



# DEVELOPMENT SERVICES

BUILDING | HISTORIC PRESERVATION | PLANNING & ZONING

## PLANNING AND ZONING BOARD STAFF REPORT

### Always Delray Comprehensive Plan Update – Mobility Element

Meeting	File No.	Application Type
January 28, 2019	N/A	Comprehensive Plan Amendment

#### Request

Provide a recommendation to the City Commission regarding a City-initiated request to amend the Transportation Element, now known as the Mobility Element, of the City's Comprehensive Plan.

#### Recommendation

Recommend approval to the City Commission to repeal and replace the Transportation Element with the Mobility Element for transmittal to the State of Florida, Department of Economic Opportunity.

#### Background Information

The update to the Delray Beach Comprehensive Plan, which has been branded "Always Delray," began in 2016 with the creation of a Steering Committee, appointed by the City Commission. Committee members have met on numerous occasions to establish a plan for the City's future that reflects current and projected trends, identifies key issues presently impacting the community, and that maintains, updates, or eliminates current policies as a result of this in-depth review. Five new elements are proposed for the plan, and several existing elements have been renamed to better capture their role in the plan. Community workshops were held to discuss and receive public input on each element. This input was utilized to formulate the draft elements, along with the input of Subject Matter Experts on each topic, which consisted of City Staff, consultants, and community members.

#### Review and Analysis

The **Mobility Element** incorporates the City's Goals, Objectives, and Policies to maintain and improve the City's transportation system and enhance the travel choices of current and future residents, visitors and workers. The Mobility Element sets forth a framework to create a modern, well-balanced transportation system that provides mobility choices and creates great places where people want to live and invest their time and money. True mobility means people have the option to walk, bike, ride, or drive in a safe and comfortable environment.

- Expanding the City's transportation system to provide alternatives to the use of single-occupant vehicles
- Enhancing the City's corridors for all modes of transportation
- Increasing bicycle and pedestrian connections, routes, and facilities
- Improving the efficiency of the existing transportation system
- Investing in bridge and roadway maintenance and repair
- Promoting transportation demand management techniques

The proposed element reflects the City's adopted complete streets policies, provides updated vehicular traffic data and transit plans, including the planned Tri-Rail Coastal Link commuter service, and sets forth policies to meet mobility needs in the future. New policies reflect the need to diversify transportation options and to create a Mobility Plan and fee to fund a wider range of improvements, expanding the past practice of focusing largely on new vehicular laneage under the current impact fee structure.

#### Review By Others

The **Always Delray Steering Committee** reviewed the draft element on November 15, 2018.

Following recommendation by the Planning and Zoning Board, the Public Facilities Element will be scheduled for a Public Hearing before the City Commission for review and comment; no formal action will take place. Once all elements have been reviewed by the City Commission, final drafts will be prepared for a Transmittal Hearing of the full Always Delray Plan, which is tentatively scheduled for March 2019. The Transmittal Hearing, which is also the First Reading of the Ordinance for the adoption of the Always Delray Plan, is required prior to submittal to the Department of Economic Opportunity (DEO). The DEO review may take up to 180 days to provide comments to Staff. If comments are received, Staff will make adjustments as necessary; if no comments are provided, then the Second Hearing will be scheduled for final adoption by the City Commission.

#### Alternative Actions

- A. Move a recommendation of approval, as amended, to the City Commission to repeal and replace the Transportation Element with the Mobility Element for transmittal to the State of Florida, Department of Economic Opportunity.
- B. Move a recommendation of denial to the City Commission to repeal and replace the Transportation Element with the Mobility Element for transmittal to the State of Florida, Department of Economic Opportunity.

#### Public and Courtesy Notices

☒ Courtesy Notices are not applicable to this request

☐ Courtesy Notices were provided to the following:

- N/A

N/A Public Notices are not required for this request.

N/A Public Notice was posted at the property on (insert date)

N/A Public Notice was mailed to property owners within a 500' radius on (insert date), ten days before the meeting date.

N/A Public Notice was mailed to the adjacent property owners on (insert date), twenty days before the meeting date.

☒ Public Notice was published in the Sun Sentinel on Friday, January 18, 2019, at least 10 days before the meeting date.

N/A Public Notice was posted to the City's website.

N/A Public Notice was posted in the main lobby at City Hall.

☒ The agenda was posted on Friday, January 18, 2019, at least 5 days before the meeting date.



# MOBILITY

LIVE



## GOALS, OBJECTIVES, AND POLICIES

GOAL MBL 1      Mobility System

GOAL MBL 2      Mobility Infrastructure

GOAL MBL 3      Maximize Investment & Retrofitting

WORK



PLAY



GROW











## MOBILITY ELEMENT

### WHAT IS THE MOBILITY ELEMENT?

The Mobility Element provides policies and guidelines to maintain and improve the City's transportation system and enhance the travel choices of current and future residents, visitors and workers. The Mobility Element sets forth a framework to create a modern, well-balanced transportation system that provides mobility choices and creates great places where people want to live and invest their time and money. True mobility means people have the option to walk, bike, ride, or drive in a safe and comfortable environment.

-  Expanding the city's transportation system to provide alternatives to the use of single-occupant vehicles
-  Enhancing the city's corridors for all modes of transportation
-  Increasing bicycle and pedestrian connections, routes, and facilities
-  Improving the efficiency of the existing transportation system
-  Investing in bridge and roadway maintenance and repair
-  Promoting transportation demand management techniques



### MOBILITY GOALS

<b>GOAL MBL 1</b>	<b>MOBILITY SYSTEM</b> PLAN FOR AND PROVIDE A SAFE AND EFFECTIVE MOBILITY SYSTEM THAT IS ACCESSIBLE TO ALL USERS AND MEETS THEIR NEEDS TO ACCESS EMPLOYMENT, GOODS, SERVICES, AND RECREATIONAL AND CULTURAL ACTIVITIES, WHILE PRESERVING NEIGHBORHOODS, PROTECTING NATURAL RESOURCES, AND PROMOTING ECONOMIC DEVELOPMENT.
<b>GOAL MBL 2</b>	<b>MOBILITY INFRASTRUCTURE</b> PROVIDE FOR THE EXISTING AND FUTURE MOBILITY AND ACCESSIBILITY NEEDS ALL USERS BY PROVIDING MULTIMODAL PROJECTS TO MAINTAIN AND ENHANCE A COMPLETE STREET SYSTEM WITH SUPERIOR PEDESTRIAN, BICYCLE, AND PUBLIC TRANSPORTATION FACILITIES.
<b>GOAL MBL 3</b>	<b>MAXIMIZE INVESTMENT &amp; RETROFITTING</b> ACCOMMODATE FUTURE GROWTH THROUGH PROJECTS THAT MAINTAIN AND ENHANCE THE CITY'S MOBILITY SYSTEM, DIRECTED TOWARD ENHANCING WALKABILITY AND ACCESSIBILITY.





## GOAL MBL 1 MOBILITY SYSTEM

**PLAN FOR AND PROVIDE A SAFE AND EFFECTIVE MOBILITY SYSTEM THAT IS ACCESSIBLE TO ALL USERS AND MEETS THEIR NEEDS TO ACCESS EMPLOYMENT, GOODS, SERVICES, AND RECREATIONAL AND CULTURAL ACTIVITIES, WHILE PRESERVING NEIGHBORHOODS, PROTECTING NATURAL RESOURCES, AND PROMOTING ECONOMIC DEVELOPMENT.**

**Performance Measure:** Success in addressing Objectives and Policies of **GOAL MBL 1** shall be measured utilizing the following performance indicators:

- 🌟 Develop a Citywide Mobility Plan
- 🌟 Develop a Mobility Fee based upon the Mobility Plan

### Objective MBL 1.1

Provide facilities to support the use of all modes of travel by developing and implementing a citywide Mobility Plan and implementing a Mobility Fee based upon the Mobility Plan.

#### Policy MBL 1.1.1

Develop a Mobility Plan to determine the city's overall mobility needs. The Mobility Plan will:

- 🌟 Outline a range of mobility projects identified to provide facilities for all users.
- 🌟 Include evaluation measures to assess the mobility impacts of development.
- 🌟 Identify opportunities for new transit, bicycle and pedestrian infrastructure.
- 🌟 Identify opportunities to reinvest in existing roadway infrastructure without increasing laneage.
- 🌟 Provide a mechanism to calculate funding contributions by development. Development shall refer to both new development and redevelopment or expansion of existing development.

#### Policy MBL 1.1.2

Prioritize the mobility-oriented projects needed to offset the impact of development. When a development is required to directly provide mobility projects to offset the development's mobility impacts, the City's adopted list of mobility projects shall provide guidance for developer mitigation in the form of in-kind project contributions.

#### Policy MBL 1.1.3

Except as identified in Policy MBL 1.1.7, coordinate with Palm Beach County to incorporate the County's transportation concurrency needs,

including proportionate fair-share funding and road impact fees, into the Mobility Plan while maintaining the City's mobility needs, as included in Policy MBL-1.1.1.

#### Policy MBL 1.1.4

Address mobility principles and transportation issues, such as but not limited to the following, within the Mobility Plan:

- 🌟 Pedestrian and Bicycle Master Plans (see also MBL 2.1.1 and MBL 2.2.1)
- 🌟 Transit opportunities through Tri-Rail, Brightline, Palm Tran, and other providers
- 🌟 Complete Streets Policy and implementation guide
- 🌟 Interconnected street network
- 🌟 Access management
- 🌟 Freight mobility
- 🌟 Transportation Demand Management
- 🌟 Historic neighborhood character considerations
- 🌟 Parking
- 🌟 Equity

#### Policy MBL 1.1.5

Identify metrics for measuring overall mobility in the Mobility Plan rather than using conventional vehicular level of service. Establish measures for pedestrian, bicycle and vehicular levels of service within the Mobility Plan [e.g., persons per mile or other measure].

#### Policy MBL 1.1.6

Upon adoption of a Mobility Plan and Mobility Fee, coordinate with Palm Beach County to adjust or repeal the Transportation Concurrency Exception Area (TCEA) and amend the County's Comprehensive Plan as needed. The TCEA as adopted shall remain in effect until a Mobility Plan is adopted.



## GOAL MBL 1 MOBILITY SYSTEM

### Policy MBL 1.1.7

The Mobility Plan may be implemented City-wide or may be applied to certain areas of the City. For areas within the City not encompassed by part of the Mobility Plan, traditional Countywide Concurrency standards, including proportionate fair share and impact fees, shall be applicable. Until such time as the City adopts the Mobility Plan, and associated Mobility Fee, for either city-wide or for a specific geographic area, any area not within the boundaries of the Mobility Plan shall be regulated by the Palm Beach County Transportation Concurrency.

### Policy MBL 1.1.8

Prioritize overall mobility over conventional vehicular level of service.

#### Objective MBL 1.2

Address mobility through a multimodal transportation system that includes facilities for pedestrians, bicycles, transit, and motor vehicles.

### Policy MBL 1.2.1

Prioritize mobility with consideration to sustainability, environmental, social, accessibility and equity factors using the following hierarchy as a guideline for prioritizing projects based on transportation mode. Where adequate facilities exist for all modes, enhancing the quality and integration of the facilities will be prioritized based on the hierarchy of modes.

#### Sustainable Mobility Hierarchy

1. Walking
2. Bicycling and Nonmotorized Vehicles
3. Public Transit (bus and rail)
4. Service & Freight
5. High Occupancy Vehicles
6. Taxi, Car Sharing, Private Transit
7. Registered Low Speed Vehicles (LSV)
8. Single-occupancy Automobiles

### Policy MBL 1.2.2

Implement complete streets principles in the planning, programming, and construction of all new City roadways, redesigns, and resurfacing of existing roadways to address the needs of all users, including motorists, bicyclists, transit riders, and pedestrians of all ages and abilities.

### Policy MBL 1.2.3

Coordinate with FDOT and Palm Beach County to implement complete streets principles in the planning, programming, and construction of all new FDOT and County roadways, redesigns, and resurfacing of existing roadways to address the needs of all users.

#### Objective MBL 1.3

Expand and augment transit options that provide connections between the commuter rail-based transit stations and employment centers, high density residential developments, and recreational facilities.

### Policy MBL 1.3.1

Coordinate with Palm Tran, South Florida Regional Transportation Authority (SFRTA), and other transit providers to provide and enhance service to all users.

#### Objective MBL 1.4

Enhance the safety, effectiveness, and travel options of the City's mobility system.

### Policy MBL 1.4.1

Establish acceptable Quality Level of Service (QLOS) thresholds. The QLOS methodologies and measures are outlined in the 2013 FDOT Quality/Level of Service Handbook, as amended. The City shall periodically measure levels of service for motorists, pedestrians, and bicyclists on facilities throughout the City. The City shall strive to maintain balance of QLOS for all users.

### Policy MBL 1.4.2

Implement land use strategies that support "park once environments", increase vehicular trip capture, reduce vehicle dependence, promote non-vehicular travel, and decrease VMT, through development of mixed-use projects by requiring vehicular and pedestrian interconnection between adjacent properties, and by providing connections to transit facilities.

