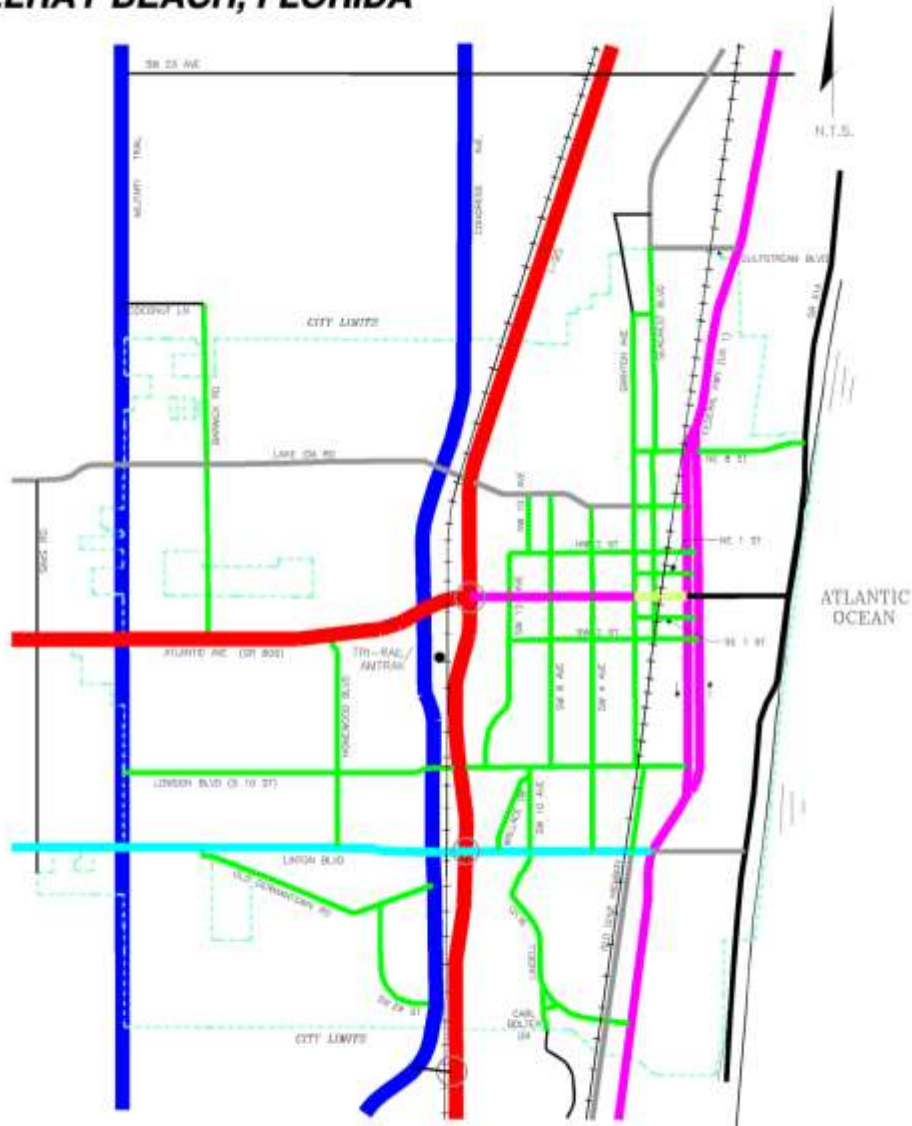
This section of the Transportation Element contains definitions of traffic terms relating to the contents of this element. ~~It is not a Rule 9J-5, F.A.C. Inclusion of definitions is not a requirement of F.S. 163.3177,~~ but is included in the plan for the purpose of clarifying technical traffic terminology appearing in this Element and elsewhere in this Plan.

~~**TRANSPORTATION CONCURRENCY EXCEPTION AREA** - A specific geographic area delineated in the local government comprehensive plan for downtown revitalization within the designated central business district pursuant to Section 163.3164(25) F.S. A proposed development located in the designated exception area shall not be subject to the requirements of rule 9J-5.0055(3)(c)1-4.~~

**DOWNTOWN REVITALIZATION** - The physical and economic renewal of a central business district of a community as designated by local government, and includes both downtown development and redevelopment.

**TRANSPORTATION DEMAND MANAGEMENT (TDM)** - Strategies and techniques that can be used to increase the efficiency of the transportation system. Transportation Demand Management focuses on ways of influencing the amount of and demand for transportation by encouraging alternatives to the single occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include: ride sharing programs, flexible work hours, telecommuting, shuttle services, and parking management.

# COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



SOURCES: FEDERAL FUNCTIONAL CLASSIFICATIONS AND PALM BEACH COUNTY ROAD MAINTENANCE INVENTORY LIST



**TABLE T-1 STREET NETWORK CLASSIFICATION AND IMPROVEMENTS**

| STREET NAME                                    | LIMITS                                                  | CLASSIFICATION     | JURISDICTION | ULTIMATE RIGHT-OF-WAY            | NUMBER OF ULTIMATE THRU LANES | IMPROVEMENT SCHEDULE |
|------------------------------------------------|---------------------------------------------------------|--------------------|--------------|----------------------------------|-------------------------------|----------------------|
| U.S. 1, Federal Highway<br>(5th & 6th Avenues) | South City Limit to Linton Boulevard                    | Minor Arterial     | State        | 120'                             | 6                             |                      |
|                                                | Linton Boulevard to S.E. 10 <sup>th</sup> Street        | Minor Arterial     | State        | 60' Northbound<br>60' Southbound | 3 Northbound<br>3 Southbound  |                      |
|                                                | S.E. 10 <sup>th</sup> Street to approximately Bond Way. | Minor Arterial     | State        | 60' Northbound<br>60' Southbound | 2 Northbound<br>2 Southbound  |                      |
|                                                | Bond Way to North City Limit                            | Minor Arterial     | State        | 120'                             | 4                             |                      |
| I-95                                           |                                                         | Principal Arterial | State        | Varies                           | 10                            |                      |
| Atlantic Avenue                                | Military Trail to I-95                                  | Principal Arterial | State        | 120'                             | 6                             |                      |
|                                                | I-95 to Swinton Avenue                                  | Minor Arterial     | State        | 110'                             | 4                             |                      |
|                                                | Swinton Avenue to S.E. / N.E. 5th Avenue                | Minor Arterial     | City         | 60' to 66'                       | 2                             |                      |
|                                                | Federal Highway to A-1-A (East 5th Avenue)              | Collector          | State        | 80'                              | 4                             |                      |
| A-1-A (Ocean Boulevard)                        | City Limits                                             | Collector          | State        | 50' to 60'                       | 2                             |                      |
| Congress Avenue                                | City Limits                                             | Principal Arterial | County       | 120'                             | 6                             |                      |
| Military Trail                                 | City Limits                                             | Principal Arterial | County       | 120'                             | 6                             |                      |

**TABLE T-1 STREET NETWORK CLASSIFICATION AND IMPROVEMENTS**

| STREET NAME                | LIMITS                                            | CLASSIFICATION | JURISDICTION | ULTIMATE<br>RIGHT-OF-<br>WAY | NUMBER<br>OF<br>ULTIMATE<br>THRU<br>LANES | IMPROVEMENT<br>SCHEDULE |
|----------------------------|---------------------------------------------------|----------------|--------------|------------------------------|-------------------------------------------|-------------------------|
| Linton Boulevard           | West City Limits to Federal Highway               | Minor Arterial | County       | 120'                         | 6                                         |                         |
|                            | Federal Highway to A-1-A                          | Collector      | County       | 120'                         | 6 - 4                                     |                         |
| Dixie Highway              | S.E. 10th Street to Linton Boulevard              | Collector      | City         | 80'                          | 2                                         |                         |
|                            | Linton Boulevard to South City Limit              | Collector      | County       | 80'                          | 4                                         |                         |
| Swinton Avenue             | N.E. 22 <sup>nd</sup> Street to South 10th Street | Collector      | City         | 60'                          | 2                                         |                         |
| Seacrest / N.E. 2nd Avenue | Atlantic Avenue to Gulf Stream Boulevard          | Collector      | City         | 60'                          | 2                                         |                         |
| N.E. 22nd Street           | Swinton Avenue to Seacrest Boulevard              | Collector      | City         | 60'                          | 2                                         |                         |
| Germantown Road            | Linton Boulevard to Congress Avenue               | Collector      | City         | 80'                          | 2                                         |                         |
| Wallace Drive              | Linton Boulevard to S.W. 10th Avenue              | Collector      | City         | 80'                          | 4                                         |                         |
| Barwick Road               | Atlantic Avenue to North City Limits              | Collector      | City         | 80'                          | 2                                         |                         |

**TABLE T-1 STREET NETWORK CLASSIFICATION AND IMPROVEMENTS**

| STREET NAME                                                            | LIMITS                                               | CLASSIFICATION | JURISDICTION | ULTIMATE<br>RIGHT-OF-<br>WAY | NUMBER<br>OF<br>ULTIMATE<br>THRU<br>LANES | IMPROVEMENT<br>SCHEDULE |
|------------------------------------------------------------------------|------------------------------------------------------|----------------|--------------|------------------------------|-------------------------------------------|-------------------------|
| Lake Ida Road                                                          | Military Trail to Congress Avenue                    | Collector      | County       | 110'                         | 4                                         |                         |
|                                                                        | Congress Avenue to Swinton Avenue                    | Collector      | County       | 110'                         | 4                                         |                         |
|                                                                        | Swinton Avenue to Federal Highway (N.E. 6th Avenue)  | Collector      | City         | 80'                          | 2                                         |                         |
| Lindell Boulevard / S.W. 10th Avenue                                   | S.W. 10 <sup>th</sup> Avenue to Federal Highway      | Collector      | City         | 80'                          | 2                                         |                         |
|                                                                        | Linton Boulevard to S.W. 10th Avenue                 | Collector      | City         | 50'                          | 2                                         |                         |
| N.W. / S.W. 4th Avenue                                                 | Lake Ida Road to South 10th Street                   | Collector      | City         | 50'                          | 2                                         |                         |
| N.W. / S.W. 8th Avenue                                                 | Lake Ida Road to Linton Blvd.                        | Collector      | City         | 50'                          | 2                                         |                         |
| N.W. 10th Avenue / S.W. 12th Avenue, Auburn Trace and S.W. 14th Avenue | Lake Ida Road to S.W. 10th Street                    | Collector      | City         | 50'                          | 2                                         |                         |
| Homewood Boulevard                                                     | West Atlantic Avenue to Linton Boulevard             | Collector      | City         | 80'                          | 4                                         |                         |
| George Bush Boulevard                                                  | Swinton Avenue to A-1-A                              | Collector      | City         | 80'                          | 2                                         |                         |
| S.E. / S.W. 10th Street                                                | Congress Avenue to Federal Highway (S.E. 6th Avenue) | Collector      | City         | 80'                          | 4 - 2                                     |                         |

**TABLE T-1 STREET NETWORK CLASSIFICATION AND IMPROVEMENTS**

| STREET NAME                           | LIMITS                                                   | CLASSIFICATION | JURISDICTION | ULTIMATE<br>RIGHT-OF-<br>WAY | NUMBER<br>OF<br>ULTIMATE<br>THRU<br>LANES | IMPROVEMENT<br>SCHEDULE |
|---------------------------------------|----------------------------------------------------------|----------------|--------------|------------------------------|-------------------------------------------|-------------------------|
| Lowson Boulevard                      | Congress Avenue to Military Trail                        | Collector      | City         | 80'                          | 2                                         |                         |
| N.E. 1st Street                       | Swinton Avenue to Federal Highway<br>(N.E. 6th Avenue)   | Collector      | City         | 55'                          | 2                                         |                         |
| S.E. 1st Street                       | Swinton Avenue to Federal Highway<br>(S.E. 6th Avenue)   | Collector      | City         | 55'                          | 2                                         |                         |
| Gulf Stream Boulevard                 | Seacrest Boulevard to Federal Highway                    | Collector      | County       | 80'                          | 2 - 4                                     |                         |
| N.E. / N.W. 2nd Street                | N.W. 12th Avenue to Federal Highway<br>(N.E. 6th Avenue) | Collector      | City         | 50'                          | 2                                         |                         |
| S.E. / S.W. 2nd Street                | S.W. 12th Avenue to Federal Highway<br>(S.E. 6th Avenue) | Collector      | City         | 50'                          | 2                                         |                         |
| Brant Drive / Blue Jay Turn           | Lindell Boulevard to City Limit                          | Collector      | City         | 80'                          | 2                                         |                         |
| S.W. 29th Avenue / S.W. 22nd Street   | Old Germantown Road to Congress Avenue                   | Collector      | City         | 80'                          | 2                                         |                         |
| Other streets with curb and gutter    |                                                          | Local          | City         | 50'                          | 2                                         |                         |
| Other streets without curb and gutter |                                                          | Local          | City         | 60'                          | 2                                         |                         |
| Other streets                         |                                                          | Collectors     | City         | 80'                          | 2 - 5                                     |                         |

**Table T-2**

**ANNUAL AVERAGE DAILY SERVICE VOLUMES  
FOR CITY ROADWAYS**

| FACILITY          | MAXIMUM DAILY SERVICE VOLUMES |        |        |
|-------------------|-------------------------------|--------|--------|
|                   | LOS C                         | LOS D  | LOS E  |
| 2 lanes undivided | 9,100                         | 14,600 | 15,600 |
| 4 lanes divided   | 21,400                        | 31,100 | 32,900 |

Source: FDOT 2002 LOS Manual.