### Policy MBL 1.4.3

Concurrently develop a Pedestrian Master Plan and a Bicycle Master Plan that identify existing bicycle routes and facilities, pedestrian paths and establishes a network of interconnected paths and



## GOAL MBL 1    MOBILITY SYSTEM

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trails that link residential neighborhoods with parks, open spaces, schools, recreation opportunities, and key destinations.

### **Policy MBL 1.4.4**

Collaborate with residents, regional agencies, school districts, community planning groups, community activists, public health professionals, developers, law enforcement officials, and others to better realize the mobility, environmental, and health benefits of a walkable and bikeable community through educational outreach activities.



## GOAL MBL 2 INFRASTRUCTURE

**ACCOMMODATE THE EXISTING AND FUTURE MOBILITY AND ACCESSIBILITY NEEDS OF ALL USERS BY PROVIDING MULTIMODAL PROJECTS TO MAINTAIN AND ENHANCE A COMPLETE STREET SYSTEM, WITH SUPERIOR PEDESTRIAN, BICYCLE, AND PUBLIC TRANSPORTATION FACILITIES.**

**Performance Measure:** Success in addressing Objectives and Policies of **GOAL MBL 2** shall be measured utilizing the following performance indicators:

- Creation of a Pedestrian Master Plan
- Creation of a Bicycle Master Plan
- Continue to require new development provide transit shelters; number provided
- Creation of Tri-Rail Coastal Link Station design and improvement plans

### Objective MBL 2.1

Develop a Pedestrian Master Plan incorporating the locations and physical characteristics of existing pedestrian facilities and determine the location and characteristics of future facilities.

#### Policy MBL 2.1.1

Engage and collaborate with Strategic Partners, including residents, local bike-ped advocacy groups, neighborhood associations, homeowner associations, civic associations, the Palm Beach TPA, the School District of Palm Beach County, and other stakeholders to create the Pedestrian Master Plan. The Pedestrian Master Plan shall identify needed projects to enhance the pedestrian network to provide continuous, safe, and accessible routes to schools, transit, employment centers, and neighborhoods.

### Objective MBL 2.2

Develop a Bicycle Master Plan incorporating the locations and physical characteristics of existing facilities and determine the location and characteristics of future facilities.

#### Policy MBL 2.2.1

Engage and collaborate with Strategic Partners, including residents, local bike-ped advocacy groups, neighborhood associations, civic associations, the Palm Beach TPA, the School District of Palm Beach County, and other stakeholders to create the Bicycle Master Plan. The Bicycle Master Plan shall identify needed projects to enhance the bicycle network to provide continuous safe and accessible routes to

schools, transit, employment centers, and neighborhoods.

#### Policy MBL 2.2.2

Provide support and coordinate with Strategic Partners, including local and regional agencies, the Palm Beach Transportation Planning Agency (TPA) Bicycle Trails, and Pedestrian Advisory Committee, Palm Beach County, the FDOT Office of Greenways and Trails, and the East Coast Greenway Alliance to assist in the development of local and regional trail networks that integrate the Southeast Florida Regional Greenways and Trails Plan.

#### Policy MBL 2.2.3

Create bicycle/pedestrian paths along canal, rail, and public corridor rights-of-way as part of an interconnected network of greenways, parks, and open spaces, for non-motorized transportation.

#### Policy MBL 2.2.4

Pursue grants and other funding available for implementation of pedestrian, bicycle, and trail facilities, including land acquisition.

### Objective MBL 2.3

Maintain and augment commuter rail service to the City.

#### Policy MBL 2.3.1

Continue to promote transit-oriented development patterns around the Delray Beach Tri-Rail station.



## GOAL MBL 2 INFRASTRUCTURE

### Policy MBL 2.3.2

Continue to provide local transit links to the Delray beach Tri-Rail Service.

### Policy MBL 2.3.3

Develop station design plans and site improvement plans for the Tri-Rail Coastal Link Station in downtown, considering the recommendations of Delray Beach Tri-Rail Coastal Link Station Master Plan. [Complete by 2023]

### CSR Policy 1.3.3.

### Policy MBL 2.3.4

Pursue grants and other funding available for implementation of Tri-Rail Coastal Link Station.

### Objective MME 2.4

Develop a system of transit options that provide connections between the commuter rail-based transit stations and major transportation generators and attractors.

### Policy MBL 2.4.1

Integrate local transit stops into existing and future development to provide convenient access to destinations, safe and comfortable waiting areas, and other amenities to improve the rider experience and increase transit ridership in the City.

### Policy MBL 2.4.2

Require future developments make provisions for public transit facilities and amenities, such as covered bus shelters, benches, and bus bays, and coordinate closely with transit agencies to promote transit facilities and amenities that are consistent with short and long-range plans of those agencies.

### Policy MBL 2.4.3

Incorporate adequate public facilities, such as sidewalks and bike routes into the transit network to provide access to all users and to provide connectivity.

### Policy MBL 2.4.4

Support transit service for intra-City transit corridors, such as but not limited to, trolley service or point to point service connecting the Tri-Rail Station with business along Atlantic Avenue.

### Policy MBL 2.4.5

Develop, through the land development code, mechanisms to encourage and provide opportunities for infill and redevelopment that improves ridership along transit corridors, including but not limited to, nodes of higher density, mixed use development, and Transit Oriented Developments.

### Policy MBL 2.4.6

Support maximizing options to relieve congestion through trolleys, shuttles, transportation modalities that augment Palm Tran and Tri-Rail Services and operate with the cleanest fuels possible.

### CSR Policy 1.3.10

### Objective MBL 2.5

Maintain safe and effective operation of the transportation network through optimization of connectivity.

### Policy MBL 2.5.1

Unless superseded in an adopted Mobility Plan, the Level of Service (LOS) for City streets is LOS "E". The overall mobility of users is prioritized over maintenance of vehicular LOS. The City Commission shall retain the right to adopt alternative Level of Service thresholds on City streets for specific roadways based on unique overriding circumstances, such as limited right-of-way, preservation of historic character of neighborhoods, environmental considerations, or other social and/or equity considerations.

### Policy MBL 2.5.2

Ensure safe vehicular, pedestrian, and bicycle operations on all City streets, including at driveway entrances and at intersections.

### Policy MBL 2.5.3

Establish connectivity between transportation modes as an integral part of providing overall mobility.

### Policy MBL 2.5.4

Require all development to provide accessible routes from the entry points of publicly-accessible buildings to the sidewalk network in accordance with the Americans with Disabilities Act (ADA).



## GOAL MBL 2 INFRASTRUCTURE

### Policy MBL 2.5.5

Seek opportunities to provide an interconnected roadway network, especially in areas of the City where the network of streets is disconnected (such as area generally west of I-95). Require development to provide pedestrian, bicycle, and vehicular interconnections to adjacent properties.

### Policy MBL 2.5.6

Coordinate with FDOT and Palm Beach County to identify locations on roadways within the City with a high incidence of crashes and develop a plan to reduce incidences of crashes.

### Policy MBL 2.5.7

Support traffic calming based upon the adopted city policy, in residential neighborhoods to reduce incidences of high-speed crashes and to promote bicycle and pedestrian activity.

### Policy MBL 2.5.8

Maintain a network of alleys to provide access for deliveries and sanitation providers, to provide locations for utilities, and to minimize commercial deliveries from occurring in the primary street network.

### Objective MBL 2.6

Provide for the acquisition and protection of existing and future public rights-of-way for pedestrian pathways, transit facilities, and roadways in the City's policies, standards and regulations.

### Policy MBL 2.6.1

Ultimate right-of-way shall be provided per the schedule in Table MBL-1 "Street Network and Classification and Improvements".

### Policy MBL 2.6.2

Conduct a detailed assessment of the needs for future roadway widths, sidewalk widths, bike lanes and right-of-way to accommodate public utilities. Conduct a review of existing public right-of-way widths and ultimate right-of-way requirements to determine if the required widths are sufficient or if excess right-of-way is required to provide the basis for updating Table MBL-1. [Complete by 2021]

### Policy MBL 2.6.3

Maintain the existing vehicular laneage and character of SR A1A. Oppose the widening of SR A1A for the purpose of enhancing vehicular flow.

### Policy MBL 2.6.4

Maintain the existing vehicular laneage and character of Lowson Boulevard. Oppose the widening of Lowson Boulevard for the purpose of enhancing vehicular flow and prohibit obstacles from free-flow movement such as lane reductions or traffic calming.

### Policy MBL 2.6.5

Maintain no more than two travel lanes on Swinton Avenue between the north City limits and SW 10<sup>th</sup> Street (excluding the segment between NE 1<sup>st</sup> Street and SE 1<sup>st</sup> Street) and restricting acquisition of new right-of-way for the purposes of increasing the public right-of-way to 60 feet in width or greater.



## GOAL MBL 2 INFRASTRUCTURE

TABLE MLB-1 STREET NETWORK CLASSIFICATION AND IMPROVEMENTS					
STREET NAME	LIMITS	CLASSIFICATION	JURISDICTION	ULTIMATE RIGHT-OF- WAY	NUMBER OF ULTIMATE THRU LANES
U.S. 1, Federal Highway (5th & 6th Avenues)	South City Limit to Linton Boulevard	Minor Arterial	State	120'	6
U.S. 1, Federal Highway (5th & 6th Avenues)	Linton Boulevard to S.E. 10th Street	Minor Arterial	State	60' N-bound 60' S-bound	3 N-bound 3 S-bound
U.S. 1, Federal Highway (5th & 6th Avenues)	S.E. 10th Street to approximately Bond Way.	Minor Arterial	State	60' N-bound 60' S-bound	2 N-bound 2 S-bound
U.S. 1, Federal Highway (5th & 6th Avenues)	Bond Way to North City Limit	Minor Arterial	State	120'	4
I-95	City Limits	Principal Arterial	State	Varies	10
Atlantic Avenue	Military Trail to I-95	Principal Arterial	State	120'	6
Atlantic Avenue	I-95 to Swinton Avenue	Minor Arterial	State	110'	4
Atlantic Avenue	Swinton Avenue to FEC Rail Corridor	Minor Arterial	City	65'	2
Atlantic Avenue	FEC Rail Corridor to 5th Ave (Federal Highway)	Minor Arterial	City	70'	2
Atlantic Avenue	5th Avenue (Federal Highway) to A-1-A	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
Linton Boulevard	West City Limits to Federal Highway	Minor Arterial	County	120'	6
Linton Boulevard	Federal Highway to A-1-A	Collector	County	120'	6 - 4
Dixie Highway	S.E. 10th Street to Linton Boulevard	Collector	City	80'	2
Dixie Highway	Linton Boulevard to South City Limit	Collector	County	80'	4
Swinton Avenue	George Bush Boulevard to N.E. 22nd Street	Collector	City	60'	2
Swinton Avenue	N 1 <sup>st</sup> Street to George Bush Boulevard	Collector	City	66'	2





## GOAL MBL 2 INFRASTRUCTURE

TABLE MLB-1 STREET NETWORK CLASSIFICATION AND IMPROVEMENTS					
STREET NAME	LIMITS	CLASSIFICATION	JURISDICTION	ULTIMATE RIGHT-OF- WAY	NUMBER OF ULTIMATE THRU LANES
Swinton Avenue	South 10th Street to N 1 <sup>st</sup> 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
Old Germantown Road	Park Access Road 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
Lake Ida Road	Military Trail to Swinton Avenue	Collector	County	110'	4
NE 4 <sup>th</sup> Street	Swinton Avenue to Federal Highway (N.E. 5th Avenue)	Collector	City	50'	2
NE 4 <sup>th</sup> Street	Federal Highway (N.E. 5th Avenue) to Federal Highway (NE 6 <sup>th</sup> Avenue)	Collector	City	60'	2
S.W. 10th Avenue	Lindell Boulevard to SW 10 <sup>th</sup> Street	Collector	City	80'	2
Lindell Boulevard	Federal Highway to SW 10 <sup>th</sup> Avenue	Collector	City	80'	2
Carl Bolter Drive	South City Limit to Lindell Boulevard	Collector	City	80'	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	Linton Boulevard to West Atlantic Avenue	Collector	City	80'	4
S.W. 10 <sup>th</sup> Street	Congress Avenue to SW 8 <sup>th</sup> Avenue	Collector	City	80'	4 - 2
S.W. 10 <sup>th</sup> Street	SW 8 <sup>th</sup> Avenue to SW 4 <sup>th</sup> Avenue	Collector	City	60'	4 - 2
SW / SE 10 <sup>th</sup> Street	SW 4 <sup>th</sup> Ave to Swinton Avenue	Collector	City	77'-90'	4 - 2