Table T-3A

## PALM BEACH COUNTY TEST ONE LEVEL OF SERVICE

## LOS D Link Service Volumes

| FACILITY TYPE                  | ADT  | Peak Hour<br>Two Way | Peak Season,<br>Peak Hour, Peak Direction |            |                    |
|--------------------------------|------|----------------------|-------------------------------------------|------------|--------------------|
|                                |      |                      | (Class I)                                 | (Class II) | Uninterrupted Flow |
| 2 lanes undivided <sup>1</sup> | 2L   | 12,300               | 1,170                                     | 890        | 850                |
| 2 lanes one-way                | 2LO  | 18,600               | 1,870                                     | 2,230      | 2,050              |
| 3 lanes two-way                | 3L   | 15,400               | 1,460                                     | 860        | 810                |
| 3 lanes one-way                | 3LO  | 28,500               | 2,810                                     | 3,350      | 3,080              |
| 4 lanes undivided <sup>1</sup> | 4L   | 24,500               | 2,330                                     | 1,400      | 1,280              |
| 4 lanes divided                | 4LD  | 32,700               | 3,110                                     | 1,860      | 1,710              |
| 5 lanes two-way                | 5L   | 32,700               | 3,110                                     | 1,860      | 1,710              |
| 6 lanes divided                | 6LD  | 49,200               | 4,680                                     | 2,790      | 2,570              |
| 8 lanes divided                | 8LD  | 83,800               | 8,060                                     | 3,540      | 3,330              |
| 4 lanes expressway             | 4LX  | 67,200               | 6,250                                     | 3,440      | 3,440              |
| 6 lanes expressway             | 6LX  | 105,800              | 9,840                                     | 5,410      | 5,410              |
| 8 lanes expressway             | 8LX  | 144,300              | 13,420                                    | 7,380      | 7,380              |
| 10 lanes expressway            | 10LX | 182,600              | 16,960                                    | 9,340      | 9,340              |

[Ord. 2005-002] [Ord. 2007-013]  
 Based on the FDOT Quality LOS Manual, 2002 edition.  
<sup>1</sup> Service volumes for "undivided" roadways assume no left turn lanes are available.

## LOS D Intersection Thresholds

| LOS | Critical Movement | HCM Operational Analysis                   |
|-----|-------------------|--------------------------------------------|
| D   | 1,400             | Greater than 35.0 to 55.0 Seconds of Delay |

Note: The delay identifies seconds of delay greater than 35.0 and less than or equal to 55.0.

## LOS D Speed Thresholds

| Urban Street Class              | I                                     | II                      | III                     |
|---------------------------------|---------------------------------------|-------------------------|-------------------------|
| Range of Free Flow Speeds (FFS) | 55 to 45 miles per hour               | 45 to 35 miles per hour | 35 to 30 miles per hour |
| Typical FFS                     | 50 miles per hour                     | 40 miles per hour       | 35 miles per hour       |
| LOS                             | Average Travel Speed (Miles per Hour) |                         |                         |
| D                               | Greater than 21 to 27                 | Greater than 17 to 22   | Greater than 14 to 16   |

Note: speed values refer to a "range" of values that will achieve LOS D. For example speeds greater than 21 but less than or equal to 27 miles per hour will all be LOS D for a Class I roadway.

## Radius of Development Influence

| Net External Peak Hour | Two-Way Trip Generation | Radius                                                            |
|------------------------|-------------------------|-------------------------------------------------------------------|
| 1                      | 20                      | Directly accessed link(s) of first accessed major thoroughfare(s) |
| 21                     | 50                      | 0.5 miles                                                         |
| 51                     | 100                     | 1 mile                                                            |
| 101                    | 500                     | 2 miles                                                           |
| 501                    | 1,000                   | 3 miles                                                           |
| 1,001                  | 2,000                   | 4 miles                                                           |
| 2,001                  | Up                      | 5 miles                                                           |

[Ord. 2005-002] [Ord. 2006-043] [Ord. 2007-013]

## Test One Levels of Significance

| Facility           | All Links (except I-95 and the Turnpike)                           | I-95/Turnpike      |
|--------------------|--------------------------------------------------------------------|--------------------|
| Significance Level | one percent LOS D within Radius, five percent LOS D outside Radius | five percent LOS D |

Table T-3B

## PALM BEACH COUNTY TEST TWO LEVEL OF SERVICE

## LOS E- Link Service Volumes

| FACILITY TYPE                  | ADT  | Peak Hour | Peak Season, Peak Hour, Peak Direction |         |                               |
|--------------------------------|------|-----------|----------------------------------------|---------|-------------------------------|
|                                |      |           | Two-Way                                | Class I | Class II (Uninterrupted Flow) |
| 2 lanes undivided <sup>1</sup> | 2L   | 13,000    | 1,240                                  | 710     | 690                           |
| 2 lanes one-way                | 2LO  | 20,700    | 1,960                                  | 2,230   | 2,160                         |
| 3 lanes two-way                | 3L   | 16,300    | 1,550                                  | 890     | 850                           |
| 3 lanes one-way                | 3LO  | 31,100    | 2,950                                  | 3,350   | 3,280                         |
| 4 lanes undivided <sup>1</sup> | 4L   | 25,900    | 2,450                                  | 1,400   | 1,350                         |
| 4 lanes divided                | 4LD  | 34,500    | 3,270                                  | 1,880   | 1,800                         |
| 5 lanes two-way                | 5L   | 34,500    | 3,270                                  | 1,880   | 1,800                         |
| 6 lanes divided                | 6LD  | 51,800    | 4,920                                  | 2,790   | 2,710                         |
| 8 lanes divided                | 8LD  | 67,000    | 6,380                                  | 3,540   | 3,500                         |
| 4 lanes expressway             | 4LX  | 76,500    | 7,110                                  | 3,910   | 3,910                         |
| 6 lanes expressway             | 6LX  | 120,200   | 11,180                                 | 6,150   | 6,150                         |
| 8 lanes expressway             | 8LX  | 163,900   | 15,240                                 | 8,380   | 8,380                         |
| 10 lanes expressway            | 10LX | 207,600   | 19,310                                 | 10,620  | 10,620                        |

[Ord. 2005 - 002] [Ord. 2007-013]

Based on the FDOT Quality/LOS Manual, 2002 edition

<sup>1</sup>Service volumes for "undivided" roadways assume no left turn lanes are available.

## LOS E Intersection Thresholds

| LOS | Critical Movement | HCM Operational Analysis                   |
|-----|-------------------|--------------------------------------------|
| E   | 1500              | Greater than 55.0 to 80.0 Seconds of delay |

Note: The delay identifies seconds of delay greater than 55.0 and less than or equal to 80.0.

| Urban Street Class              | I                                     | II                      | III                     |
|---------------------------------|---------------------------------------|-------------------------|-------------------------|
| Range of Free Flow Speeds (FFS) | 55 to 45 miles per hour               | 45 to 35 miles per hour | 35 to 30 miles per hour |
| Typical FFS                     | 50 miles per hour                     | 40 miles per hour       | 35 miles per hour       |
| LOS                             | Average Travel Speed (Miles per Hour) |                         |                         |
| E                               | Greater than 15 to 21                 | Greater than 13 to 17   | Greater than 10 to 14   |

Note: speed values refer to a "range" of values that will achieve LOS D. For example speeds greater than 21 but less than or equal to 27 miles per hour will all be LOS D for a Class I roadway.

## Radius of Development Influence

| Net External Peak Hour | Two-Way Trip Generation | Radius                                                            |
|------------------------|-------------------------|-------------------------------------------------------------------|
| 1                      | thru 20                 | Directly accessed link(s) of first accessed major thoroughfare(s) |
| 21                     | thru 50                 | 0.5 miles                                                         |
| 51                     | thru 100                | 1 mile                                                            |
| 101                    | thru 500                | 2 miles                                                           |
| 501                    | thru 1,000              | 3 miles                                                           |
| 1,001                  | thru 2,000              | 4 miles                                                           |
| 2,001                  | thru Up                 | 5 miles                                                           |

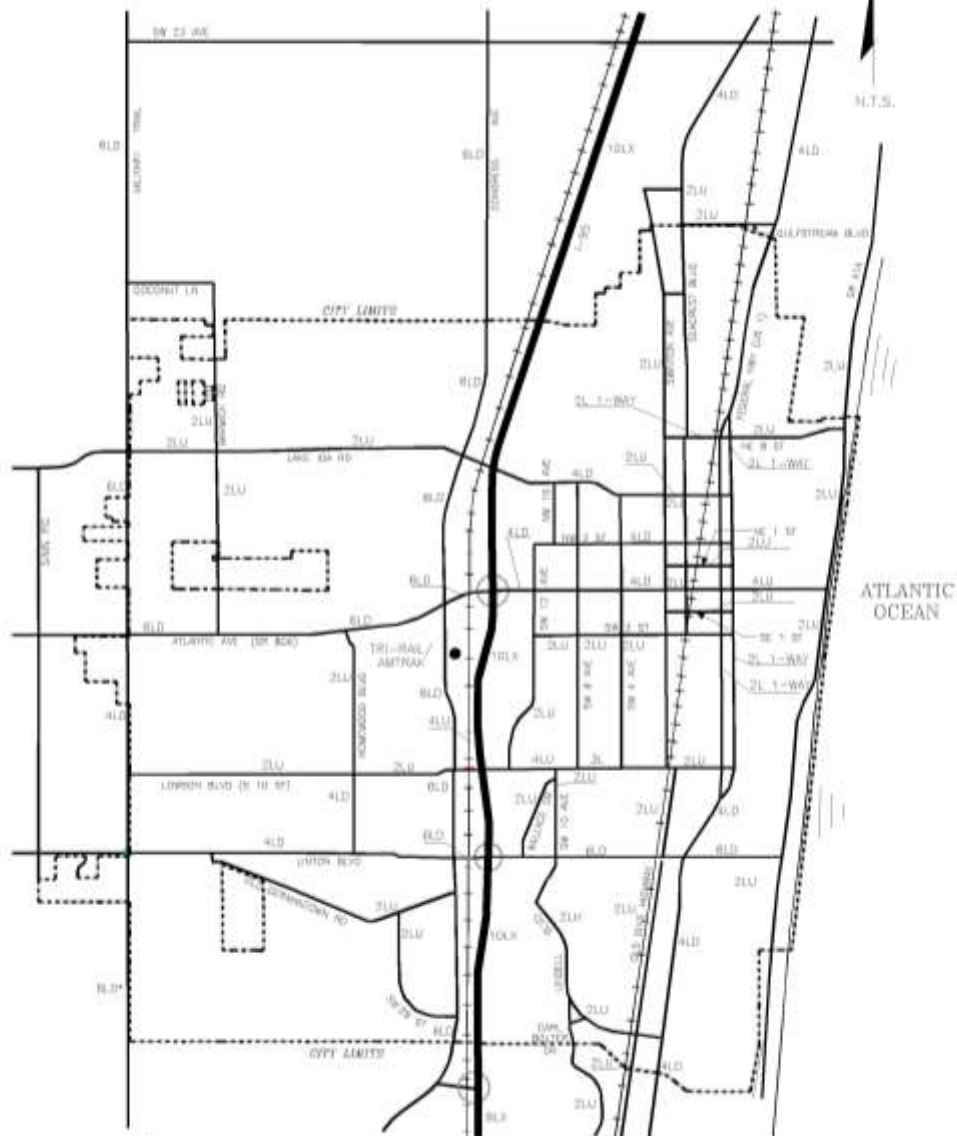
[Ord. 2005-002] [Ord. 2006-043] [Ord. 2007-013]

## Test Two Levels of Significance

| Facility           | All Links (except I-95 and the Turnpike)                             | I-95/Turnpike      |
|--------------------|----------------------------------------------------------------------|--------------------|
| Significance Level | three percent LOS E within Radius, five percent LOS E outside Radius | five percent LOS E |

[Ord. 2006- 043]