## GOAL MBL 2 INFRASTRUCTURE

TABLE MLB-1 STREET NETWORK CLASSIFICATION AND IMPROVEMENTS					
STREET NAME	LIMITS	CLASSIFICATION	JURISDICTION	ULTIMATE RIGHT-OF- WAY	NUMBER OF ULTIMATE THRU LANES
SE 10 <sup>th</sup> Street	Swinton Avenue to Federal Highway (S.E. 6 <sup>th</sup> Avenue)	Collector	City	60'	4 - 2
George Bush Boulevard	Swinton Avenue to NE 3 <sup>rd</sup> Avenue	Collector	City	50'	2
George Bush Boulevard	NE 3 <sup>rd</sup> Avenue to NE 5 <sup>th</sup> Avenue (Federal Highway)	Collector	City	66'	2
George Bush Boulevard	NE 5 <sup>th</sup> Avenue to NE 6 <sup>th</sup> Avenue (Federal Highway)	Collector	City	80'	2
George Bush Boulevard	NE 6 <sup>th</sup> Avenue (Federal Highway) to Andrews Ave	Collector	City	66'	2
George Bush Boulevard	Andrews Avenue to A-1-A	Collector	City	60'	2
Lowson Boulevard	Military Trail to Congress Avenue	Collector	City	80'	2
N.E. 1st Street	Swinton Avenue to Federal Highway (N.E. 6 <sup>th</sup> Avenue)	Collector	City	55'	2
S.E. 1st Street	Swinton Avenue to Federal Highway (S.E. 6 <sup>th</sup> 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 (N.E. 6 <sup>th</sup> Avenue)	Collector	City	50'	2
S.E. / S.W. 2nd Street	S.W. 12th Avenue to Federal Highway (S.E. 6 <sup>th</sup> Avenue)	Collector	City	50'	2
Brant Drive / Blue Jay Turn	Lindell Boulevard to City Limit	Collector	City	80'	2
S.W. 29th Street / S.W. 22nd Avenue	Congress Avenue to Old Germantown Road	Collector	City	80'	2
Dover Road	Linton Boulevard to Lowson Boulevard	Collector	City	80'	2
Forrest Road	Lakeview Boulevard to Lowson Boulevard	Local	City	80'	2
Other streets with curb or and gutter		Local	City	50'	2



## GOAL MBL 2 INFRASTRUCTURE

TABLE MLB-1 STREET NETWORK CLASSIFICATION AND IMPROVEMENTS					
STREET NAME	LIMITS	CLASSIFICATION	JURISDICTION	ULTIMATE RIGHT-OF- WAY	NUMBER OF ULTIMATE THRU LANES
Other streets without curb and gutter		Local	City	50'	2
Other streets		Collectors	City	80'	2 - 5
Other Streets in Tropic Palms		Local	City	60'	2
Andrews Avenue	Atlantic Avenue to Pelican Lane	Local	City	50'	2
Seasage Drive/Venetian Drive	Poinsettia Road to Atlantic Avenue	Local	City	50'	2
Seagate Drive/Gleason Street	Poinsettia Road to Atlantic Avenue	Local	City	50'	2
Miramar Drive	MacFarlane Drive to Gleason Street	Local	City	50'	2
Ingraham Drive	MacFarlane Drive to Venetian Drive	Local	City	50'	2
Vista Del Mar Drive	One-Way	Local	City	30'	1
Bay Street	Gleason Street to A-1-A (One-Way Westbound)	Local	City	30'	1
Other Streets on Barrier Island		Local	City	40'	2



## GOAL MBL 3 MAXIMIZE INVESTMENT & RETROFITTING

### ACCOMMODATE FUTURE GROWTH THROUGH PROJECTS THAT MAINTAIN AND ENHANCE THE CITY'S MOBILITY SYSTEM, DIRECTED TOWARD ENHANCING WALKABILITY AND ACCESSIBILITY

**Performance Measure:** Success in addressing Objectives and Policies of **GOAL MBL 3** shall be measured utilizing the following performance indicators:

- Number of new cross access links between properties
- Amount of new right-of-way or easements providing bike-ped trails
- Prepare a Parking Management Plan update and reassess every four years

#### Objective MBL 3.1

Encourage growth in the downtown core development area, nodes of higher density along major corridors, transportation hubs, transit-oriented developments, urban redevelopment and infill, and suburban redevelopment patterns that support the City's vision to provide mobility options for accessibility.

#### Policy MBL 3.1.1

Include cross access between properties to reduce vehicular trips on the roadway network. Cross-connectivity shall include bicycle and pedestrian accommodations except where infeasible due to natural or environmental constraints.

#### Policy MBL 3.1.2

Implement a gridded, fine-grain network of pedestrian and roadway connections in areas where an interconnected street network does not exist by requiring development to make accommodations for new pedestrian, bicycle and vehicular links in the network.

#### Policy MBL 3.1.3

Limit dead-end streets and cul-de-sacs and encourage connectivity of vehicular, pedestrian and bicycle routes.

#### Policy MBL 3.1.4

Future development shall provide right-of-way for the trail network described in Policies MBL-2.2.2, MBL-2.2.3 and MBL 2.2.4. Pedestrian and bicycle connections to the trail network shall be provided.

#### Objective MBL 3.2

Take measures to reduce the number of vehicular trips, reduce trip length, and reduce vehicle miles travelled through interconnectivity principles and through Transportation Demand Management principles.

#### Policy MBL 3.2.1

Require office development to participate in Transportation Demand Management strategies such as carpooling, vanpooling, parking management, flexible work hours, or provision of pedestrian, bicycling, and transit facilities.

#### Policy MBL 3.2.2

Prioritize vehicle-miles-travelled reduction over reduction in delay at intersections when reviewing the mobility impacts of developments and City-initiated transportation projects.

#### Objective MBL 3.3

Utilize Transportation System Management principles to effectively maximize the operations in the existing transportation system while simultaneously reducing emissions and reducing the need for increased laneage on roadways.

#### Policy MBL 3.3.1

Coordinate with and support efforts by FDOT, Palm Beach County and other strategic partners to implement Transportation System Management principles on roadways within the City, including optimization of traffic signal systems, transit prioritization, and technologies benefiting pedestrian and bicyclist movement at signalized intersections.



## GOAL MBL 3 MAXIMIZE INVESTMENT & RETROFITTING

### Objective MBL 3.4

Continue to develop and refine policies that adjust parking requirements to account for changes in car ownership trends, the growth of ride-sharing, connected vehicles, and vehicles automation.

#### Policy MBL 3.4.1

Regularly analyze, assess, and update parking requirements in the Land Development Regulations to reflect actual parking trends and needs. Parking requirements may be customized for various parts of the City (e.g. Downtown, West of Congress Avenue).

#### Policy MBL 3.4.2

Calculate future parking requirement needs for development considering the development and growth of ride-sharing, connected vehicles, and vehicle automation.

#### Policy MBL 3.4.3

Prepare an update to the Parking Management Plan identifying parking strategies and future locations of parking structures and lots in the downtown area to provide adequate parking for the downtown users; re-assess the plan every four years and update, if needed. [Completed by 2021.]

#### Policy MBL 3.4.4

Implement shared parking principles for mixed use developments and for adjoining properties, where feasible, and allow for reduction in the projected parking demand for development (or specific uses) based on professionally accepted standards.

#### Policy MBL 3.4.5

Identify appropriate locations in the downtown area for ridesharing and hail service drop off and pick up that are safe, well-lighted, and limit disruption of traffic flow [Complete by 2021].

### Objective MBL 3.5

Integrate mobility into future land use decisions by implementing policies that promote development compatible with transit, bicycle and pedestrian modes, and by creating and enforcing pedestrian and transit-oriented development standards and site design within the City's Land Development Regulations.

#### Policy MBL 3.5.1

Identify right-of-way needs based on future land use impacts on transit corridors and develop a priority schedule.

#### Policy MBL 3.5.2

Coordinate with private land owners, the TPA, FDOT, and Palm Beach County to identify funding sources for potential acquisition of right-of-way.

#### Policy MBL 3.5.3

Consider the social, equity, and environmental impacts of any land acquisition for right-of-way.

#### Policy MBL 3.5.4

Coordinate evacuation planning efforts with Palm Beach County and FDOT.

### Objective MBL 3.6

Allow increased development intensity in specific areas served by multiple high-frequency transit services.

#### Policy MBL 3.6.1

Identify the areas within a half-mile surrounding commuter rail transit stations as Transit Oriented Development districts.

#### Policy MBL 3.6.2

Continue to offer and develop new incentives for development within identified Transit Oriented Development districts, such as reduced parking requirements, increased density, or reduced development fees.



City of Boynton Beach

Town of Gulf Stream



## MOBILITY ELEMENT

### Roadway Connectivity [MAP MBL-1]

-  Provides two or more route options from origin to destination
-  Provides a single route option from origin to destination

Atlantic Ocean



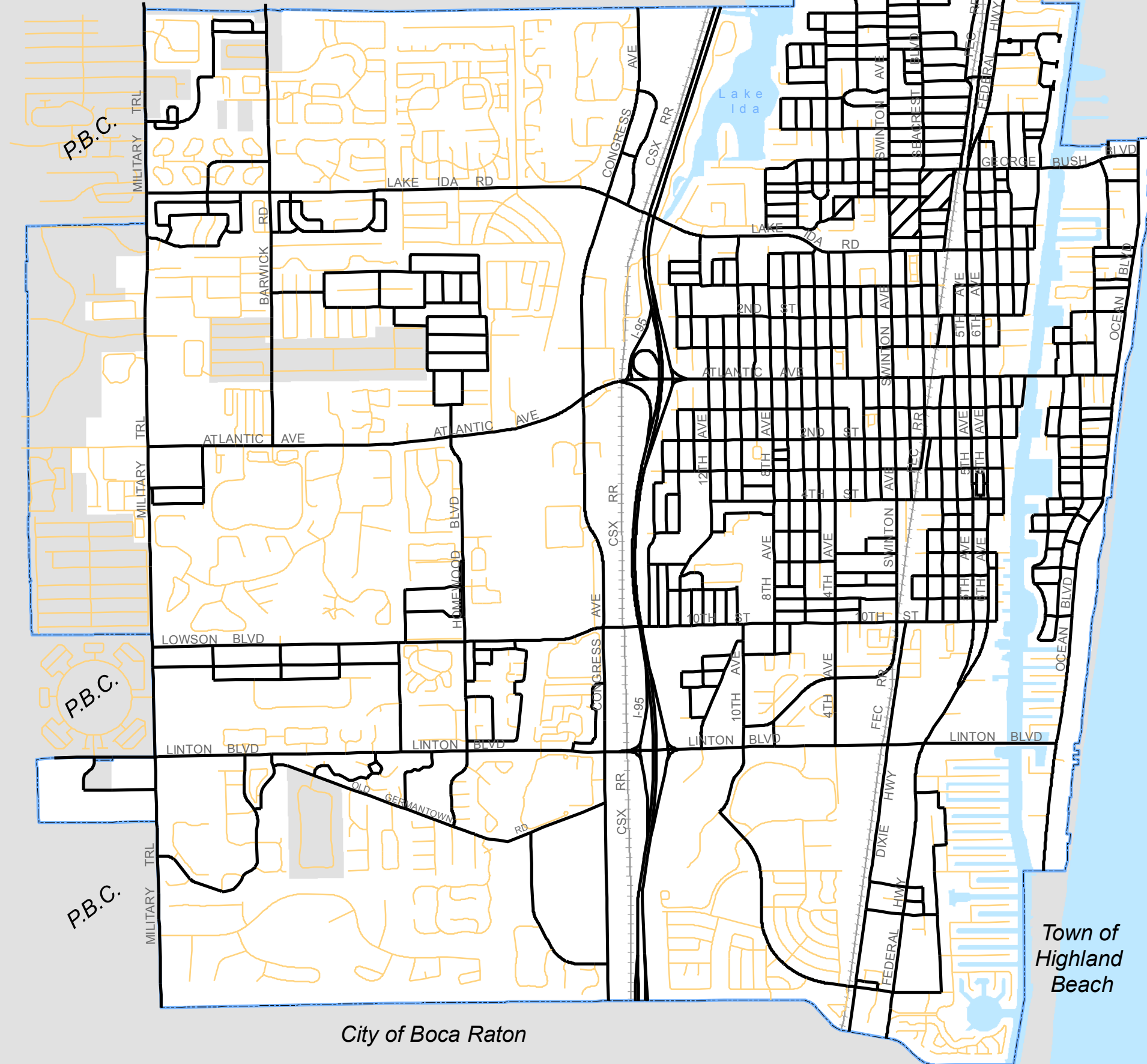
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City of Delray Beach  
Development Services Department