**COMPREHENSIVE PLAN**  
**DELRAY BEACH, FLORIDA**



**EXISTING ROADWAY LANEAGES**  
**MAP #13**



PLANNING & ZONING  
DEPARTMENT  
MARCH 2008

LEGEND:

SLD - ROADWAY LANEAAGE  
LD - LANES DIVIDED

LI - LANES UNDIVIDED  
\* - UNDER CONSTRUCTION

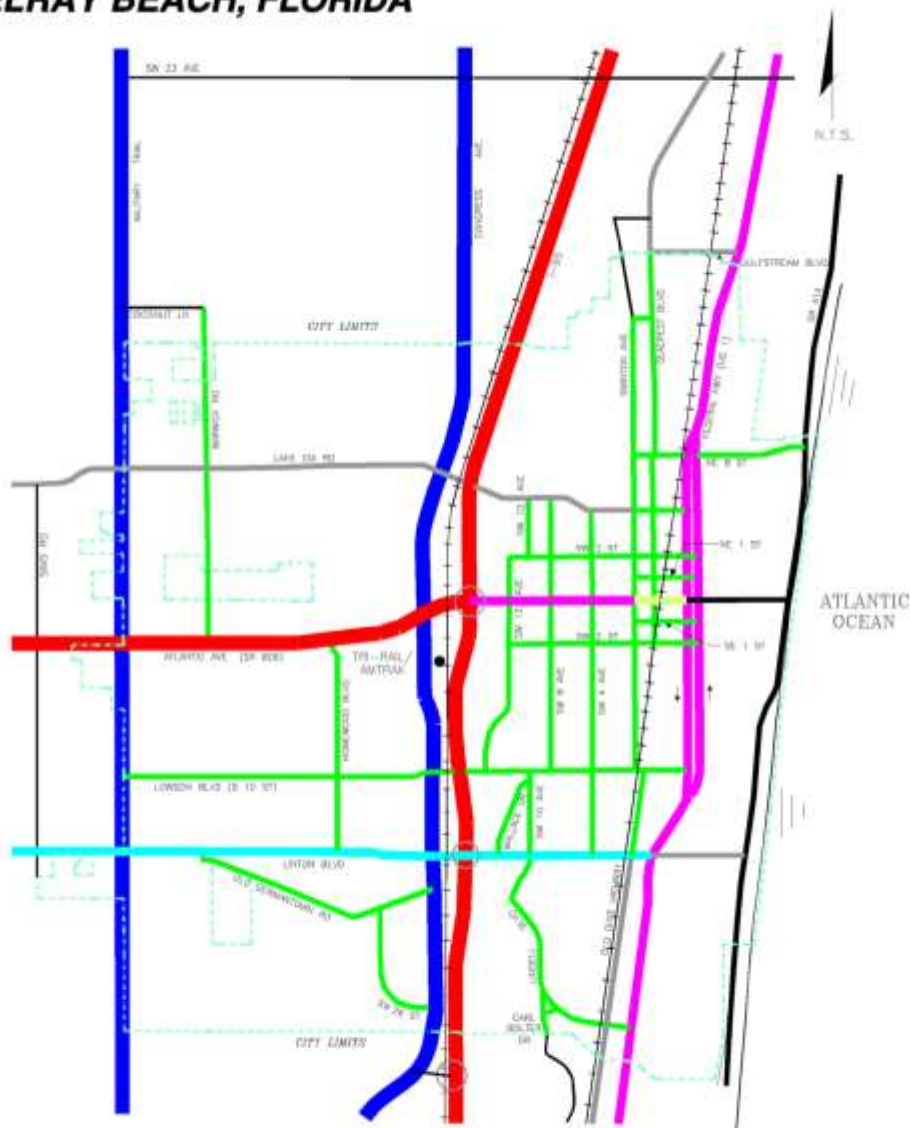
LE - LANES EXPRESSWAY  
(LIMITED ACCESS)

**Table T-4**  
**SIGNALS PER MILE (1)**

| ROADWAY                                                              | FROM                                                                 | TO                                                                        | SIGNALS PER MILE (2)     | ANALYSIS CLASS (3) |
|----------------------------------------------------------------------|----------------------------------------------------------------------|---------------------------------------------------------------------------|--------------------------|--------------------|
| Military Trail                                                       | Coconut Lane<br>Lake Ida Road<br>Atlantic Avenue<br>Linton Boulevard | Lake Ida Road<br>Atlantic Avenue<br>Linton Boulevard<br>South City Limits | 1.4<br>2.7<br>0.8<br>3.0 | I<br>II<br>I<br>II |
| Barwick Road                                                         | Coconut Lane                                                         | Atlantic Avenue                                                           | 1.1                      | I                  |
| Homewood Boulevard                                                   | Atlantic Avenue                                                      | Linton Boulevard                                                          | 0.6                      | I                  |
| SW 29 <sup>th</sup> Street                                           | Old Germantown Road                                                  | Congress Avenue                                                           | 0.0                      | Unsig              |
| NW 10 <sup>th</sup> Ave./SW 12th Ave./<br>SW 14 <sup>th</sup> Avenue | Lake Ida Road                                                        | Lowson Boulevard                                                          | 0.0                      | Unsig              |
| Wallace Drive                                                        | Linton Boulevard                                                     | SW 10th Avenue                                                            | 0.0                      | Unsig              |
| SW 10 <sup>th</sup> Avenue                                           | Lowson Boulevard                                                     | Linton Boulevard                                                          | 0.0                      | Unsig              |
| Lindell Boulevard                                                    | Linton Boulevard                                                     | Federal Highway (US 1)                                                    | 1.2                      | I                  |
| Carl Bolter Drive                                                    | Lindell Boulevard                                                    | South City Limits                                                         | 0.0                      | Unsig              |
| Brant Drive/Blue Jay Turn                                            | Carl Bolter Drive                                                    | Lindell Boulevard                                                         | 0.0                      | Unsig              |
| SW 8th Avenue                                                        | NW 4th Street                                                        | Lowson Boulevard                                                          | 0.0                      | Unsig              |
| SW 4th Avenue                                                        | Lake Ida Road                                                        | Lowson Boulevard                                                          | 0.0                      | Unsig              |
| Congress Avenue                                                      | Ridgewood Road                                                       | I-95                                                                      | 1.7                      | I                  |
| Seacrest Blvd./NE 2nd Ave.                                           | Gulfstream Boulevard                                                 | Atlantic Avenue                                                           | 2.3                      | II                 |
| Swinton Avenue                                                       | North City Limits<br>NE 4th Street                                   | NE 4th Street<br>Lowson Boulevard                                         | 0.5<br>3.7               | I<br>II            |
| Old Dixie Highway                                                    | SE 10th Street                                                       | South City Limits                                                         | 0.9                      | I                  |
| Federal Highway (US 1)                                               | Gulfstream Boulevard<br>NE 4th Street<br>Linton Boulevard            | NE 4th Street<br>Linton Boulevard<br>South City Limits                    | 1.3<br>3.5<br>2.4        | I<br>II<br>I       |
| A1A                                                                  | North City Limits                                                    | South City Limits                                                         | 0.6                      | I                  |
| NE 8 <sup>th</sup> Street                                            | Swinton Avenue                                                       | A1A                                                                       | 2.7                      | II                 |
| Lake Ida Road (NE 4 <sup>th</sup> Street)                            | Hagan Ranch Road<br>Congress Avenue                                  | Congress Avenue<br>Federal Highway (US 1)                                 | 1.6<br>3.3               | I<br>II            |
| NW/NE 2 <sup>nd</sup> Street                                         | NW 12 <sup>th</sup> Avenue                                           | Federal Highway (US 1)                                                    | 2.4                      | II                 |
| Atlantic Avenue                                                      | Military Trail<br>I-95                                               | I-95<br>A1A                                                               | 2.6<br>7.4               | II<br>II           |
| SW/SE 2nd Street                                                     | SW 12th Avenue                                                       | Federal Highway (US 1)                                                    | 1.6                      | I                  |
| Lowson Boulevard                                                     | Military Trail<br>Congress Avenue                                    | Congress Avenue<br>Federal Highway (US 1)                                 | 0.6<br>3.1               | I<br>II            |
| Linton Boulevard                                                     | Military Trail<br>Congress Avenue                                    | Congress Avenue<br>A1A (4)                                                | 1.7<br>4.0               | I<br>II            |
| Old Germantown Road                                                  | Linton Boulevard                                                     | Congress Avenue                                                           | 0.6                      | I                  |

- (1) Roadway segments used to determine signals per mile were split based on changing roadway or traffic characteristics. Only links within and through the City of Delray Beach are shown, but longer segment may have been utilized to determine signals per mile.
- (2) Utilized for determining class for peak season peak hour peak direction level of service standards shown on Exhibit 2.
- (3) Source: FDOT 2002 LOS Manual.
- (4) Signal Class II used for this segment per Palm Beach County standards even though signals per mile is greater than 4.5.

# COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



SOURCES: FEDERAL FUNCTIONAL CLASSIFICATIONS AND PALM BEACH COUNTY ROAD MAINTENANCE INVENTORY LIST.

## FUNCTIONAL CLASSIFICATIONS AND MAINTENANCE RESPONSIBILITY MAP #14

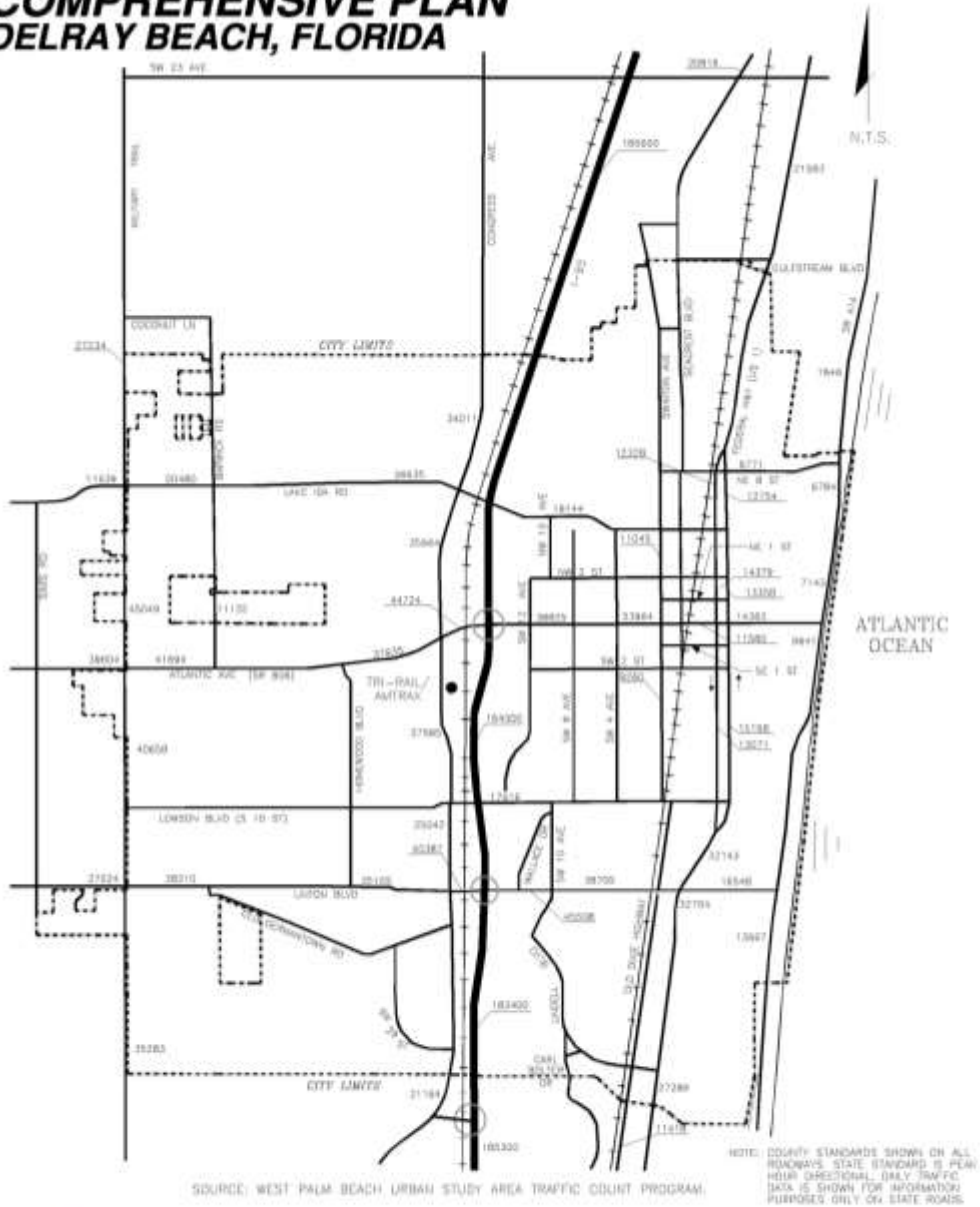
### LEGEND:

- |                                                             |                                                               |                                                                            |
|-------------------------------------------------------------|---------------------------------------------------------------|----------------------------------------------------------------------------|
| <span style="color: red;">—</span> STATE PRINCIPAL ARTERIAL | <span style="color: blue;">—</span> COUNTY PRINCIPAL ARTERIAL | <span style="color: yellow;">—</span> CITY MINOR ARTERIAL                  |
| <span style="color: magenta;">—</span> STATE MINOR ARTERIAL | <span style="color: cyan;">—</span> COUNTY MINOR ARTERIAL     | <span style="color: green;">—</span> CITY COLLECTOR                        |
| <span style="color: black;">—</span> STATE COLLECTOR        | <span style="color: grey;">—</span> COUNTY COLLECTOR          | <span style="color: black;">—</span> LOCAL ROADS AND ROADWAYS OUTSIDE CITY |



PLANNING & ZONING  
DEPARTMENT  
MARCH 2008

**COMPREHENSIVE PLAN  
DELRAY BEACH, FLORIDA**

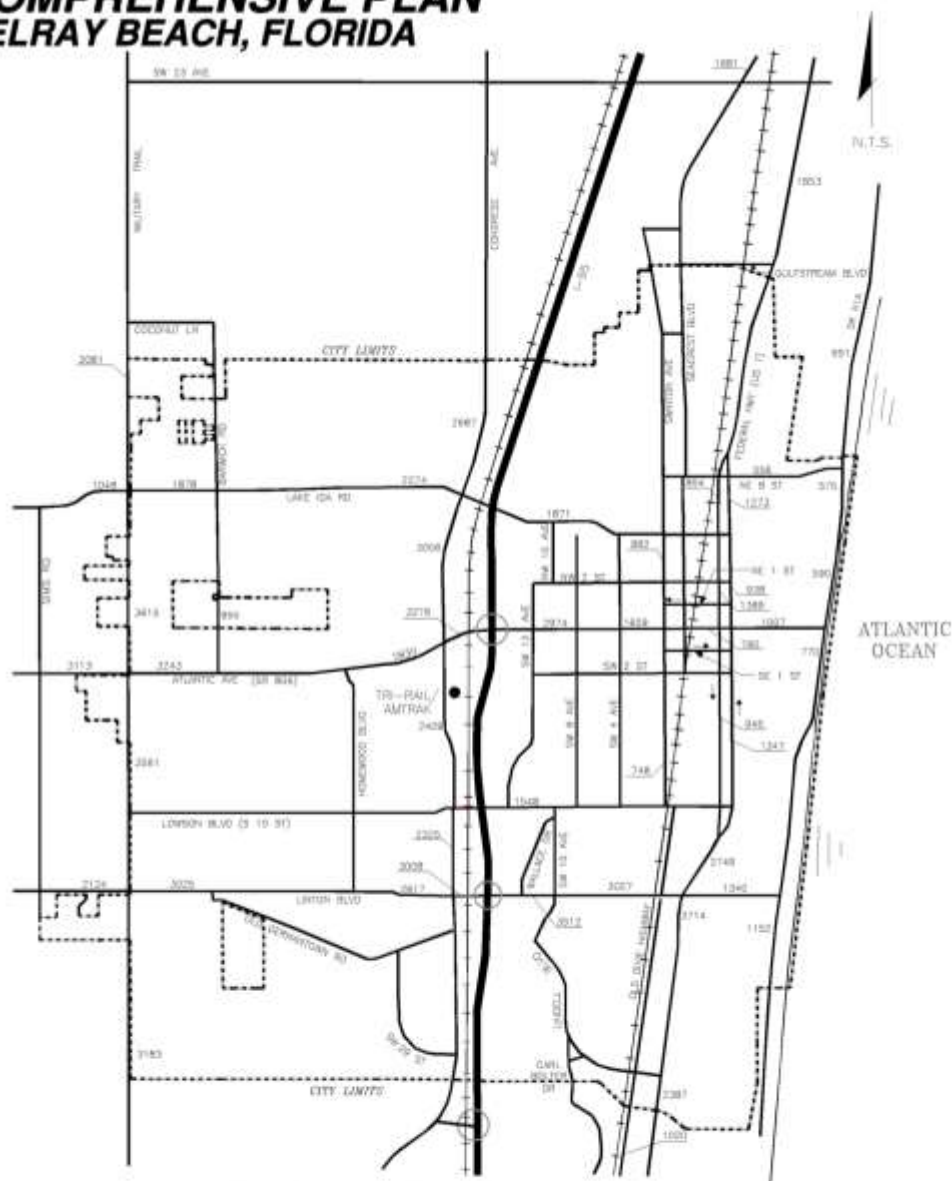


**EXISTING (2008) ANNUAL AVERAGE DAILY  
TRAFFIC CONDITIONS  
MAP #15**

PLANNING & ZONING  
DEPARTMENT  
MARCH 2008

\* SOURCE: PALM BEACH COUNTY ENGINEERING AND PUBLIC WORKS DEPARTMENT 2006 ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

**COMPREHENSIVE PLAN  
DELRAY BEACH, FLORIDA**



SOURCE: WEST PALM BEACH URBAN STUDY AREA TRAFFIC COUNT PROGRAM.

PLAYING & TONING  
DEPARTMENT  
MARCH 2008

**EXISTING (2008) PEAK SEASON PM PEAK HOUR  
PEAK DIRECTION TRAFFIC CONDITIONS  
MAP #16**

\* SOURCE: PALM BEACH COUNTY ENGINEERING AND PUBLIC WORKS DEPARTMENT 2008 PEAK AM COUNT

Table T-5

2006 Intersection Accident Data<sup>(1)</sup>

| INTERSECTION                              | 2006<br>ACCIDENTS | 2004 MEV <sup>(2)</sup> | ACCIDENT<br>RATE <sup>(3)</sup> | RANK BY<br>RATE | RANK BY<br>FREQUENCY |
|-------------------------------------------|-------------------|-------------------------|---------------------------------|-----------------|----------------------|
| Atlantic Ave/I-95                         | 35                | 24.1                    | 1.5                             | 16              | 9                    |
| Linton Blvd/Military Trail                | 80                | 26.8                    | 3.0                             | 4               | 3                    |
| Atlantic Ave/Military Trail               | 53                | 29.7                    | 3.1                             | 3               | 2                    |
| NE 8 ST (George Bush Blvd)/US-1           | 9                 | 8.1                     | 1.1                             | 23              | 29                   |
| Atlantic Ave/US-1 (NE 5th Ave)            | 36                | 9.1                     | 1.8                             | 12              | 17                   |
| Atlantic Ave/Congress Ave                 | 103               | 28.5                    | 3.6                             | 2               | 1                    |
| Linton Blvd/I-95                          | 55                | 25.6                    | 2.1                             | 6               | 4                    |
| Atlantic Ave/Swinton Ave                  | 20                | 12.6                    | 1.6                             | 14              | 15                   |
| Linton Blvd/US-1 (NE 5th Ave)             | 37                | 17.6                    | 2.1                             | 7               | 7                    |
| Linton Blvd/Congress Ave                  | 48                | 24.1                    | 2.0                             | 8               | 5                    |
| Lake Ida Rd (NE 4th ST)/US-1 (NE 5th Ave) | 18                | 8.2                     | 2.2                             | 5               | 16                   |
| Linton Blvd/Homewood Blvd                 | 21                | 13.1                    | 1.6                             | 13              | 14                   |
| NE 2 ST/US-1 (NE 5th Ave)                 | 28                | 8.4                     | 4.4                             | 1               | 10                   |
| Atlantic Ave/Barnook Rd                   | 23                | 18.6                    | 1.3                             | 17              | 11                   |
| Lake Ida Rd (NE 4th ST)/Congress Ave      | 38                | 20.2                    | 1.9                             | 10              | 6                    |
| Barnook Rd/Lake Ida Rd                    | 12                | 10.1                    | 1.2                             | 20              | 22                   |
| Homewood Blvd/Lowson Blvd                 | 11                | 6.1                     | 1.8                             | 11              | 25                   |
| Military Tr/Lowson Blvd                   | 6                 | 8.8                     | 0.7                             | 32              | 37                   |
| US-1 (SR 5/NE 5th Ave)/Lindall Blvd       | 11                | 12.9                    | 0.9                             | 27              | 28                   |
| Atlantic Ave/Cumberland Dr                | 12                | 11.9                    | 1.0                             | 24              | 22                   |
| Atlantic Ave/SW 1st Ave                   | 30                | 12.6                    | 0.8                             | 30              | 26                   |
| Atlantic Ave/SW 10th Ave                  | 9                 | 14.8                    | 0.6                             | 33              | 29                   |
| Atlantic Ave/SW 32nd Ave                  | 36                | 16.2                    | 1.0                             | 25              | 17                   |
| Atlantic Ave/Whitely Rd                   | 23                | 14.9                    | 1.5                             | 15              | 13                   |
| Military Tr/Lake Front Blvd               | 16                | 17.0                    | 0.9                             | 26              | 17                   |
| Linton Blvd/Cd Germantown Rd              | 16                | 15.4                    | 1.2                             | 19              | 17                   |
| Linton Blvd/Bra Rd                        | 11                | 9.6                     | 1.2                             | 22              | 23                   |
| Linton Blvd/SW 10th Ave                   | 24                | 10.3                    | 1.2                             | 18              | 12                   |
| Linton Blvd/SW 4th Ave                    | 13                | 17.2                    | 0.8                             | 31              | 21                   |
| Linton Blvd/SW 8th Ave                    | 12                | 14.7                    | 0.8                             | 28              | 22                   |
| Swinton Ave/SW 10th ST                    | 7                 | 6.1                     | 1.2                             | 21              | 34                   |
| Military Tr/Lake Ida Rd                   | 37                | 19.1                    | 1.9                             | 9               | 7                    |
| Swinton Ave/Lake Ida Rd                   | 9                 | 11.5                    | 0.8                             | 29              | 29                   |

## Table Notes:

(1) Source: Traffic Records Section, Palm Beach County Traffic Engineering.

(2) MEV = Million Entering Vehicles.

(3) Calculated by dividing number of crashes occurring by MEV.