Print Date: 1/18/2019

City of Boca Raton

Town of Highland Beach





## MOBILITY ELEMENT

### Functional Classification & Maintenance Responsibility [MAP MBL-3]

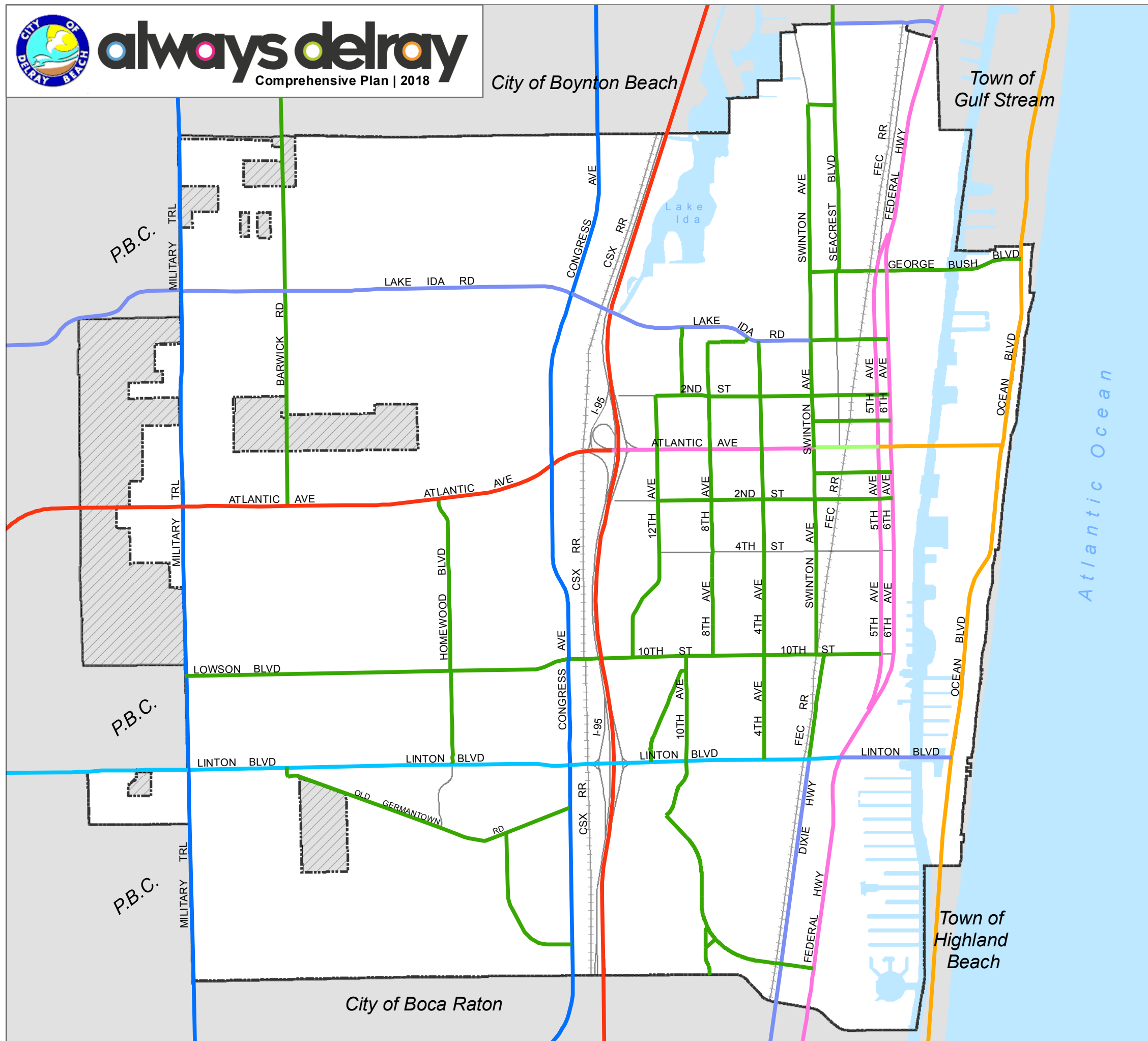
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- State Minor Arterial
- State Collector
- County Principal Arterial
- County Collector
- County Minor Arterial
- City Minor Arterial
- City Collector
- Delray Beach Boundary
- Planning Area
- Palm Beach County Jurisdiction



0 0.5 1 Miles

City of Delray Beach  
Development Services Department

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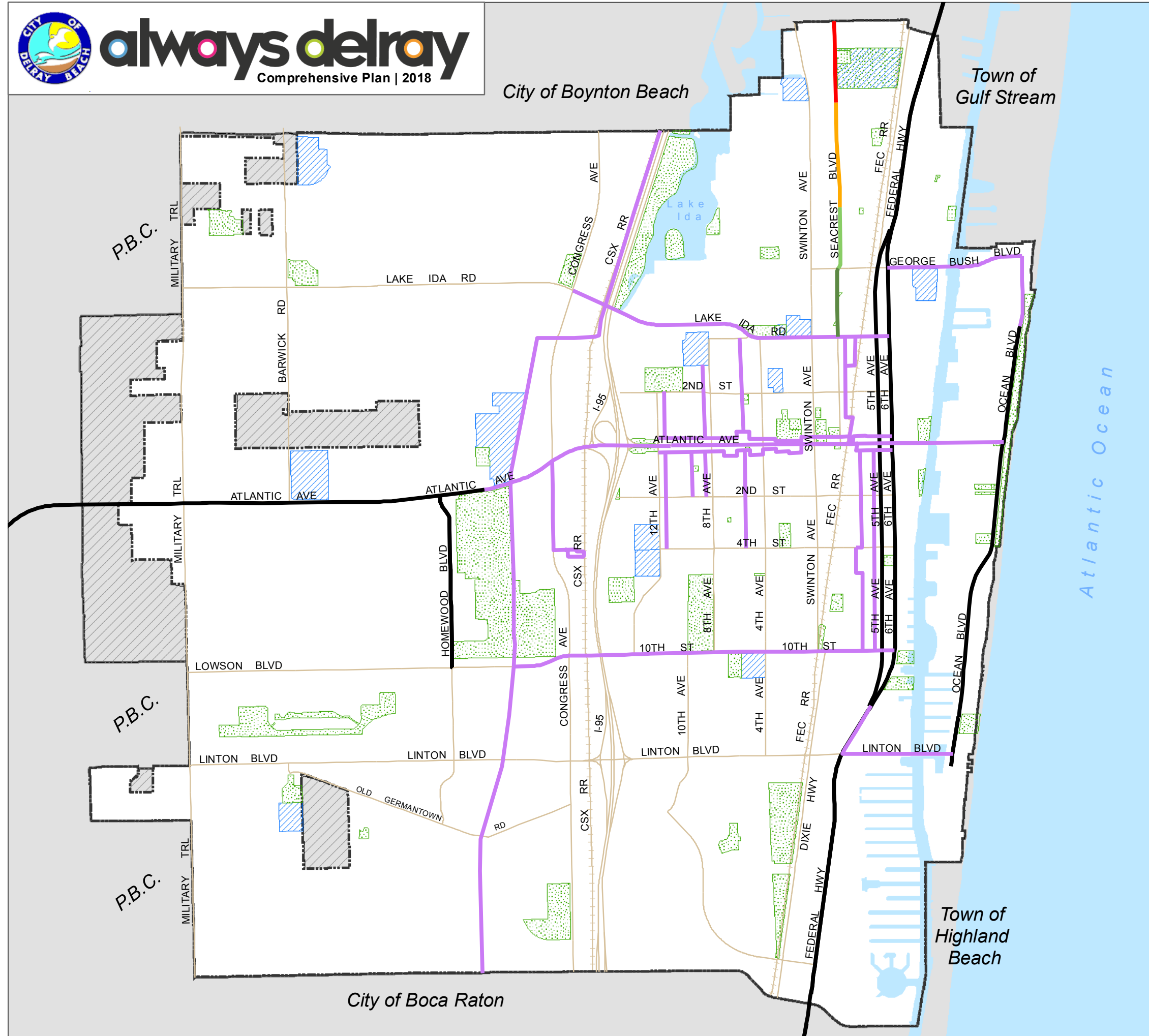
City of Boynton Beach

Town of Gulf Stream



## MOBILITY ELEMENT

### Bicycle Network [MAP MBL-6]



Existing Bike Lanes

Priority Projects

Seacrest Blvd  
Bicycle Infrastructure Improvements

Completed 2016-2017

Completed 2018

Under Construction, Completion 2019

Begin Construction 2019

Open Space, Park or Recreation Facility

Public and Private Schools

Delray Beach Boundary

Planning Area

Palm Beach County Jurisdiction



0 0.5 1 Miles

City of Delray Beach  
Development Services Department

Print Date: 1/18/2019

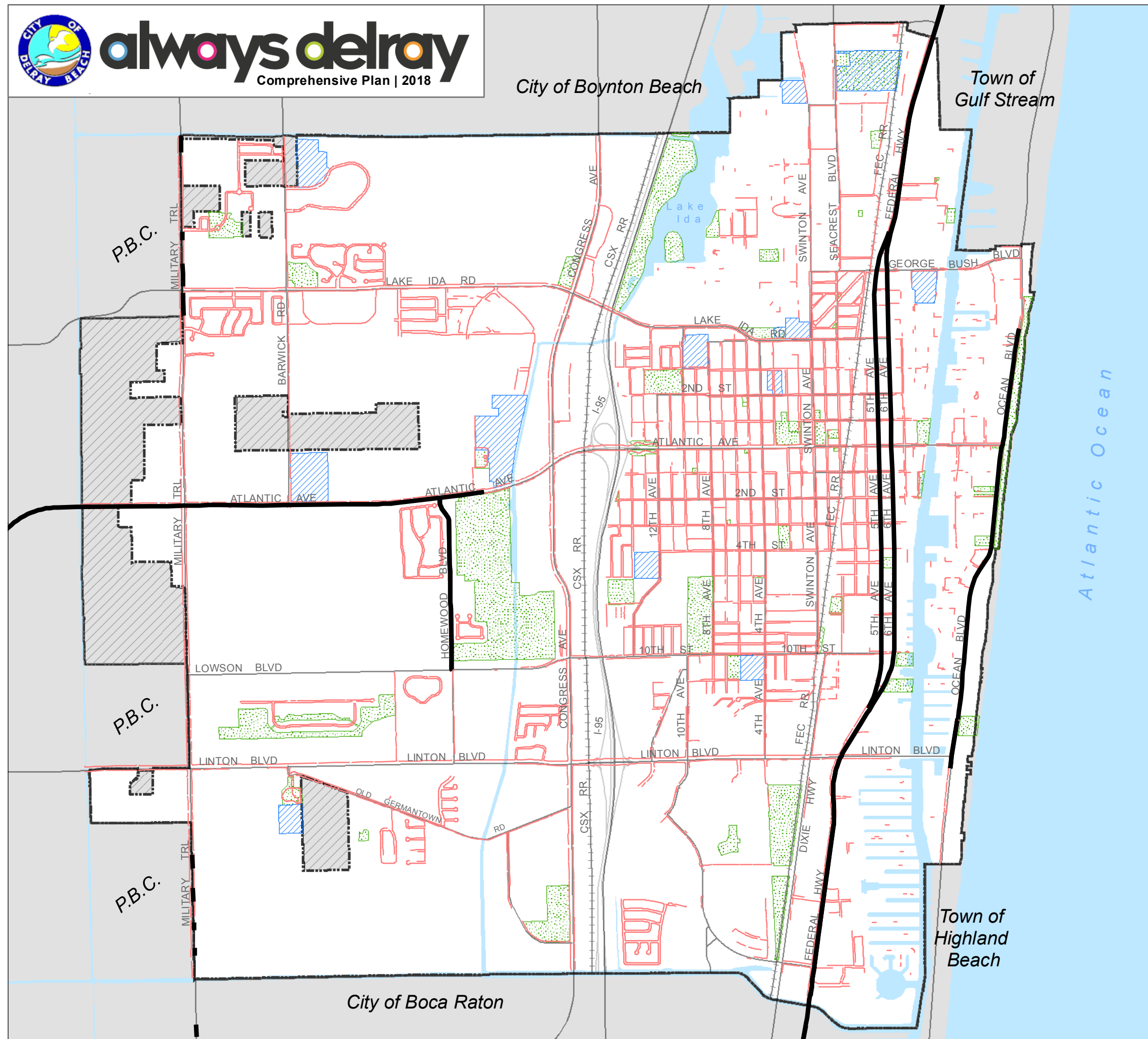


City of Boynton Beach

Town of Gulf Stream



**MOBILITY ELEMENT**  
Pedestrian Network  
[MAP MBL-7]



- Existing Bike Lanes
- Existing Sidewalks
- Open Space, Park or Recreational Facility
- School Facility
- Delray Beach Boundary
- Planning Area
- Palm Beach County Jurisdiction