Table T-6

## Future (2010) Annual Average Daily Traffic Conditions

| ROADWAY                    | FROM               | TO                 | NUMBER OF LANES | JURIS       | TOTAL VOLUME <sup>(2)</sup> | LOS D SERV VOL. <sup>(3)</sup> | LOS |
|----------------------------|--------------------|--------------------|-----------------|-------------|-----------------------------|--------------------------------|-----|
| Military Trail             | Coconut Ln         | Lake Ida Rd        | 6LD             | County      | 40,396                      | 49,200                         | D   |
|                            | Lake Ida Rd        | Atlantic Ave       | 6LD             | County      | 49,530                      | 49,200                         | E   |
|                            | Atlantic Ave       | Linton Blvd        | 6LD             | County      | 49,515                      | 49,200                         | E   |
|                            | Linton Blvd        | South City Limits  | 6LD             | County      | 43,543                      | 49,200                         | D   |
| Congress Ave               | North City Limits  | Lake Ida Rd        | 6LD             | County      | 34,638                      | 49,200                         | C   |
|                            | Lake Ida Rd        | Atlantic Ave       | 6LD             | County      | 35,412                      | 49,200                         | C   |
|                            | Atlantic Ave       | Linton Blvd        | 6LD             | County      | 32,864                      | 49,200                         | C   |
|                            | Linton Blvd        | South City Limits  | 6LD             | County      | 32,864                      | 49,200                         | C   |
| I-95 <sup>(4)</sup>        | Woodbright Rd      | Atlantic Ave       | 16LN            | State       | 165,281                     | 176,900                        | D   |
|                            | Atlantic Ave       | Linton Blvd        | 16LN            | State       | 165,281                     | 176,900                        | D   |
|                            | Linton Blvd        | Congress Ave       | 16LN            | State       | 179,605                     | 176,900                        | E   |
| Seacrest Blvd              | Gulfstream Blvd    | NE 8 ST            | 2L              | County/City | 7,498                       | 15,400                         | C   |
|                            | NE 8 ST            | Lake Ida Rd        | 2L              | City        | 7,862                       | 15,400                         | C   |
| Swinton Ave                | NE 8 ST            | Lake Ida Rd        | 2L              | City        | 10,297                      | 15,400                         | C   |
|                            | Lake Ida Rd        | Atlantic Ave       | 2L              | City        | 13,515                      | 15,400                         | D   |
|                            | Atlantic Ave       | SE 10 ST           | 2L              | City        | 12,706                      | 15,400                         | D   |
| Old Dixie Hwy              | SE 10 ST           | Lindell Blvd       | 2L              | County      | 9,880                       | 15,400                         | C   |
| Federal Hwy (US-1)         | Gulfstream Blvd    | NE 8 ST            | 4LD             | State       | 15,965                      | 32,700                         | C   |
|                            | NE 8 ST            | Lake Ida Rd        | 3L 1-way        | State       | 15,965                      | 29,500                         | D   |
|                            | Lake Ida Rd        | NE 8 ST            | 3L 1-way        | State       | 15,018                      | 29,500                         | D   |
|                            | Lake Ida Rd        | Atlantic Ave       | 3L 1-way        | State       | 15,842                      | 29,500                         | D   |
|                            | Atlantic Ave       | Lake Ida Rd        | 3L 1-way        | State       | 17,856                      | 29,500                         | D   |
|                            | Atlantic Ave       | SE 10 ST           | 3L 1-way        | State       | 15,619                      | 29,500                         | D   |
|                            | SE 10 ST           | Atlantic Ave       | 3L 1-way        | State       | 16,438                      | 29,500                         | D   |
|                            | SE 10 ST           | Linton Blvd        | 4LD             | State       | 35,002                      | 32,700                         | F   |
| A-1-A                      | Linton Blvd        | Lindell Blvd       | 4LD             | State       | 40,912                      | 32,700                         | F   |
|                            | North City Limits  | NE 8 ST            | 2L              | State       | 11,630                      | 15,400                         | D   |
|                            | NE 8 ST            | Atlantic Ave       | 2L              | State       | 12,032                      | 15,400                         | D   |
| NE 8 ST/George Bush Blvd   | Atlantic Ave       | Linton Blvd        | 2L              | State       | 13,614                      | 15,400                         | D   |
|                            | Federal Hwy (US-1) | A-1-A              | 2L              | City        | 8,442                       | 15,400                         | C   |
| Lake Ida Rd                | Military Trail     | Berwick Rd         | 4LD             | County      | 22,179                      | 32,700                         | C   |
|                            | Barwick Rd         | Congress Ave       | 4LD             | County      | 32,188                      | 32,700                         | D   |
|                            | Congress Ave       | Swinton Ave        | 4LD             | County      | 21,509                      | 32,700                         | C   |
|                            | Swinton Ave        | Federal Hwy (US-1) | 3L              | County      | 21,509                      | 16,170                         | F   |
| Atlantic Ave               | Military Trail     | Congress Ave       | 6LD             | State       | 44,315                      | 49,200                         | D   |
|                            | Congress Ave       | I-95               | 6LD             | State       | 40,641                      | 49,200                         | D   |
|                            | I-95               | Swinton Ave        | 4LD             | State       | 37,015                      | 32,700                         | F   |
|                            | Swinton Ave        | Federal Hwy (US-1) | 2L              | City        | 13,284                      | 15,400                         | D   |
|                            | Federal Hwy (US-1) | A-1-A              | 4L              | State       | 17,453                      | 24,500                         | D   |
|                            | A-1-A              | Lindell Blvd       | 4L              | City        | 23,703                      | 24,500                         | D   |
| Lowson Blvd                | Military Trail     | Federal Hwy (US-1) | 4L              | City        | 23,703                      | 24,500                         | D   |
| Linton Blvd <sup>(4)</sup> | Sims Rd            | Military Trail     | 6LD             | County      | 30,362                      | 49,200                         | C   |
|                            | Military Trail     | Congress Ave       | 6LD             | County      | 39,282                      | 49,200                         | C   |
|                            | Congress Ave       | I-95               | 6LD             | County      | 52,611                      | 49,200                         | F   |
|                            | I-95               | SW 10 Ave          | 6LD             | County      | 67,121                      | 49,200                         | F   |
|                            | SW 10 Ave          | Federal Hwy (US-1) | 6LD             | County      | 41,267                      | 49,200                         | D   |
|                            | Federal Hwy (US-1) | A-1-A              | 6LD             | County      | 20,554                      | 49,200                         | C   |
| NW 8 Ave (SW 8 Ave)        | NW 4 ST            | Atlantic Ave       | 2L              | City        | 3,341                       | 15,400                         | C   |
|                            | Atlantic Ave       | Lowson Blvd        | 2L              | City        | 3,341                       | 15,400                         | C   |
| NW 4 Ave (SW 4 Ave)        | Lake Ida Rd        | Atlantic Ave       | 2L              | City        | 1,769                       | 15,400                         | B   |
|                            | Atlantic Ave       | Lowson Blvd        | 2L              | City        | 5,898                       | 15,400                         | C   |
| SW 10 Ave                  | Lowson Blvd        | Linton Blvd        | 2L              | City        | 10,134                      | 15,400                         | C   |
| Homewood Blvd              | Atlantic Ave       | Linton Blvd        | 4LD             | City        | 4,702                       | 32,700                         | C   |
| Lindell Blvd               | SW 10 Ave          | Carl Bolter Dr     | 2L              | City        | 9,642                       | 15,400                         | C   |
| Carl Bolter Dr             | Carl Bolter Dr     | Federal Hwy (US-1) | 2L              | City        | 6,893                       | 15,400                         | C   |
|                            | Lindell Blvd       | South City Limits  | 2L              | City        | 4,208                       | 15,400                         | C   |

Table Notes:

(1) Source: Florida Department of Transportation (FDOT) Levels of Service (LOS) Standards Manual, 2002.

(2) Total volume from 2005 and annual growth.

(3) Data from FDOT Traffic Information 2004 CD.

(4) Linton Blvd from Sims Rd to Military Trail is in the planning area not in the city.

Table T-7

## Future (2010) Peak Hour Peak Season Directional Traffic Conditions

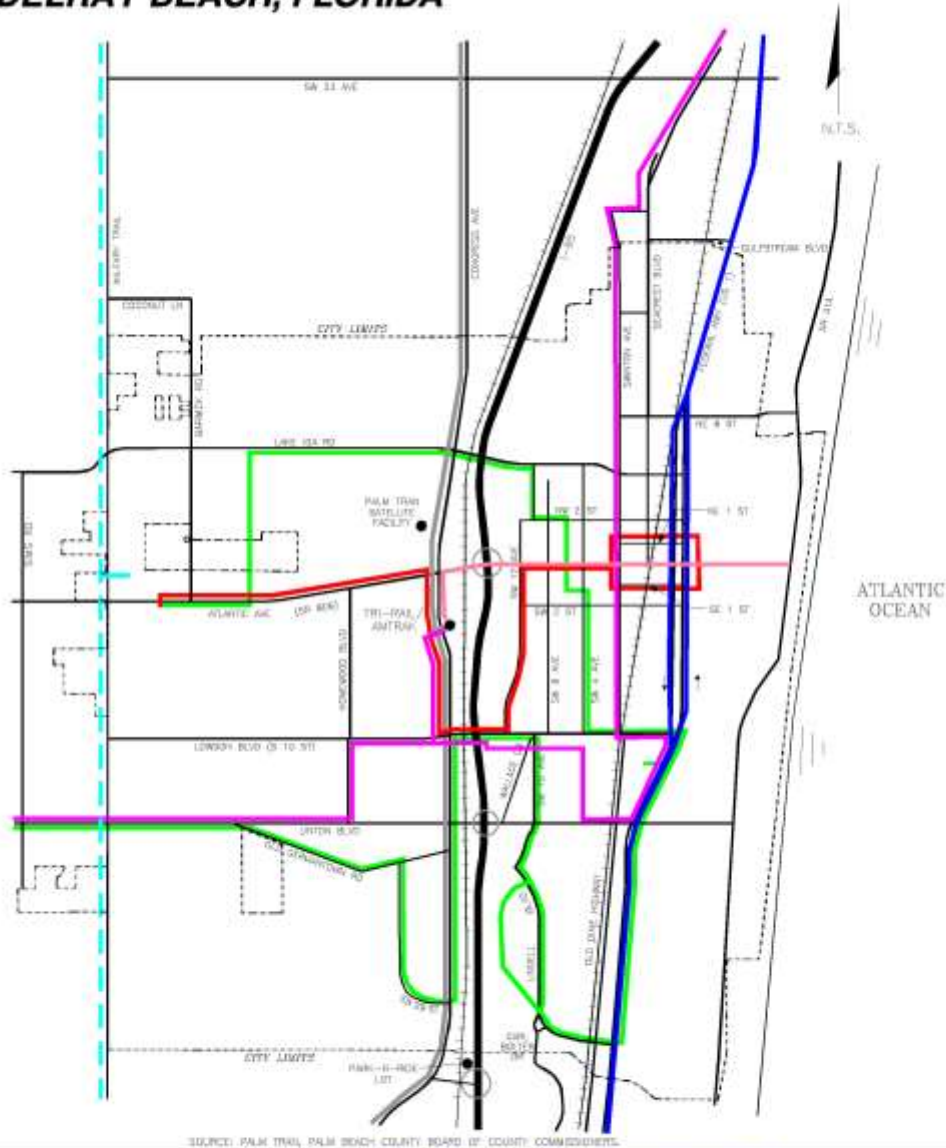
| ROADWAY                    | FROM               | TO                 | NUMBER OF LANES | SIGNALS PER MILE | JURIS       | TOTAL VOLUME | LOS "D" CAPACITY <sup>(1)</sup> | LOS |
|----------------------------|--------------------|--------------------|-----------------|------------------|-------------|--------------|---------------------------------|-----|
| Military Trail             | Coconut Ln         | Lake Ida Rd        | 6LD             | 1.4              | County      | 2,303        | 2,350                           | B   |
|                            | Lake Ida Rd        | Atlantic Ave       | 6LD             | 2.7              | County      | 2,609        | 2,570                           | E   |
|                            | Atlantic Ave       | Linton Blvd        | 6LD             | 0.8              | County      | 2,513        | 2,350                           | C   |
|                            | Linton Blvd        | South City Limits  | 6LD             | 3.0              | County      | 2,308        | 2,370                           | D   |
| Congress Ave               | North City Limits  | Lake Ida Rd        | 6LD             | 2.1              | County      | 1,799        | 2,370                           | B   |
|                            | Lake Ida Rd        | Atlantic Ave       | 6LD             | 2.1              | County      | 1,713        | 2,370                           | B   |
|                            | Atlantic Ave       | Linton Blvd        | 6LD             | 2.1              | County      | 1,788        | 2,370                           | B   |
|                            | Linton Blvd        | South City Limits  | 6LD             | 2.1              | County      | 1,788        | 2,370                           | B   |
| I-95                       | Woodbright Rd      | Atlantic Ave       | 10LN            | 0.0              | State       | 15,371       | 9,440                           | F   |
|                            | Atlantic Ave       | Linton Blvd        | 10LN            | 0.0              | State       | 15,371       | 9,440                           | F   |
|                            | Linton Blvd        | Congress Ave       | 10LN            | 0.0              | State       | 16,705       | 9,440                           | F   |
| Somerset Blvd              | Gulfstream Blvd    | NE 8 ST            | 2L              | 2.3              | County/City | 720          | 810                             | D   |
|                            | NE 8 ST            | Lake Ida Rd        | 2L              | 2.3              | City        | 719          | 810                             | D   |
| Swinton Ave                | NE 8 ST            | Lake Ida Rd        | 2L              | 0.5              | City        | 477          | 860                             | C   |
|                            | Lake Ida Rd        | Atlantic Ave       | 2L              | 3.7              | City        | 670          | 810                             | D   |
|                            | Atlantic Ave       | SE 10 ST           | 2L              | 3.7              | City        | 633          | 810                             | D   |
| Old Dixie Hwy              | SE 10 ST           | Lindell Blvd       | 2L              | 0.9              | County      | 460          | 860                             | C   |
| Federal Hwy (US-1)         | Gulfstream Blvd    | NE 8 ST            | 4LD             | 1.3              | State       | 1,651        | 1,860                           | C   |
|                            | NE 8 ST            | Lake Ida Rd        | 3L 1-way        | 3.5              | State       | 1,651        | 3,080                           | B   |
|                            | Lake Ida Rd        | NE 8 ST            | 3L 1-way        | 3.5              | State       | 1,050        | 3,080                           | B   |
|                            | Lake Ida Rd        | Atlantic Ave       | 3L 1-way        | 3.5              | State       | 1,187        | 3,080                           | B   |
|                            | Atlantic Ave       | Lake Ida Rd        | 3L 1-way        | 3.5              | State       | 1,760        | 3,080                           | B   |
|                            | Atlantic Ave       | SE 10 ST           | 3L 1-way        | 3.5              | State       | 1,250        | 3,080                           | B   |
|                            | SE 10 ST           | Atlantic Ave       | 3L 1-way        | 3.5              | State       | 1,515        | 3,080                           | B   |
|                            | SE 10 ST           | Linton Blvd        | 4LD             | 3.5              | State       | 1,520        | 1,710                           | D   |
|                            | Linton Blvd        | Lindell Blvd       | 4LD             | 2.4              | State       | 1,988        | 1,860                           | F   |
| A-3-A                      | North City Limits  | NE 8 ST            | 2L              | 0.6              | State       | 513          | 860                             | C   |
|                            | NE 8 ST            | Atlantic Ave       | 2L              | 0.6              | State       | 536          | 860                             | C   |
|                            | Atlantic Ave       | Linton Blvd        | 2L              | 0.6              | State       | 564          | 860                             | C   |
| NE 8 ST George Bush Blvd   | Federal Hwy (US-1) | A-3-A              | 2L              | 2.7              | City        | 365          | 810                             | C   |
| Lake Ida Rd                | Military Trail     | Barnwick Rd        | 4LD             | 1.3              | County      | 990          | 1,860                           | B   |
|                            | Barnwick Rd        | Congress Ave       | 4LD             | 1.3              | County      | 1,134        | 1,860                           | B   |
|                            | Congress Ave       | Swinton Ave        | 4LD             | 1.3              | County      | 1,043        | 1,860                           | B   |
|                            | Swinton Ave        | Federal Hwy (US-1) | 3L              | 7.5              | County      | 1,043        | 905                             | F   |
| Atlantic Ave               | Military Trail     | Congress Ave       | 6LD             | 2.6              | State       | 1,716        | 2,370                           | B   |
|                            | Congress Ave       | I-95               | 6LD             | 2.6              | State       | 1,491        | 2,370                           | B   |
|                            | I-95               | Swinton Ave        | 4LD             | 7.5              | State       | 1,464        | 1,710                           | D   |
|                            | Swinton Ave        | Federal Hwy (US-1) | 2L              | 6.5              | City        | 519          | 810                             | C   |
|                            | Federal Hwy (US-1) | A-3-A              | 4LD             | 6.5              | State       | 714          | 1,710                           | C   |
| Lowson Blvd                | Military Trail     | Federal Hwy (US-1) | 4L              | 3.1              | City        | 1,133        | 1,400                           | B   |
| Linton Blvd <sup>(4)</sup> | Sims Rd            | Military Trail     | 6LD             | 0.5              | County      | 1,327        | 2,350                           | B   |
|                            | Military Trail     | Congress Ave       | 6LD             | 1.7              | County      | 1,805        | 2,350                           | B   |
|                            | Congress Ave       | I-95               | 6LD             | 4.0              | County      | 2,369        | 2,370                           | D   |
|                            | I-95               | SW 10 Ave          | 6LD             | 4.0              | County      | 3,022        | 2,370                           | E   |
|                            | SW 10 Ave          | Federal Hwy (US-1) | 6LD             | 4.0              | County      | 1,860        | 2,370                           | B   |
|                            | Federal Hwy (US-1) | A-3-A              | 6LD             | 4.0              | County      | 896          | 2,370                           | B   |
| NW 8 Ave (SW 8 Ave)        | NW 4 ST            | Atlantic Ave       | 2L              | 0.0              | City        | 311          | 860                             | C   |
|                            | Atlantic Ave       | Lowson Blvd        | 2L              | 0.0              | City        | 311          | 860                             | C   |
| NW 4 Ave (SW 4 Ave)        | Lake Ida Rd        | Atlantic Ave       | 2L              | 0.0              | City        | 165          | 860                             | B   |
|                            | Atlantic Ave       | Lowson Blvd        | 2L              | 0.0              | City        | 549          | 860                             | C   |
| SW 10 Ave                  | Lowson Blvd        | Linton Blvd        | 2L              | 0.0              | City        | 929          | 860                             | F   |
| Homewood Blvd              | Atlantic Ave       | Linton Blvd        | 4LD             | 0.6              | City        | 437          | 1,360                           | B   |
| Lindell Blvd               | SW 10 Ave          | Carl Bolter Dr     | 2L              | 1.2              | City        | 926          | 860                             | F   |
| Carl Bolter Dr             | Carl Bolter Dr     | Federal Hwy (US-1) | 2L              | 1.2              | City        | 662          | 860                             | C   |
|                            | Lindell Blvd       | South City Limits  | 2L              | 0.0              | City        | 391          | 860                             | C   |