0 0.5 1 Miles

City of Delray Beach  
Development Services Department

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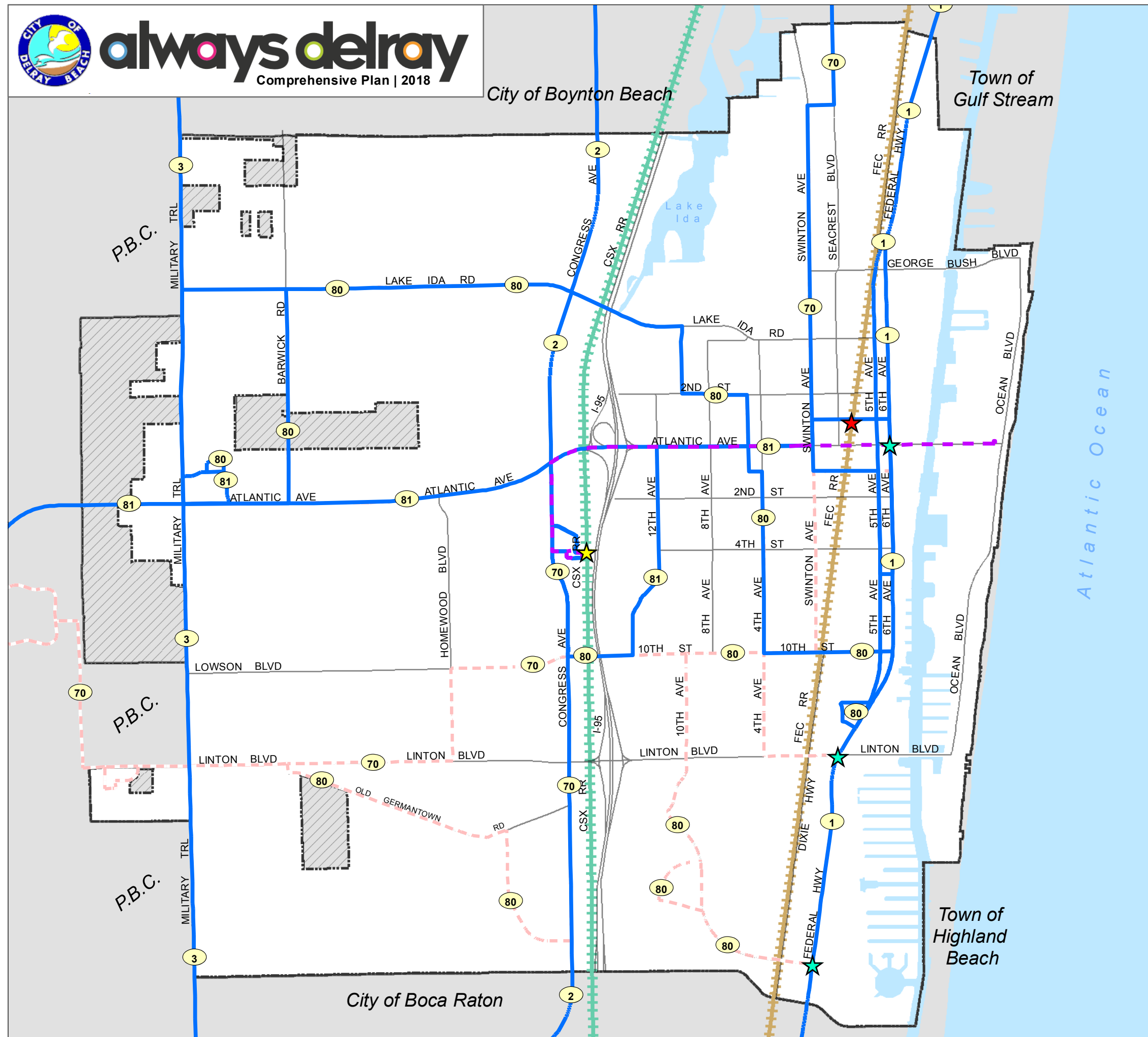
City of Boynton Beach

Town of Gulf Stream



## MOBILITY ELEMENT

### Existing Transit and Future Transit Opportunities [MAP MBL-8]



- Palm Tran Routes (2018)
- Eliminated Palm Tran Routes
- Downtown Trolley Route
- Brightline
- TriRail
- Tri-Rail Station
- Planned Tri-Rail Coastal Link Station
- Proposed Palm Tran Express (PTX) Station
- Delray Beach Boundary
- Planning Area
- Palm Beach County Jurisdiction



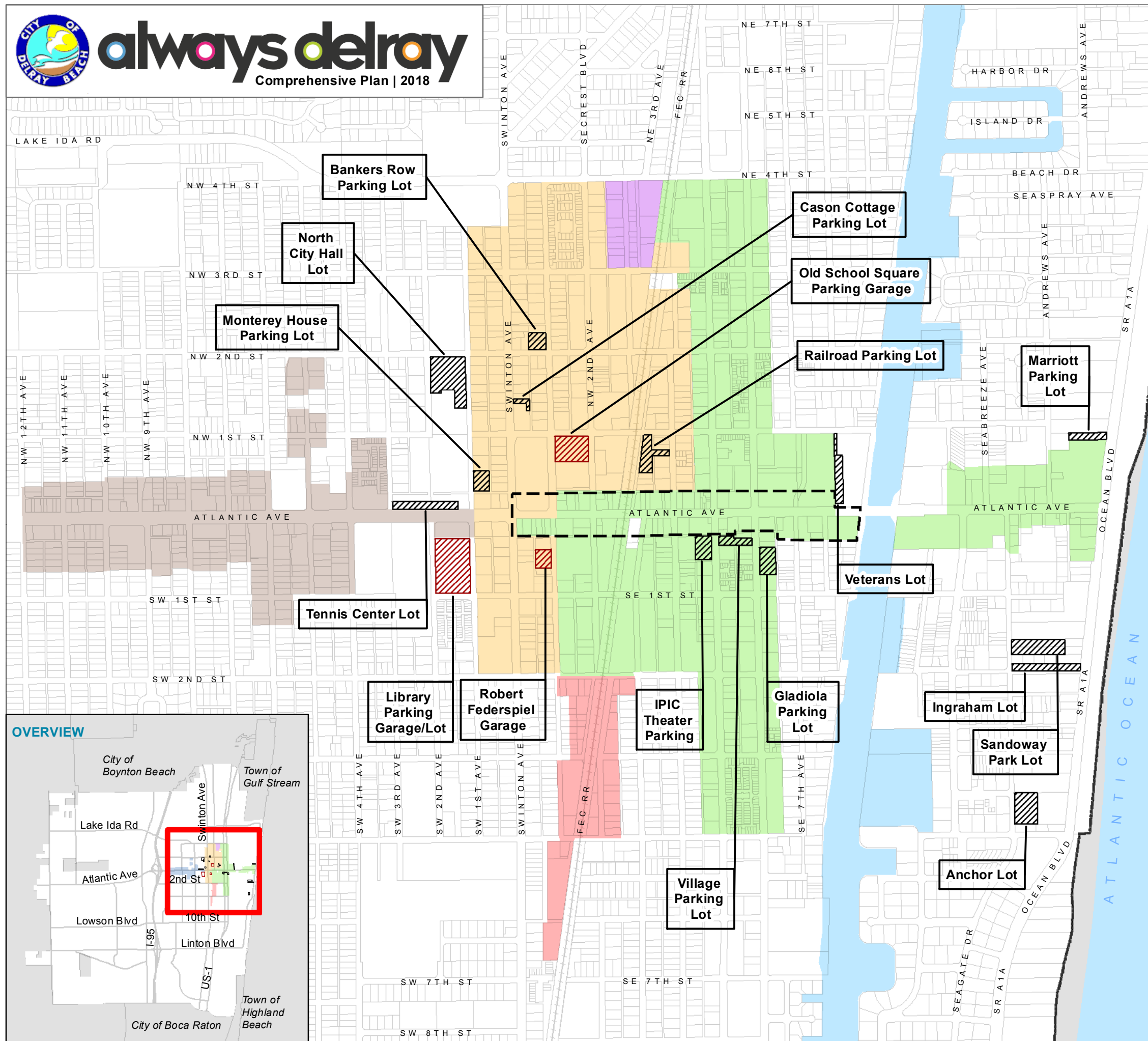
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## MOBILITY ELEMENT Downtown Parking [MAP MBL-9]



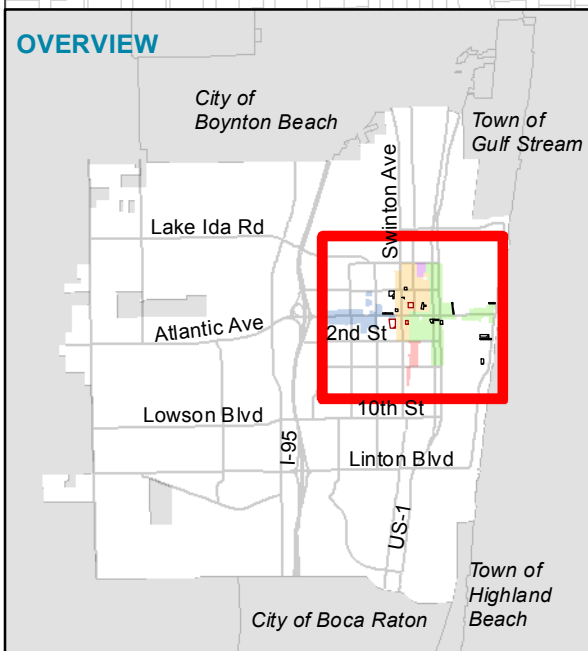
- Public Parking Lot
- Public Parking Garage
- Atlantic Ave Parking District

### Schedule of In-Lieu Fees for Parking

- Area 1 (\$23,000)
- Area 2, (\$10,140)
- Area 3, (\$4,600)
- Area 4, (\$4,600)
- Area 5, (\$4,600)

Per Resolution No. 27-17.  
Dollar amounts listed are  
per parking space.

### OVERVIEW



0 400 800 1,600 Feet

City of Delray Beach  
Development Services Department

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City of Boynton Beach

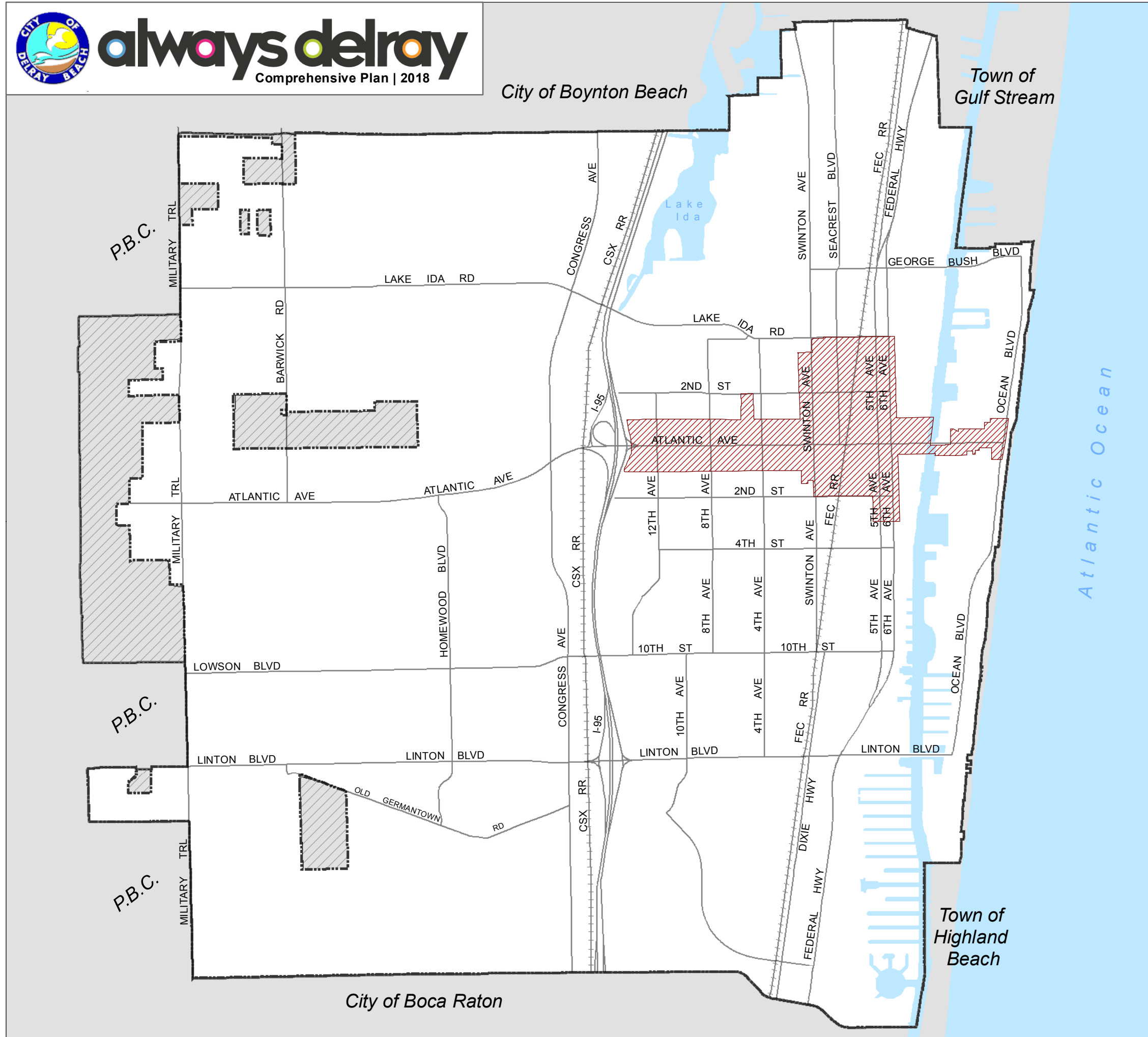
Town of Gulf Stream



## MOBILITY ELEMENT

### Transportation Concurrency Exception Area (TCEA) [MAP MBL-10]

-  TCEA Boundary
-  Delray Beach Boundary
-  Planning Area
-  Palm Beach County Jurisdiction