Table Notes:

(1) Source: Florida Department of Transportation (FDOT) Levels of Service (LOS) Standards Manual, 2002.

(4) Linton Blvd from Sims Rd to Military Trail is in the planning area not in the city.

# COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



SOURCE: PALM TRAIL, PALM BEACH COUNTY BOARD OF COUNTY COMMISSIONERS.



PLANNING & ZONING  
DEPARTMENT  
MARCH 2008

## LEGEND

### PALM TRAN ROUTES

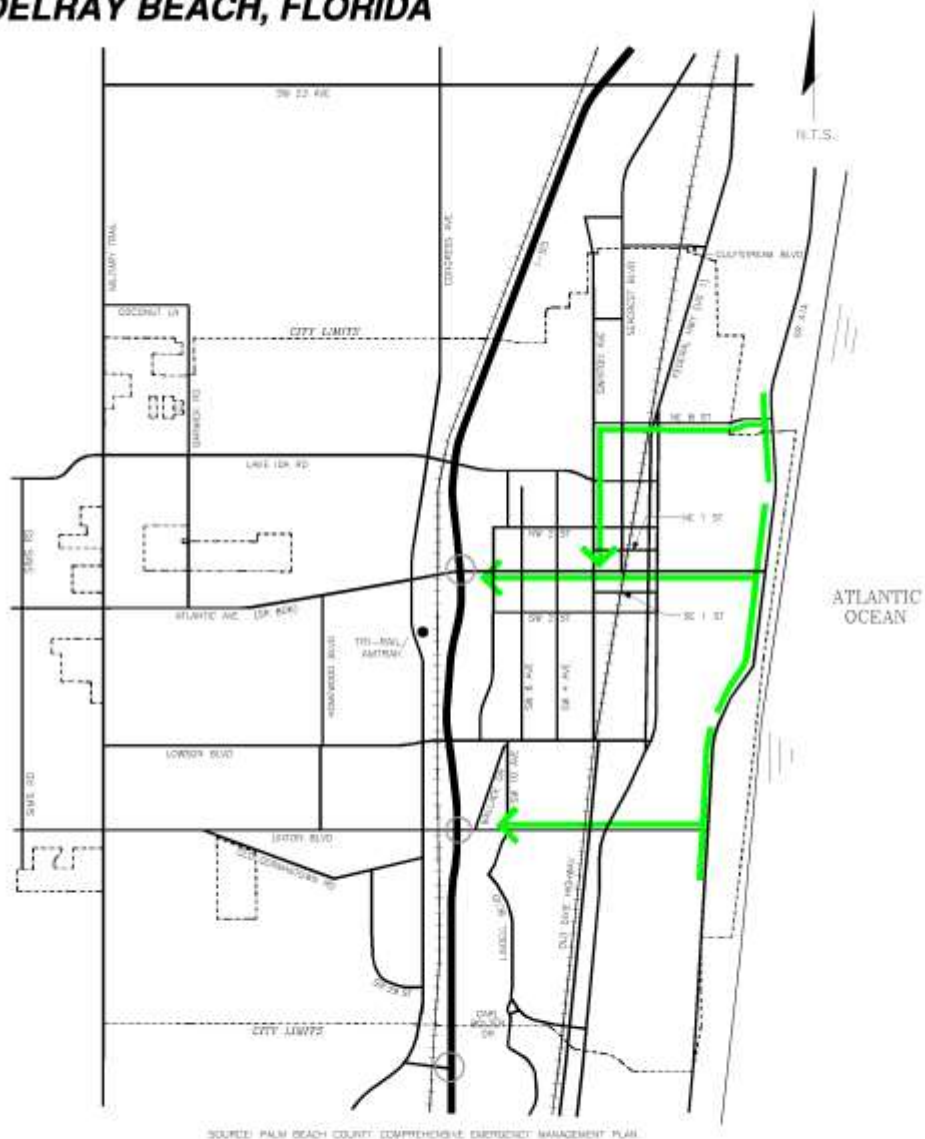
- ROUTE 81
- ROUTE 80
- ROUTE 2
- ROUTE 1
- ROUTE 20
- ROUTE 3

- ROUTE 2
- EXISTING FACILITY

## INTERMODAL FACILITIES MAP #17

- DOWNTOWN ROUNDABOUT ROUTE
- DOWNTOWN ROUNDABOUT

**COMPREHENSIVE PLAN  
DELRAY BEACH, FLORIDA**



SOURCE: PALM BEACH COUNTY COMPREHENSIVE EMERGENCY MANAGEMENT PLAN



PLANNING & ZONING  
DEPARTMENT  
MARCH 2008

**HURRICANE EVACUATION ROUTES**  
**MAP #19**

LEGEND:  - EVACUATION ROUTE

**Table T-8**  
**FUTURE OVER-CAPACITY FACILITIES**  
**STATUS OF IMPROVEMENTS**

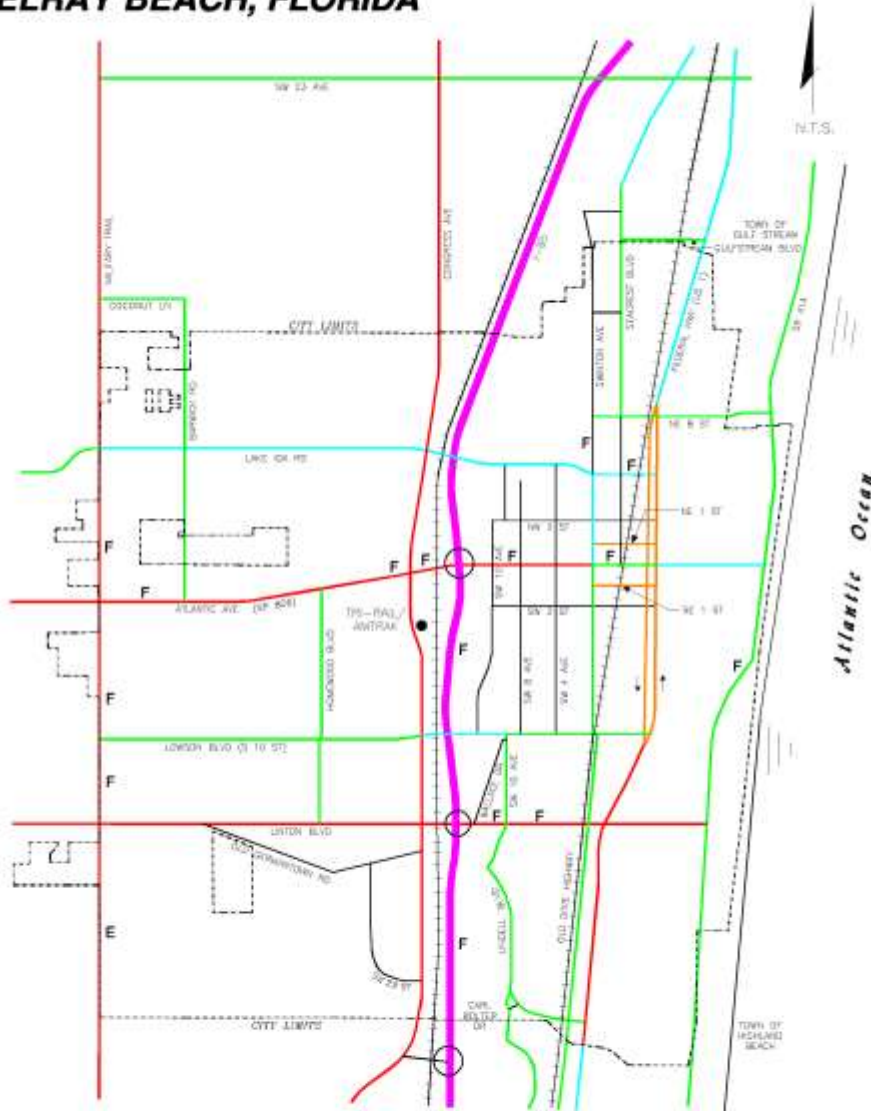
| ROADWAY       | FROM        | TO               | JURISDICTION | STATUS OF PROGRAMMED AND/OR PLANNED IMPROVEMENT       |               |
|---------------|-------------|------------------|--------------|-------------------------------------------------------|---------------|
|               |             |                  |              | IMPROVEMENT                                           | YEAR          |
| I-95/SR-9     | Yamato Road | Linton Boulevard | State        | Addition of 2 lanes and reconstruction <sup>(2)</sup> | 2009 PE       |
| Old Dixie Hwy | Yamato Road | Linton Boulevard | County       | Addition of 2 lanes from 2L to 4LD <sup>(1)</sup>     | 2006-2007 ROW |

Note:

(1) Palm Beach Metropolitan Planning Organization Transportation Improvement Program, FY 06-10 June 21, 2005 as amended.

(2) FY 06-11 FDOT Work Program.

# COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



SOURCE: METROPOLITAN PLANNING ORGANIZATION OF PALM BEACH COUNTY, WPBUSA, 2015 PLAN UPDATE.



PLANNING & ZONING  
DEPARTMENT  
MARCH 2005

## 2025 COST FEASIBLE PLAN MAP #21

### LEGEND:

- 10L
- 6L
- 4L
- 2L
- 2L ONE-WAY
- NOT SHOWN ON 2015 COST FEASIBLE PLAN

**Table T-9**  
**2025 Roadway Improvement Schedule**

| ROADWAY LINK                                         | 2025<br>IMPROVEMENT | PLANNED<br>SCHEDULE FOR<br>IMPROVEMENT | ESTIMATE NEED<br>FOR<br>IMPROVEMENT |
|------------------------------------------------------|---------------------|----------------------------------------|-------------------------------------|
| <b>US-1</b>                                          |                     |                                        |                                     |
| Lindell Boulevard to N. of Linton Boulevard          | 6L                  | Not Scheduled                          | 2010                                |
| N. of George Bush Boulevard to South of S.E. 10th ST | 6L - 4L             | Not Scheduled                          | 2025                                |
| <b>Old Dixie Hwy</b>                                 |                     |                                        |                                     |
| Lindell Boulevard to Linton Boulevard                | 4L                  | 2007                                   | 2010                                |

Note:

(1) Palm Beach County Long Range Transportation Plan.

## **GOALS, OBJECTIVES, AND POLICIES**

### **GOALS AREA "A" ACCOMMODATING FUTURE GROWTH**

#### **Objective A-1    Public Transit**

- Policy A-1.1 Florida High Speed Rail System
- Policy A-1.2 Tri-Rail and Amtrak
- Policy A-1.3 Palm Tran Transit System
- Policy A-1.4 F.E.C. Rail Corridor
- Policy A-1.5 Bus Shelters
- Policy A-1.6 Non-Vehicular Access
- Policy A-1.7 Multi-Modal Non-Vehicular Transportation
- Policy A-1.8 Impact Fee *[Revised by Amendment 2010-1]*

#### **Objective A-2    Street Improvements & Growth**

- Policy A-2.1 Reduction of Current LOS Deficiencies
- Policy A-2.2 Dedication of Rights-Of-Way
- Policy A-2.3 Concurrency Required
- Policy A-2.4 Concurrency Defined
- Policy A-2.5 County Traffic Impact Fee Program

#### **Objective A-3    Coordination for Transportation Planning**

- Policy A-3.1 Request Modification of MPO Plans
- Policy A-3.2 North Federal Highway

#### **Objective A-4    Ultimate Right-Of-Way Needs**

#### **Objective A-5    High Accident Areas**

- Policy A-5.1 Inventory
- Policy A-5.2 Development in High Accident Areas
- Policy A-5.3 Over-Commercialization Not Allowed

#### **Objective A-6    Required Standards/Regulations**

- Policy A-6.1 LDR Design Requirements
- Policy A-6.2 Modifications Required to Upgrade Access
- Policy A-6.3 Abandonment Policy

#### **Objective A-7    East-West Traffic Flow**

- Policy A-7.1 No Enhancements of A-1-A
- Policy A-7.2 Lowson Boulevard, Local Function
- Policy A-7.3 Reduction of Right-Of-Way for Swinton Avenue
- Policy A-7.4 ICWW Bridge Clearances

Objective A-8 **Street Trees for Green Linkages** *[Revised by Amendment 2010-1]*

**GOAL AREA "B" LOCAL TRAFFIC WAYS**

Objective B-1 **Level of Service Established**

Objective B-2 **Local Travelways Use**

Policy B-2.1 Correction of Congestion

Policy B-2.2 Confusion Reduction

Policy B-2.3 Building Identification

Objective B-3 **Street Beautification**

Policy B-3.1 Beautification Program

Policy B-3.2 Streetscape Maintenance

Objective B-4 **Feasibility of a Car-Free Zone**

**GOAL AREA "C" SAFETY ITEMS**

Objective C-1 **Site Design Policies**

Policy C-1.1 Limiting Through Traffic in Residential Areas

Policy C-1.2 Alternative Travelways

Objective C-2 **Improve Existing Conditions**

Policy C-2.1 Street Marking Program

Policy C-2.2 Obstructions to be Removed

Policy C-2.3 Potholes and Manholes

**GOAL AREA "D" ALTERNATIVE TRANSPORTATION**

Objective D-1 **Separation of Transportation Modes**

Policy D-1.1 Sidewalks Required

Policy D-1.2 Specific Pathways

Policy D-1.3 City Engineer to Annually Review Pedestrian Accidents

Objective D-2 **Accommodating Bicycles**

Policy D-2.1 Bicycle Travelways

Policy D-2.2 Bicycle Parking Facilities

Policy D-2.3 City Engineer to Annually Review Bicycle Accidents

Policy D-2.4 Bicycle Network Plan *[Revised by Amendment 2010-1]*

**Objective D-3    Transportation Concurrency Exception Area**

Policy D-3.1 Transportation Surveys for TDM Activities *[Revised by Amendment 2010-1]*

Policy D-3.2 Feasibility of Establishing a TCMA

Policy D-3.3 Increase Number of Buses on Palm Tran Routes

Policy D-3.4 Bicycle Facilities

Policy D-3.5 Plan for an In-Town Shuttle System *[Revised by Amendment 2010-1]*

Policy D-3.6 Establishment of an In-Town Shuttle System

Policy D-3.7 Downtown Sidewalk Network

Policy D-3.8 Intermodal Linkages

Policy D-3.9 US-1 Downtown

**GOAL AREA "A"** *THE CITY'S TRANSPORTATION SYSTEM SHALL ACCOMMODATE FUTURE GROWTH THROUGH IMPROVEMENTS TO ITS STREET SYSTEM, INCLUDING MULTI-MODAL, PEDESTRIAN, BICYCLE AND PUBLIC TRANSPORTATION, AND ALTERNATIVES THERETO DIRECTED TOWARD ENHANCING ACCESSIBILITY, FACILITATING TRAFFIC FLOW THROUGH REAL TIME TRAFFIC MONITORING AND TRAFFIC DEMAND MANAGEMENT INITIATIVES, AND DOING SO IN A CONVENIENT, SAFE, AND EFFICIENT MANNER*

**Objective A-1**

Alternatives to use of the automobile through the provision of a safe, convenient and energy efficient integrated multimodal transportation system shall be made available to Delray Beach residents and visitors through the following policies:

**Policy A-1.1** The City will monitor efforts to establish a high speed rail system in South Florida. If such a system is implemented, the City will work to obtain a route which is convenient to access but which minimizes impacts to residential areas.

**Policy A-1.2** The City endorses the Tri-Rail Commuter Rail System and the Amtrak passenger rail system, and further supports the continuation of station stops in Delray Beach.

**Policy A-1.3** The City endorses the continued operations of the Palm Tran Transit System and its operations in Delray Beach, and through policies of this Element related to the TCEA, will coordinate with Palm Tran to improve the system.

**Policy A-1.4** The City supports the eventual use of the F.E.C. rail corridor for commuter travel with a station, and its potential to link the City's downtown with the downtowns of other eastern cities along the corridor.

**Policy A-1.5** New residential projects over 25 units and nonresidential projects over 10,000 square feet adjacent to existing or future Palm Tran bus stops shall provide an easement and install a city-approved bus shelter on site. If the project is not adjacent to a bus stop, or a bus shelter already exist, a contribution shall be made to the City in-lieu of providing the bus shelter on site.

**Policy A-1.6** Provisions for safe and convenient non-vehicular (e.g. pedestrian and bicycle) access to mass transit, including Tri-rail and Palm Tran, shall be required for redevelopment projects within the MROC zoning district to support increased residential densities and mixed-use development.

**Policy A-1.7** The City shall work with the County to emphasize multimodal non-vehicular and public transportation alternatives to the automobile with redevelopment of the Congress Avenue corridor.

**Policy A-1.8** In FY 2010/11, the city shall investigate the feasibility of implementing an impact fee or other system for assessment of new development to fund operation of the downtown roundabout shuttle service. *[Revised by Amendment 2010-1]*

## **Objective A-2**

The traffic circulation system, and improvements thereto, shall be coordinated with new development as depicted on the Future Land Use Map in order to retain the appropriate level of service or otherwise provide for adequate and safe access concurrent with such new development. Implementation of this objective shall be accomplished through the following policies.

**Policy A-2.1** Development proposals which add over 1% to the existing volume of any streets within its radius of influence (as defined by the Palm Beach County Traffic Performance Standards), that are currently operating below the acceptable level of service shall not be approved unless contracts have been let for required street improvements. This does not apply to development within the TCEA, which is exempt from traffic concurrency, or Palm Beach County level of service exceptions awarded residential development east of I-95.

**Policy A-2.2** Commensurate with approval of development plans, provisions shall be made for dedication of land for the ultimate planned right-of-way of adjacent streets. Such dedication shall also include sufficient right-of-way for expansion of intersections pursuant to the Palm Beach County Thoroughfare Right-of-Way Identification Map.

**Policy A-2.3** Concurrent with the issuance of building permits, provisions shall be made for the installation of improvements which are necessary to maintain the adopted level of service.

**Policy A-2.4** Concurrency for transportation facilities shall be deemed as being met ~~under any of the following conditions: if the improvement is guaranteed to be in place prior to the issuance of an occupancy permit on the basis of financial surety provided by the developer, or the inclusion of the funded improvement in the schedule of capital improvements; or if the developer enters into a binding agreement to pay for or construct its proportionate fair share of required improvements pursuant to F.S. 163.3180(5)(h)(1) and Article 8.6 of the Land Development Code.~~

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- ~~a) The improvement is in place prior to issuance of an occupancy permit;~~
- ~~b) The improvement is bonded for as a part of the subdivision improvements agreement or similar instrument, and there is a schedule of completion in the bonding agreement;~~
- ~~c) The improvement is a part of governmental capital improvement budget; it has been designed; and a contract for installation has been solicited.~~

**Policy A-2.5** The City, through this policy statement, endorses and subscribes to the Palm Beach County "Traffic Impact Fee" program.

## **Objective A-3**

The City through its membership in the Metropolitan Planning Organization (M.P.O.) and Treasure Coast Regional Planning Council (T.C.R.P.C.) shall continue to coordinate its traffic and transportation programs with these agencies consistent with the Florida Department of Transportation (FDOT) and Palm Beach County adopted transportation work programs.

**Policy A-3.1** The City will request appropriate modifications to MPO plans to implement the needs and recommendations identified in this Element.

**Policy A- 3.2**The City and the CRA shall work with the M.P.O. to encourage the Florida Department of Transportation to reduce the ultimate right-of-way for North Federal Highway, north of George Bush Boulevard, from 120' to 102'.

#### **Objective A-4**

Ultimate rights-of-way shall be provided per the schedule contained in Table T-1. Setback requirements for new construction along streets shown in Table T-1 shall be measured from the ultimate property line, thus, providing protection of these rights-of-way from building encroachment.

#### **Objective A-5**

Special attention shall be paid to high pedestrian, bicycling and motor vehicle crash areas, and specific alterations shall be undertaken to reduce their occurrence.

**Policy A-5.1** The City Engineer shall annually determine the most significant crash areas and shall identify methods to mitigate crashes at these locations. Those methods shall be given extra weight in the establishment of priorities among street capital improvement projects and/or referred to the responsible jurisdiction for initiation.

**Policy A-5.2** Additional development in proximity of high crash areas shall include in the required traffic report the specific topic of the crash area. Such development shall not be approved without a finding that the additional traffic generated by, or directed toward, the new development will not necessarily exacerbate the situation which has led to the high crash designation. Development shall not be approved if traffic associated with such development would create a new high crash location, or exacerbate an existing situation causing it to become a high crash location, without such development taking actions to remedy the crash situation.

**Policy A-5.3** The City shall guard against the over-commercialization of intersections by restricting land uses which are high traffic generators to no more than two adjoining intersection corners.

#### **Objective A-6**

The City's Land Development Regulations shall continue to provide standards which insure that new development and redevelopment mitigate adverse situations and ~~for~~ provide for functionally safe traffic movements.