0 0.5 1 Miles

City of Delray Beach  
Development Services Department

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City of Boynton Beach

Town of Gulf Stream



## MOBILITY ELEMENT

### Evacuation Routes [MAP MBL-15]

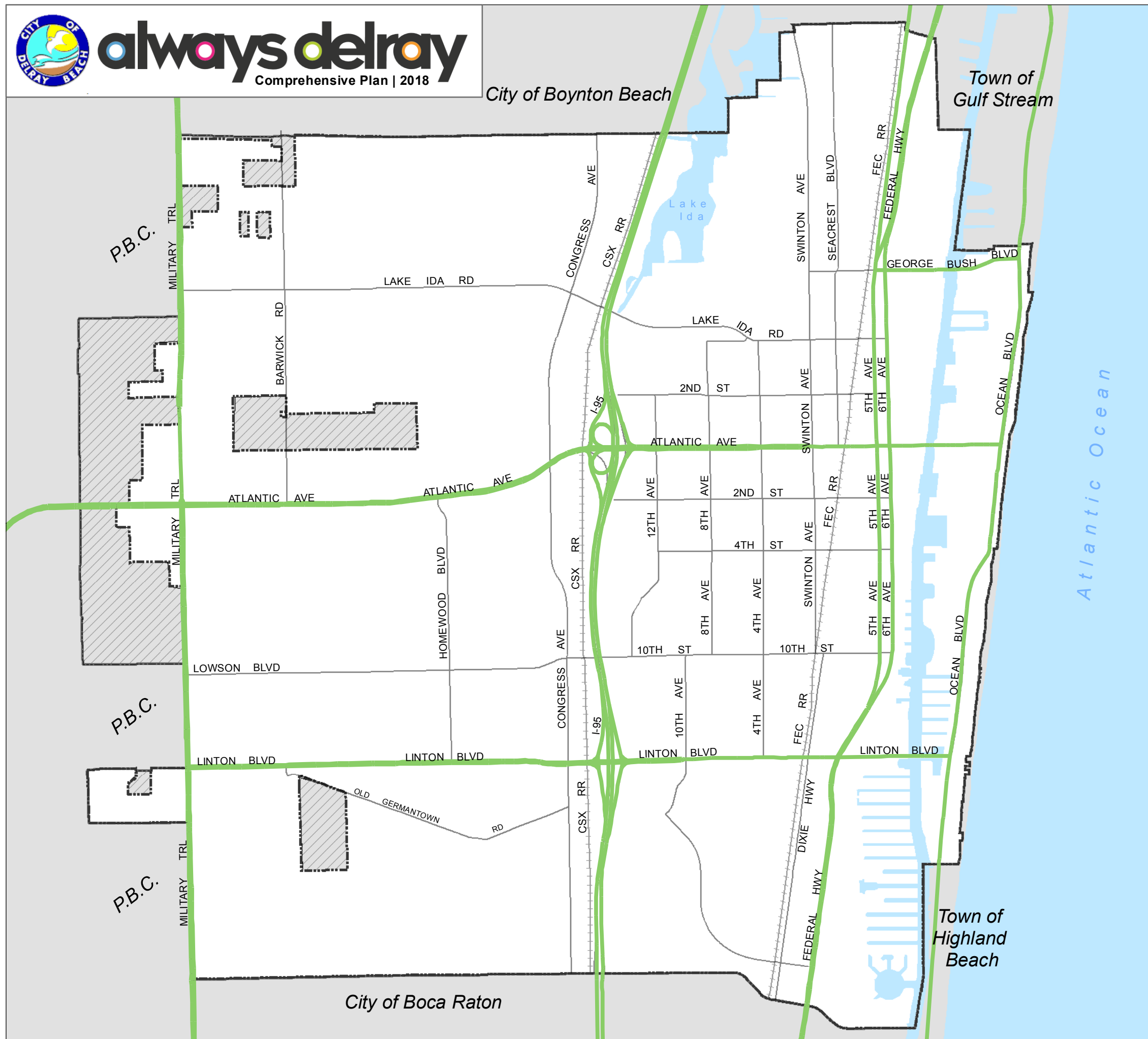
- Evacuation Routes  
Source: Palm Beach County
- Delray Beach Boundary
- Planning Area
- Palm Beach County Jurisdiction



0 0.5 1 Miles

City of Delray Beach  
Development Services Department

Print Date: 1/18/2019





# MOBILITY



DATA, INVENTORY, AND ANALYSIS





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### INTRODUCTION

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

### EXISTING CONDITIONS

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

### COMPLETE STREETS IN DELRAY BEACH

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

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

#### Atlantic Avenue

Atlantic Avenue is synonymous with Delray Beach. It is the heart of downtown and provides vehicular and pedestrian access to a host of retail and restaurant establishments. Atlantic Avenue is also the City's main east-west thoroughfare to the

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

#### 5<sup>th</sup> Avenue / 6<sup>th</sup> Avenue

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

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

- 🌈 Insignificant change to traffic volumes – indicating that excess capacity existed on the road and traffic didn't divert onto neighborhood streets.
- 🌈 Insignificant change to vehicular delay at intersections, indicating excess capacity.
- 🌈 A 48% reduction in crashes





- A decrease of observed of speed by 6 miles per hour

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

### Seacrest Avenue/NE 2<sup>nd</sup> Avenue

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

### Eastern Delray Beach

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

### Gridded Connectivity

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

out environment is not always feasible, Delray Beach should strive to retrofit connectivity as properties redevelop in the western area of the City. Providing more connections will lead to more options for all users and lessen the impacts of vehicles, especially in the areas west of Interstate 95. Where vehicular connections cannot be achieved, linking pedestrian and bicycle routes should be a priority. Map 1: Roadway Connectivity illustrates the city's connectivity patterns.

## ROADWAYS

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

### Jurisdiction

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

### Functional Classification

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

- Principal Arterial - Interstate



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

The functional classification of each roadway is illustrated in Map 3 : Functional Classification & Maintenance Responsibility.



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

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



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



### LEVEL OF SERVICE

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

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

Source: FDOT 2013 Q/LOS Handbook

Because it is costly to measure average travel speeds, traffic volumes are often used as a surrogate for the average travel speeds, based on models that FDOT has developed to correlate traffic volumes with the projected travel speeds. Palm Beach County, as a Charter County, maintains concurrency on all County-maintained and regional roadways. The LOS volume thresholds are defined in the County’s Unified Land Development Code (ULDC) and are slightly different than the volumes defined by FDOT. As part of this update to the Mobility Element, the City intends to adopt and seek to maintain a LOS standard of “E” for all City-maintained roadways. Adopting LOS E for City streets will help ensure that local streets are not required to be widened to accommodate vehicles at the expense of other mobility modes such as bicycling and walking and negatively impacting the character of the surrounding areas. Table 3 summarizes the generalized peak hour directional volumes for levels of service for signalized County roadways, based on the speed limit in miles per hour (mph) of the facility; The levels of service

for City roadways is based on the FDOT QLOS manual. It is important to note that FDOT periodically updates the LOS thresholds, and the volumes may change. Roadways unable to operate at the adopted LOS due to environmental

constraints or are not financially feasible will be identified as constrained or backlogged roadways.

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

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



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

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



Table MPL 4 Existing (2018) Daily Roadway Level of Service

Palm Beach County Thoroughfare Roadways 2018 Daily Volumes											
PBC Station	Roadway		Roadway Type	No. of Lanes	Adopted LOS 'D' Capacity	2018 Daily Traffic					
	From	To				Daily Volume	PSCF	AADT	Exceed Adopted LOS?	Link LOS	V/C
	<b>Military Trail</b>										
6202	Clint Moore Road	Linton Blvd	Principal Arterial	6LD	50,300	38,434	1	38,434	No	C	0.76
5618	Linton Blvd	Atlantic Ave	Principal Arterial	6LD	50,300	41,353	1	41,353	No	D	0.82
5606	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	50,300	46,489	1	46,489	No	D	0.92
5652	Lake Ida Rd	Flavor Pict Rd	Principal Arterial	6LD	55,300	36,904	1	36,904	No	C	0.67
	<b>Congress Avenue</b>										
6204	NW 82nd Street	Linton Blvd	Principal Arterial	6LD	55,300	23,273	1	23,273	No	B	0.42
5650	Linton Blvd	Lowson Blvd	Principal Arterial	6LD	55,300	26,539	1	26,539	No	B	0.48
5612	Lowson Blvd	Atlantic Ave	Principal Arterial	6LD	50,300	29,325	1	29,325	No	B	0.58
5630	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	50,300	36,689	1	36,689	No	B	0.73
	<b>Interstate 95</b>										
6218	Peninsula Corp Dr.	Linton Blvd	Principal Arterial	10L	184,000	208,000	1	208,000	Yes	E	1.13
5212	Linton Blvd	Atlantic Ave	Principal Arterial	12L	238,600	215,000	1	215,000	No	D	0.90
	<b>Federal Highway</b>										
5840	Lindell Blvd	Linton Blvd	Minor Arterial	4LD	33,200	37,864	1	37,864	Yes	F	1.14
5838	Linton Blvd	Lowson Blvd	Minor Arterial	4LD	36,700	35,268	1	35,268	No	C	0.96
5842	NB Lowson Blvd	Atlantic Ave	Minor Arterial	2L	22,020	12,500			No	B	0.57
5810	SB Lowson Blvd	Atlantic Ave	Minor Arterial	2L	22,020	11,500			No	B	0.52
5812	NB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	2L	22,020	14,357	1	14,357	No	B	0.65
5810	SB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	2L	22,020	12,877	1	12,877	No	B	0.58
	<b>Dixie Highway</b>										
6304	Lindell Blvd	Linton Blvd	Principal Arterial	2L	16,500	12,974	1	12,974	No	C	0.79
	<b>Ocean Boulevard</b>										
5836	South of Linton Blvd	Linton Blvd	Collector	2L	16,500	13,800	1	13,800	No	C	0.84
5834	Linton Blvd	Atlantic Ave	Collector	2L	16,500	10,600	1	10,600	No	C	0.64
5832	Atlantic Ave	George Bush Blvd	Collector	2L	16,500	9,100	1	9,100	No	B	0.55
	<b>Linton Boulevard</b>										
5607	Military Trail	Homewood Blvd	Minor Arterial	6LD	55,300	42,810	1	42,810	No	B	0.77
5661	Homewood Blvd	Congress Ave	Minor Arterial	6LD	55,600	39,082	1	39,082	No	B	0.70
5819	10th Ave SW	Old Dixie Hwy	Minor Arterial	6LD	50,300	41,916	1	41,916	No	C	0.83
5821	Old Dixie Hwy	US 1	Minor Arterial	6LD	50,300	32,617	1	32,617	No	C	0.65
5813	US 1	Ocean Blvd	Collector	4LD	33,200	16,000	1	16,000	No	C	0.48
	<b>Atlantic Avenue</b>										
5609	Military Trail	Barwick Rd	Principal Arterial	6LD	50,300	43,458	1	43,458	No	D	0.86
5659	Barwick Rd	Congress Ave	Principal Arterial	6LD	50,300	44,682	1	44,682	No	D	0.89
	Congress Ave	Swinton Ave	Minor Arterial	4LD	33,200	29,000	1	29,000	No	C	0.87
	Federal Highway	Ocean Blvd	Collector	4LD	33,200	12,900	1	12,900	No	C	0.39
	<b>Lake Ida Road</b>										
5623	Military Trail	Barwick Rd	Collector	4LD	36,700	20,420	1	20,420	No	B	0.56
5605	Barwick Rd	Congress Ave	Collector	4LD	36,700	30,891	1	30,891	No	C	0.84
5307	Congress Ave	Swinton Ave	Collector	4LD	36,700	24,685	1	24,685	No	B	0.67