**Policy A-6.1** The Land Development Regulations shall maintain consistent standards for, but not limited to, the following:

- ☐ Location and design of driveway access and on-site circulation;
- ☐ Width and location of curb cuts;
- ☐ Width and location of median openings;
- ☐ Radii of curves and criteria for locations where driveways or private streets may intersect on curves;
- ☐ Width and conditions of shoulders;
- ☐ Street lighting standards, particularly at intersections;
- ☐ Traffic impact analysis;
- ☐ Cross-access standards

**Policy A-6.2** The approval of a modification to an existing site development plan and/or conditional use shall be conditioned upon the upgrading of its points of access to meet adopted standards.

**Policy A-6.3** Abandonment of right-of-way shall not be granted unless it is conclusively demonstrated that there is not, nor will there be, a need for the use of the right-of-way for any public purpose.

#### **Objective A-7**

The greatest potential for negative impact to the City's character from the street system deals with the accommodation of east-west traffic flow. In order not to have such an adverse effect occur and yet to provide for efficient traffic flow, the following policies and programs shall be pursued.

**Policy A-7.1** The City opposes widening or other enhancements of SR A-1-A which would accommodate greater traffic flow since such improvements would encourage the use of A-1-A for inter-area traffic movements and will therefore increase the use of east-west trafficways to access A-1-A.

**Policy A-7.2** The existing east-west travelway of Lowson Boulevard shall retain its present function of primarily accommodating local traffic (2 lanes); thus, this road shall not extend west of Congress Avenue in the same capacity as it exists east of it (4 lanes). Further, it is not to become an arterial for inter-area traffic nor become burdened with obstacles to the free flow of traffic; thus keeping it available as a viable travelway for the knowledgeable Delray Beach resident.

**Policy A-7.3** The City maintains a policy of supporting only two through travel lanes on Swinton Avenue, between the north City limits and S.W. 10th Street (excluding the segment between S.E. 1st Street and N.E. 1st Street), and that the ultimate right-of-way is sixty feet (60').

**Policy A-7.4** The City shall continue its opposition, as expressed in Resolution No. 86-95, to increases in minimum bridge clearances across the Intracoastal Waterway. The current guidelines call for a 21 foot vertical clearance and 125 foot horizontal clearance. These guidelines will have an adverse impact on residents and business in the vicinity of bridges.

#### **Objective A-8**

In FY 2010/11, a program shall be developed to support the City character by encouraging street trees for green linkages. *[Revised by Amendment 2010-1]*

**GOAL AREA "B"** *THE MAINTENANCE AND ENHANCEMENT OF THE CITY'S EXISTING QUALITY OF LIFE SHALL BE COMPLIMENTED BY A CONVENIENT, SAFE AND EFFICIENT STREET SYSTEM WHICH MAINTAINS AN OPTIMAL LEVEL OF SERVICE. THE SYSTEM SHALL KEEP THE LOCAL TRAFFICWAYS OF DELRAY BEACH UNCONGESTED, THUS RETAINING ONE OF THE UNIQUE ATTRIBUTES OF THE DELRAY BEACH QUALITY OF LIFE AND PROVIDING AN ENVIRONMENT WHICH IS SAFE FOR THE DIVERSITY OF TRAVEL HABITS WHICH ARE EXHIBITED BY DELRAY BEACH RESIDENTS.*

#### **Objective B-1**

The Level of Service (LOS) for the Delray Beach street system is hereby established as "C" for all conditions except for:

- ☐ Streets under State jurisdiction which shall be allowed to function at LOS "D" under any condition pursuant to Exhibit 2, and
- ☐ Streets under County jurisdiction which shall be allowed to function at LOS "D" under any conditions pursuant to the Palm Beach County Traffic Performance Standards, Ordinance 90-40 (Exhibits 1 and 2), and
- ☐ Streets identified as City Collectors or City Arterials on the Functional Classifications Map (Exhibit 5) shall be allowed to function at LOS "D" under any condition pursuant to Exhibits 1 and 2.
- ☐ Streets within the TCEA, which are excepted from traffic concurrency requirements.
- ☐ The City hereby adopts the Florida Department of Transportation level of service standards for SIS facilities within the City of Delray Beach as follows: The level of service standard for I-95 is established at "E" and the Tri-Rail connector (Atlantic

Avenue westward from I-95 to Congress Avenue and Congress Avenue southward to the Tri-Rail Station) is established at LOS “D”.

#### **Objective B-2**

Travelways which are primarily used by residents (local streets) shall receive special attention in order to assure that they remain accessible to residents and provide for easy traffic flow. This objective shall be implemented through the following tasks.

**Policy B-2.1** The City Engineer shall determine intersections which have congestion on an as needed basis. An inventory shall be maintained, and necessary improvements funded through the street improvement capital budget of the Environmental Services Department. Items to be addressed and corrected may include the following:

- ☐ Where restrictions to efficient traffic flow exist they shall be removed.
- ☐ Where appropriate, turn lanes should be provided in lieu of traffic lights or four-way stops in order to accommodate turning movements without hindering through traffic.
- ☐ Where traffic signals exist, turn arrows will be installed when warranted.
- ☐ Where signals do not exist and equivalent traffic volumes enter an intersection, four-way stops and traffic calming measures should be considered.

**Policy B-2.2** In order to reduce confusion in locating properties, during the review of development proposals the Fire Marshal shall review proposed street names, and shall provide recommendations for changes which eliminate duplication and confusion. Duplicative names such as Holt Court, Holt Place, Holt Avenue shall be prohibited.

**Policy B-2.3** The manner in which structures are identified, including street address numbers, shall be specifically reviewed at the time of issuance of building permits in order to facilitate building identification by the passing motorist.

#### **Objective B-3**

The accommodation of traffic, accomplished through street widening, shall not detract from the aesthetics of the community and shall be accomplished through an integrated multi-modal transportation system, and traffic demand management initiatives.

**Policy B-3.1** The City shall continue its public street beautification program, for median and perimeter landscaping.

**Policy B-3.2** The City shall continue to budget sufficient funds to maintain streetscapes under its jurisdiction for community aesthetics.

#### **Objective B-4**

By FY 2009/10, the City shall investigate the feasibility of providing a car-free zone.

**GOAL AREA "C"** *A CONVENIENT, SAFE AND EFFICIENT TRANSPORTATION NETWORK WHICH EMPHASIZES SAFETY AND WHICH MEETS THE NEEDS OF RESIDENTS, BOTH YEAR-ROUND AND SEASONAL, SHALL BE CREATED. ITS FOCUS SHALL BE UPON AVOIDING CONGESTION AND ACCOMMODATING ALL FORMS OF TRAVEL THROUGHOUT THE CITY.*

**Objective C-1**

New development and redevelopment shall be directed to meeting the above goal through the following policies. These policies shall be assessed against projects during review by the approving body. The Land Development Regulations shall continue to require the making of findings consistent with this objective as a prerequisite to project approval.

**Policy C-1.1** Efforts shall be made to limit excessive through-traffic and nonresidential traffic on local roads within residential neighborhoods. Where a problem with such traffic is specifically identified, it should be addressed through the utilization of traffic calming measures, such as roundabouts, medians, and speed humps.

**Policy C-1.2** Alternative traffic pathways along City collectors shall be enhanced so that residents have an opportunity to reach a destination without competing with traffic on arterial roadways.

**Objective C-2**

Existing conditions which impose obstacles to accommodating this Goal of providing safer bicycle, pedestrian, automobile and public transportation shall be rectified. through the following policies and programs:

**Policy C-2.1** An enhanced program of street marking and traffic controls shall be maintained in the Streets Division budget. This program will, as its first priority, be directed toward areas where visitors most frequently encounter problems.

**Policy C-2.2** Power poles and other obstructions shall be removed from travelways as a part of street reconstruction projects. An inventory of such obstructions shall be maintained by the Engineering Division.

**Policy C-2.3** The City's Street Maintenance Program shall have a specific component which involves the filling of potholes, leveling of pavement at railroad crossings, and leveling of pavement at manholes. These items shall be used in determining the priority of street resurfacing projects which are undertaken on annual basis.

**GOAL AREA "D" ALTERNATIVE (TO THE AUTOMOBILE) TRANSPORTATION  
OPTIONS SHALL BE CREATED AND ENHANCED,  
ENCOURAGING SAFETY AND UTILIZATION.**

**Objective D-1**

Separation of different forms of transportation shall be created. This includes sidewalks for pedestrians, bicycle lanes for bicyclists, and safe roadways for vehicles. Providing for such separation shall be a mandatory criteria of development review.

**Policy D-1.1** All new development and redevelopment shall provide for the installation of sidewalks or otherwise accommodate pedestrian traffic so that a pedestrian does not have to use vehicular travelways to access common areas or neighboring properties.

**Policy D-1.2** The provision of a pedestrian system apart from the street as well as within rights-of-way shall be explored with the review of each development. Specific focus shall be given to access to waterways, to parks, between residential developments, and along access routes to schools including such systems through developments.

**Policy D-1.3** Beginning in FY 2010/11, the City Engineer shall annually review pedestrian crashes to establish common patterns and/or locations. The annual listing of pedestrian crash locations shall be part of the annual report as set forth in the Procedures for Monitoring and Evaluation of the Plan. If applicable, remedial improvements and/or actions should be programmed.

**Objective D-2**

Facilities which accommodate the needs of the handicapped, pedestrians and bicyclists shall be assessed and required during development review, complying with state and national standards.

**Policy D-2.1** Bicycle traffic shall be accommodated in the design and construction of Collector and Arterial roadways. These improvements are to emphasize safer bicycle movements by including bicycle lanes where there is sufficient right-of-way. The City, by adoption of this policy, requests that such improvements be included on all projects undertaken per Florida Department of Transportation or the County five-year road program, as well as the City's Capital Improvement Program.

**Policy D-2.2** Bicycle parking and facilities shall be required on all new development and redevelopment. Particular emphasis is to be placed on development within the TCEA.

**Policy D-2.3** Beginning in FY 2010/11, the City Engineer shall annually review bicycle crashes to establish common patterns and/or locations. If applicable, remedial improvements should be programmed.

**Policy D-2.4** By FY 2011/12, the City shall prepare and adopt a bicycle network plan for the city. *[Revised by Amendment 2010-1]*

### **Objective D-3**

A Transportation Concurrency Exception Area (TCEA) is hereby established for the purpose of downtown revitalization. Within the TCEA, there shall be no traffic concurrency requirements. Transportation and mobility needs within the TCEA shall be met through the implementation of the following policies:

**Policy D-3.1** In cooperation with the Florida Department of Transportation regional Commuter Assistance Program, the City shall perform and analyze transportation surveys to determine the issues and needs for employer based TDM activities, including but not limited to ride sharing, van pooling, and flexible work hours. These activities shall be completed in FY 2010/11. *[Revised by Amendment 2010-1]*

**Policy D-3.2** An analysis shall be made by FY 09/10, based in part upon the above noted surveys, to determine the feasibility and potential efficiency, of the establishment of a Transportation Management Association (TMA). Until such time as a TMA is established, the feasibility shall be reassessed periodically, at least every two years.

**Policy D-3.3** The City shall coordinate with Palm Tran and the MPO [through the Congestion Management System (CMS)] to increase the number of buses on the Palm Tran routes to reduce headways to 20 minutes in the peak hours, and 45 minutes in the off-peak hours by 2015.

**Policy D-3.4** The City and CRA shall, on a continuing basis, assess the need to install additional bicycle facilities in the TCEA to accommodate and encourage the use of bicycles as transportation. These could include bike lanes bike racks, bike lockers and other bicycle parking facilities.

**Policy D-3.5** The City and the CRA shall continue to monitor the feasibility of the existing in-town shuttle system providing service between Tri-Rail and the beach with headways of 20-30 minutes. In FY 2010/11, the City shall determine the operational feasibility and grant funding requirements necessary to provide shuttle service to meet and greet all trains at the station. *[Revised by Amendment 2010-1]*

**Policy D-3.6** Implementation of the in-town shuttle system described in Policy D-3.5 shall be coordinated with the MPO through the Congestion Management System (CMS) by the year 2010.

**Policy D-3.7** The City shall eliminate the missing links in the sidewalk network throughout the TCEA and within one-quarter mile of its boundaries by FY 09/10.

**Policy D-3.8** Intermodal linkages shall be provided between different types of transportation. These could include sidewalks from parking areas to Atlantic Avenue, shuttle and bus stops, and a shuttle from bus stops to shopping areas or parking.

**Policy D-3.9** The City and CRA shall implement a plan for enhancement of the US-1 corridor (NE/SE 5th Avenue and NE/SE 6th Avenue) between NE 8<sup>th</sup> Street and SE 10<sup>th</sup> Street through beautification and the provision of improved safety, parking, bike lanes and pedestrian circulation. Improvements supported by the traffic circulation test

conducted in 2008 shall be constructed in phases between FY 2009/10 and FY 2014/15. Adjacent new development and redevelopment shall be required to contribute toward the costs of these improvements.