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





Table MPL 5: Existing (2018) Peak Hour Peak Direction Roadway Level of Service

Palm Beach County Thoroughfare Roadways Peak Direction Volumes											
PBC Station	Roadway		Roadway Type	No. of Lanes	Adopted LOS 'D' Capacity	PSCF	2018 Peak Directional Traffic				
	From	To					AM Peak Direction	PM Peak Direction	Exceed Adopted LOS?	Link LOS	V/C
	<b>Military Trail</b>										
6202	Clint Moore Road	Linton Blvd	Principal Arterial	6LD	2,680	1	2,213	2,080	No	D	0.83
5618	Linton Blvd	Atlantic Ave	Principal Arterial	6LD	2,680	1	2,265	2,122	No	D	0.85
5606	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	2,680	1	2,214	2,356	No	D	0.88
5652	Lake Ida Rd	Flavor Pict Rd	Principal Arterial	6LD	2,940	1	2,316	2,047	No	B	0.79
	<b>Congress Avenue</b>										
6204	NW 82nd Street	Linton Blvd	Principal Arterial	6LD	2,940	1	1,754	1,616	No	B	0.60
5650	Linton Blvd	Lowson Blvd	Principal Arterial	6LD	2,940	1	1,579	1,369	No	B	0.54
5612	Lowson Blvd	Atlantic Ave	Principal Arterial	6LD	2,940	1	1,596	1,751	No	B	0.60
5630	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	2,940	1	1,747	1,667	No	B	0.59
	<b>Interstate 95</b>										
6218	Peninsula Corp Dr.	Linton Blvd	Principal Arterial	10L	9,320	1	12,480		Yes	F	1.34
5212	Linton Blvd	Atlantic Ave	Principal Arterial	12L	12,080	1	12,900		Yes	F	1.07
	<b>Federal Highway</b>										
5840	Lindell Blvd	Linton Blvd	Minor Arterial	4LD	1,960	1	1,582	1,759	No	C	0.90
5838	Linton Blvd	Lowson Blvd	Minor Arterial	4LD	1,770	1	1,443	1,523	No	C	0.86
5842	NB Lowson Blvd	Atlantic Ave	Minor Arterial	2L	810	1	1,249	1,249	Yes	F	1.54
5810	SB Lowson Blvd	Atlantic Ave	Minor Arterial	2L	810	1	1,249	1,249	Yes	F	1.54
5812	NB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	2L	810	1	883	1,275	Yes	F	1.57
5810	SB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	2L	810	1	1,105	981	Yes	F	1.36
	<b>Dixie Highway</b>										
6304	Lindell Blvd	Linton Blvd	Principal Arterial	2L	880	1	589	738	No	C	0.84
	<b>Ocean Boulevard</b>										
5836	South of Linton Blvd	Linton Blvd	Collector	2L	880	1	765		No	D	0.87
5834	Linton Blvd	Atlantic Ave	Collector	2L	880	1	587		No	C	0.67
5832	Atlantic Ave	George Bush Blvd	Collector	2L	880	1	504		No	B	0.57
	<b>Linton Boulevard</b>										
5607	Military Trail	Homewood Blvd	Minor Arterial	6LD	2,940	1	1,697	1,762	No	B	0.60
5661	Homewood Blvd	Congress Ave	Minor Arterial	6LD	2,940	1	1,669	1,542	No	B	0.57
5819	10th Ave SW	Old Dixie Hwy	Minor Arterial	6LD	2,680	1	1,706	1,715	No	C	0.64
5821	Old Dixie Hwy	US 1	Minor Arterial	6LD	2,680	1	1,200	1,340	No	C	0.50
5813	US 1	Ocean Blvd	Collector	4LD	1,770	1	886		No	C	0.50
	<b>Atlantic Avenue</b>										
5609	Military Trail	Barwick Rd	Principal Arterial	6LD	2,680	1	1,694	1,658	No	C	0.63
5659	Barwick Rd	Congress Ave	Principal Arterial	6LD	2,680	1	1,704	1,724	No	C	0.64
	Congress Ave	Swinton Ave	Minor Arterial	4LD	1,770	1	1,726		No	D	0.98
	Federal Highway	Ocean Blvd	Collector	4LD	1,770	1	715		No	C	0.40
	<b>Lake Ida Road</b>										
5623	Military Trail	Barwick Rd	Collector	4LD	1,960	1	914	928	No	B	0.47
5605	Barwick Rd	Congress Ave	Collector	4LD	1,960	1	1,521	1,418	No	B	0.78
5307	Congress Ave	Swinton Ave	Collector	4LD	1,960	1	1,328	1,099	No	B	0.68



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

## ALTERNATIVE MODES OF TRANSPORTATION

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

One of the objectives of the City has been to develop a multimodal transportation system. In Delray Beach, these modes include walking, bicycling, transit, and automobile. Transit opportunities include the downtown trolley, which provides access to local destinations downtown, scheduled bus transit (PalmTran),

and commuter rail service (TriRail) that extends south to the Miami Airport and north to Mangonia Park, north of West Palm Beach. Delray Beach's residents include a higher share of the population that already uses alternatives to single occupant vehicles for commuting purposes than many surrounding communities. Per the U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates, approximately 8.6 percent of Delray Beach's residents carpool to work, 2.7 percent walk to work, and 2.9 percent use other modes of transportation. A comparison of Delray Beach's commuting pattern with nearby areas is illustrated in Table 6: Journey to Work Data – Delray Beach and Surrounding Jurisdictions.



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

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

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

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

### *Bicycle and Pedestrian Facilities*

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

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

The existing bike facilities within the City are illustrated in Map 6: Bicycle Network. Existing pedestrian facilities are illustrated in Map 7: Pedestrian Network.

### *Public Transportation*

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

### *Palm Tran*

Palm Tran is the public transit bus system run by the Palm Beach County Government that serves Palm Beach County, Florida. During the fiscal year of 2015, Palm Tran provided 10,773,132 one-way passenger trips and 889,056 paratransit trips to Palm Beach County. Palm Tran also serves a portion of Broward County, Florida to the south where it overlaps with Broward County Transit. The bus routes can be seen in Map 8: Existing Transit and Future Transit Opportunities.



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

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

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

### Rail Service

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

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

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

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

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

### Downtown Roundabout Trolley

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

### On-demand Point to Point Service

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







Locations for safe drop off and pick up areas are needed that do not impact traffic are needed.


### Parking Management

Delray Beach must provide parking for residents, visitors, and commuters. In the downtown area, motorists can park once and walk or bike to the many shops, restaurants, and recreational opportunities. The downtown area provides a variety of parking options, such as on-street parking, surface lot parking, and garage parking. Map 9: Downtown Parking shows the location of parking facilities in the downtown area. In the more suburban areas west of Interstate 95, parking is typically provided on-site; public-use parking lots and garages are not provided and are not anticipated with this pattern of development. A parking management plan was prepared for the City in 2010 documenting adequacy and availability of parking and providing recommendations for future parking facilities. This document should be updated regularly to assess changes in parking patterns associated with new development and changes in driver behavior (such as ride-sharing and vehicle automation).

### Transit-Oriented Development (TOD)

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

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

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

## TRENDS AND CHALLENGES

### Mobility Planning

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

### Transportation Concurrency Exception Area

Much of the downtown area of Delray Beach is included in a Transportation Concurrency Exception Area (TCEA). This designation allows the City to develop and redevelop without being constrained by the capacity standards of Palm Beach County's Transportation Performance Standards Ordinance. Map 10: Transportation Concurrency Exception Area (TCEA) shows the boundaries of the TCEA.

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

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



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

mobility systems, including bicycle and pedestrian infrastructure improvements.

## 2024 CONDITIONS

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

**Table 8: 2024 Roadway Level of Service**

Palm Beach County Thoroughfare Roadways 2024 Daily Volumes													
PBC Station	Roadway		Roadway Type	No. of Lanes	Adopted LOS 'D' Capacity	2018 Daily Traffic			2024 Daily Traffic				
	From	To				Daily Volume	PSCF	AADT	Area Wide Growth Rate	AADT	Exceed Adopted LOS?	Link LOS	V/C
	<b>Military Trail</b>												
6202	Clint Moore Road	Linton Blvd	Principal Arterial	6LD	50,300	38,434	1	38,434		43,641	No	D	0.87
5618	Linton Blvd	Atlantic Ave	Principal Arterial	6LD	50,300	41,353	1	41,353		46,955	No	D	0.93
5606	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	50,300	46,489	1	46,489		52,787	Yes	E	1.05
5652	Lake Ida Rd	Flavor Pict Rd	Principal Arterial	6LD	55,300	36,904	1	36,904		41,903	No	D	0.76
	<b>Congress Avenue</b>												
6204	NW 82nd Street	Linton Blvd	Principal Arterial	6LD	55,300	23,273	1	23,273		26,426	No	B	0.48
5650	Linton Blvd	Lowson Blvd	Principal Arterial	6LD	55,300	26,539	1	26,539		30,134	No	B	0.54
5612	Lowson Blvd	Atlantic Ave	Principal Arterial	6LD	50,300	29,325	1	29,325		33,298	No	C	0.66
5630	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	50,300	36,689	1	36,689		41,659	No	D	0.83
	<b>Interstate 95</b>												
6218	Peninsula Corp Dr.	Linton Blvd	Principal Arterial	10L	184,000	208,000	1	208,000		236,177	Yes	F	1.28
5212	Linton Blvd	Atlantic Ave	Principal Arterial	12L	238,600	215,000	1	215,000		244,126	Yes	F	1.02
	<b>Federal Highway</b>												
5840	Lindell Blvd	Linton Blvd	Minor Arterial	4LD	33,200	37,864	1	37,864		42,993	Yes	F	1.29
5838	Linton Blvd	Lowson Blvd	Minor Arterial	4LD	36,700	35,268	1	35,268		40,046	Yes	F	1.09
5842	NB Lowson Blvd	Atlantic Ave	Minor Arterial	4LD	36,700	24,000	1	24,000		27,251	No	B	0.74
5810	SB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	4LD	36,700	27,234	1	27,234		30,923	No	C	0.84
5812	NB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	4LD	36,700	27,234	1	27,234		30,923	No	C	0.84
5810	SB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	4LD	36,700	27,234	1	27,234		30,923	No	C	0.84
	<b>Dixie Highway</b>												
6304	Lindell Blvd	Linton Blvd	Principal Arterial	2L	16,500	12,974	1	12,974	2.14%	14,732	No	C	0.89
	<b>Ocean Boulevard</b>												
5836	South of Linton Blvd	Linton Blvd	Collector	2L	16,500	13,800	1	13,800		15,669	No	D	0.95
5834	Linton Blvd	Atlantic Ave	Collector	2L	16,500	10,600	1	10,600		12,036	No	C	0.73
5832	Atlantic Ave	George Bush Blvd	Collector	2L	16,500	9,100	1	9,100		10,333	No	C	0.63
	<b>Linton Boulevard</b>												
5607	Military Trail	Homewood Blvd	Minor Arterial	6LD	55,300	42,810	1	42,810		48,609	No	C	0.88
5661	Homewood Blvd	Congress Ave	Minor Arterial	6LD	55,600	39,082	1	39,082		44,376	No	B	0.80
5819	10th Ave SW	Old Dixie Hwy	Minor Arterial	6LD	50,300	41,916	1	41,916		47,594	No	D	0.95
5821	Old Dixie Hwy	US 1	Minor Arterial	6LD	50,300	32,617	1	32,617		37,036	No	C	0.74
5813	US 1	Ocean Blvd	Collector	4LD	33,200	16,000	1	16,000		18,167	No	C	0.55
	<b>Atlantic Avenue</b>												
5609	Military Trail	Barwick Rd	Principal Arterial	6LD	50,300	43,458	1	43,458		49,345	No	D	0.98
5659	Barwick Rd	Congress Ave	Principal Arterial	6LD	50,300	44,682	1	44,682		50,735	Yes	E	1.01
	Congress Ave	Swinton Ave	Minor Arterial	4LD	33,200	29,000	1	29,000		32,929	No	D	0.99
	Federal Highway	Ocean Blvd	Collector	4LD	33,200	12,900	1	12,900		14,648	No	C	0.44
	<b>Lake Ida Road</b>												
5623	Military Trail	Barwick Rd	Collector	4LD	36,700	20,420	1	20,420		23,186	No	B	0.63
5605	Barwick Rd	Congress Ave	Collector	4LD	36,700	30,891	1	30,891		35,076	No	D	0.96
5307	Congress Ave	Swinton Ave	Collector	4LD	36,700	24,685	1	24,685		28,029	No	B	0.76





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



Palm Beach County Thoroughfare Roadways Peak Direction Volumes														
PBC Station	Roadway		Roadway Type	No. of Lanes	Adopted LOS 'D' Capacity	PSCF	2018 Peak		2024 Peak Directional Traffic					
	From	To					AM Peak Direction	PM Peak Direction	Area Wide GR	AM Peak Direction	PM Peak Direction	Exceed Adopted LOS?	Link LOS	V/C
	Military Trail								2.41%					
6202	Clint Moore Road	Linton Blvd	Principal Arterial	6LD	2,680	1	2,213	2,080		2,553	2,399	No	D	0.95
5618	Linton Blvd	Atlantic Ave	Principal Arterial	6LD	2,680	1	2,265	2,122		2,613	2,448	No	D	0.98
5606	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	2,680	1	2,214	2,356		2,554	2,718	Yes	E	1.01
5652	Lake Ida Rd	Flavor Pict Rd	Principal Arterial	6LD	2,940	1	2,316	2,047		2,672	2,361	No	C	0.91
Congress Avenue														
6204	NW 82nd Street	Linton Blvd	Principal Arterial	6LD	2,940	1	1,754	1,616		2,023	1,864	No	B	0.69
5650	Linton Blvd	Lowson Blvd	Principal Arterial	6LD	2,940	1	1,579	1,369		1,822	1,579	No	B	0.62
5612	Lowson Blvd	Atlantic Ave	Principal Arterial	6LD	2,940	1	1,596	1,751		1,841	2,020	No	B	0.69
5630	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	2,940	1	1,747	1,667		2,015	1,923	No	B	0.69
Interstate 95														
6218	Peninsula Corp Dr.	Linton Blvd	Principal Arterial	10L	9,320	1	12,480			14,397		Yes	F	1.54
5212	Linton Blvd	Atlantic Ave	Principal Arterial	12L	12,080	1	12,900			14,881		Yes	F	1.23
Federal Highway														
5840	Lindell Blvd	Linton Blvd	Minor Arterial	4LD	1,960	1	1,582	1,759		1,825	2,029	Yes	F	1.04
5838	Linton Blvd	Lowson Blvd	Minor Arterial	4LD	1,770	1	1,443	1,523		1,665	1,757	No	D	0.99
5842	NB Lowson Blvd	Atlantic Ave	Minor Arterial	2L	810	1	1,249	1,249		1,441	1,441	Yes	F	1.78
5810	SB		Minor Arterial	2L	810	1	1,249	1,249		1,441	1,441	Yes	F	1.78
5812	NB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	2L	810	1	883	1,275		1,019	1,471	Yes	F	1.82
5810	SB			2L	810	1	1,105	981		1,275	1,132	Yes	F	1.57
Dixie Highway														
6304	Lindell Blvd	Linton Blvd	Principal Arterial	2L	880	1	589	738		679	851	No	D	0.97
Ocean Boulevard														
5836	South of Linton Blvd	Linton Blvd	Collector	2L	880	1	765			883		Yes	F	1.00
5834	Linton Blvd	Atlantic Ave	Collector	2L	880	1	587			677		No	C	0.77
5832	Atlantic Ave	George Bush Blvd	Collector	2L	880	1	504			581		No	C	0.66
Linton Boulevard														
5607	Military Trail	Homewood Blvd	Minor Arterial	6LD	2,940	1	1,697	1,762		1,958	2,033	No	B	0.69
5661	Homewood Blvd	Congress Ave	Minor Arterial	6LD	2,940	1	1,669	1,542		1,925	1,779	No	B	0.65
5819	10th Ave SW	Old Dixie Hwy	Minor Arterial	6LD	2,680	1	1,706	1,715		1,968	1,978	No	C	0.74
5821	Old Dixie Hwy	US 1	Minor Arterial	6LD	2,680	1	1,200	1,340		1,384	1,546	No	C	0.58
5813	US 1	Ocean Blvd	Collector	4LD	1,770	1	886			1,022		No	C	0.58
Atlantic Avenue														
5609	Military Trail	Barwick Rd	Principal Arterial	6LD	2,680	1	1,694	1,658		1,954	1,913	No	C	0.73
5659	Barwick Rd	Congress Ave	Principal Arterial	6LD	2,680	1	1,704	1,724		1,966	1,989	No	C	0.74
	Congress Ave	Swinton Ave	Minor Arterial	4LD	1,770	1	1,726			1,991		Yes	F	1.12
	Federal Highway	Ocean Blvd	Collector	4LD	1,770	1	715			825		No	C	0.47
Lake Ida Road														
5623	Military Trail	Barwick Rd	Collector	4LD	1,960	1	914	928		1,054	1,071	No	B	0.55
5605	Barwick Rd	Congress Ave	Collector	4LD	1,960	1	1,521	1,418		1,755	1,636	No	B	0.90
5307	Congress Ave	Swinton Ave	Collector	4LD	1,960	1	1,328	1,099	1,532	1,268	No	B	0.78	





Local City Roads Peak Direction Volumes																									
Station	Roadway		Roadway Type	No. of Lanes	Adopted LOS 'E' Capacity	PSCF	2018 Peak		2024 Peak Directional Traffic																
	From	To					AM Peak Direction	PM Peak Direction	Area Wide GR	AM Peak Direction	PM Peak Direction	Exceed Adopted LOS?	Link LOS	V/C											
5628	Barwick Road		Collector	2L	792	1	601		2.41%	693		No	C	0.88											
	Atlantic Ave	Lake Ida Rd																							
	Homewood Blvd														Collector	2L	792	1	30		35		No	B	0.04
	Linton Blvd	Atlantic Ave																							
	Lowson Blvd																								
5806	Military Trail	Congress Ave	Collector	2L	792	1	220	220		254	254	No	B	0.32											
	Congress Ave	Old Dixie Hwy	Collector	4LD	1,683	1	1,041	1,041		1,201	1,201	No	C	0.71											
	Atlantic Avenue		City Minor Arterial	2L	774	1	565		652		No	D	0.84												
	Swinton Ave	Federal Highway																							
	George Bush Boulevard		Collector	2L	792	1	887		1,023		Yes	F	1.29												
	Atlantic Ave	Federal Highway																							
	Federal Highway		Collector	2L	792	1	343		396		No	B	0.50												
	Swinston Avenue		Collector	2L	774	1	732		844		Yes	F	1.09												
	Linton Blvd	Atlantic Ave																							
	5808	Atlantic Ave	Federal Highway	Collector	2L	792	1	887		1,023		Yes	F	1.29											
	5806	George Bush Blvd	Seacrest Blvd	Collector	2L	792	1	488		563		No	C	0.71											
		Seacrest Boulevard		Collector	2L	792	1	338		2.41%	390		No	B	0.49										
		Lake Ida Rd/ NE 4th St	NE 22nd St																						
		SW 10th Ave/Lindell Boulevard		Collector	2L	792	1	363		419		No	B	0.53											
		Federal Highway	Carl Bolter Blvd																						
		Hidden Valley Blvd	Collector	2L	792	1	577		666		No	C	0.84												
		Carl Bolter Blvd	Collector	2L	792	1	577		666		No	C	0.84												
SW 4th Avenue		Collector	2L	792	1	660		761		No	C	0.96													
* Linton Blvd													SW 10th St												
		Lowson Blvd/SW 10th St	Collector	2L	792	1.03	145	162	167	187	No	B	0.24												
Germantown Road		Collector	2L	792	1.03	380	311		439	359	No	B	0.55												
Linton Blvd														Congress Ave											
Wallace Drive		Collector	2L	792	1.03	292	398		337	459	No	B	0.58												
Linton Blvd														Lowson Blvd/SW 10th St											
SW 14th/Auburn Ave/SW 12th Ave		Collector	2L	792	1	345	291		398	335	No	B	0.50												
Lowson Blvd/SW 10th St	Atlantic Ave																								
	Atlantic Ave	Collector	2L	792	1	222	187		257	215	No	B	0.32												
NW 8th Avenue		Collector	2L	792	1	117	172		135	199	No	B	0.25												
Lowson Blvd/SW 10th St	Atlantic Ave																								
	Atlantic Ave	Collector	2L	792	1	173	144		200	166	No	B	0.25												

## 2040 Conditions

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

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

## SW 10<sup>th</sup> Avenue from Lindell Boulevard to Hidden Valley Boulevard

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



Table 9: 2040 Roadway Level of Service

Palm Beach County Thoroughfare Roadways 2040 Daily Volumes											
PBC Station	Roadway		Roadway Type	No. of Lanes	Adopted LOS 'D' Capacity	2040 Daily Traffic					
	From	To				Daily Volume	PSCF	AADT	Exceed Adopted LOS?	Link LOS	V/C
	<b>Military Trail</b>										
6202	Clint Moore Road	Linton Blvd	Principal Arterial	6LD	50,300	59,000	1	59,000	Yes	F	1.17
5618	Linton Blvd	Atlantic Ave	Principal Arterial	6LD	50,300	56,700	1	56,700	Yes	F	1.13
5606	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	50,300	50,800	1	50,800	Yes	E	1.01
5652	Lake Ida Rd	Flavor Pict Rd	Principal Arterial	6LD	55,300	58,900	1	58,900	Yes	F	1.07
	<b>Congress Avenue</b>										
6204	NW 82nd Street	Linton Blvd	Principal Arterial	6LD	55,300	46,500	1	46,500	No	C	0.84
5650	Linton Blvd	Lowson Blvd	Principal Arterial	6LD	55,300	28,000	1	28,000	No	B	0.51
5612	Lowson Blvd	Atlantic Ave	Principal Arterial	6LD	50,300	25,100	1	25,100	No	C	0.50
5630	Atlantic Ave	Lake Ida Rd	Principal Arterial	6LD	50,300	46,700	1	46,700	No	D	0.93
	<b>Interstate 95</b>										
6218	Peninsula Corp Dr.	Linton Blvd	Principal Arterial	10L	184,000	328,400	1	328,400	Yes	F	1.78
5212	Linton Blvd	Atlantic Ave	Principal Arterial	12L	238,600	329,500	1	329,500	Yes	F	1.38
	<b>Federal Highway</b>										
5840	Lindell Blvd	Linton Blvd	Minor Arterial	4LD	33,200	47,400	1	47,400	Yes	F	1.43
5838	Linton Blvd	Lowson Blvd	Minor Arterial	4LD	36,700	24,000	1	24,000	No	B	0.65
5842	NB Lowson Blvd	Atlantic Ave	Minor Arterial	2L	22,020	11,100	1	11,100	No	D	0.50
5810	SB Lowson Blvd	Atlantic Ave	Minor Arterial	2L	22,020	13,100	1	13,100	No	D	0.59
5812	NB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	2L	22,020	11,600	1	11,600	No	D	0.53
5810	SB Atlantic Ave	Lake Ida Rd/ NE 4th St	Minor Arterial	2L	22,020	13,400	1	13,400	No	D	0.61
5828	NB Lake Ida Rd/ NE 4th St	George Bush Blvd	Minor Arterial	2L	22,020	14,300	1	14,300	No	D	0.65
5830	SB Lake Ida Rd/ NE 4th St	George Bush Blvd	Minor Arterial	2L	22,020	19,100	1	19,100	No	D	0.87
	<b>Dixie Highway</b>										
6304	Lindell Blvd	Linton Blvd	Principal Arterial	2L	16,500	15,000	1	15,000	No	C	0.91
	<b>Ocean Boulevard</b>										
5836	South of Linton Blvd	Linton Blvd	Collector	2L	16,500	13,300	1	13,300	No	C	0.81
5834	Linton Blvd	Atlantic Ave	Collector	2L	16,500	8,400	1	8,400	No	C	0.51
5832	Atlantic Ave	George Bush Blvd	Collector	2L	16,500	10,500	1	10,500	No	C	0.64
	<b>Linton Boulevard</b>										
5607	Military Trail	Homewood Blvd	Minor Arterial	6LD	55,300	45,200	1	45,200	No	C	0.82
5661	Homewood Blvd	Congress Ave	Minor Arterial	6LD	55,600	48,300	1	48,300	No	C	0.87
5819	10th Ave SW	Old Dixie Hwy	Minor Arterial	6LD	50,300	52,800	1	52,800	Yes	F	1.05
5821	Old Dixie Hwy	US 1	Minor Arterial	6LD	50,300	49,700	1	49,700	No	D	0.99
5813	US 1	Ocean Blvd	Collector	4LD	33,200	15,900	1	15,900	No	C	0.48
	<b>Atlantic Avenue</b>										
5609	Military Trail	Barwick Rd	Principal Arterial	6LD	50,300	36,100	1	36,100	No	C	0.72
5659	Barwick Rd	Congress Ave	Principal Arterial	6LD	50,300	41,800	1	41,800	No	D	0.83
	Congress Ave	Swinton Ave	Minor Arterial	4LD	33,200	29,000	1	29,000	No	D	0.87
	Federal Highway	Ocean Blvd	Collector	4LD	33,200	4,600	1	4,600	No	C	0.14
	<b>Lake Ida Road</b>										
5623	Military Trail	Barwick Rd	Collector	4LD	36,700	42,898	1	42,898	Yes	F	1.17
5605	Barwick Rd	Congress Ave	Collector	4LD	36,700	42,898	1	42,898	Yes	F	1.17
5307	Congress Ave	Swinton Ave	Collector	4LD	36,700	42,898	1	42,898	Yes	F	1.17
Local City Roads 2040 Daily Volumes											
Station	Roadway		Roadway Type	No. of Lanes	Adopted LOS 'E' Capacity	2040 Daily Traffic					
	From	To				Daily Volume	PSCF	AADT	Exceed Adopted LOS?	Link LOS	V/C
	<b>Barwick Road</b>										
5628	Atlantic Ave	Lake Ida Rd	Collector	2L	14,850	11,900	1	11,900	No	C	0.80
	<b>Atlantic Avenue</b>										
	Swinton Ave	Federal Highway	City Minor Arterial	2L	14,580	7,200	1	7,200	No	C	0.49
	<b>George Bush Boulevard</b>										
5806	Atlantic Ave	Federal Highway	Collector	2L	14,850	14,200	1	14,200	No	D	0.96
	<b>Swinton Avenue</b>										
5808	Linton Blvd	Atlantic Ave	Collector	2L	14,580	9,400	1	9,400	No	B	0.64
5806	Atlantic Ave	Federal Highway	Collector	2L	14,850	14,200	1	14,200	No	D	0.96
	<b>SW 10th Ave/Lindell Boulevard</b>										
	Hidden Valley Blvd	Lindell Blvd	Collector	2L	14,850	15,000	1	15,000	Yes	F	1.01

# **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 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 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 or 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.

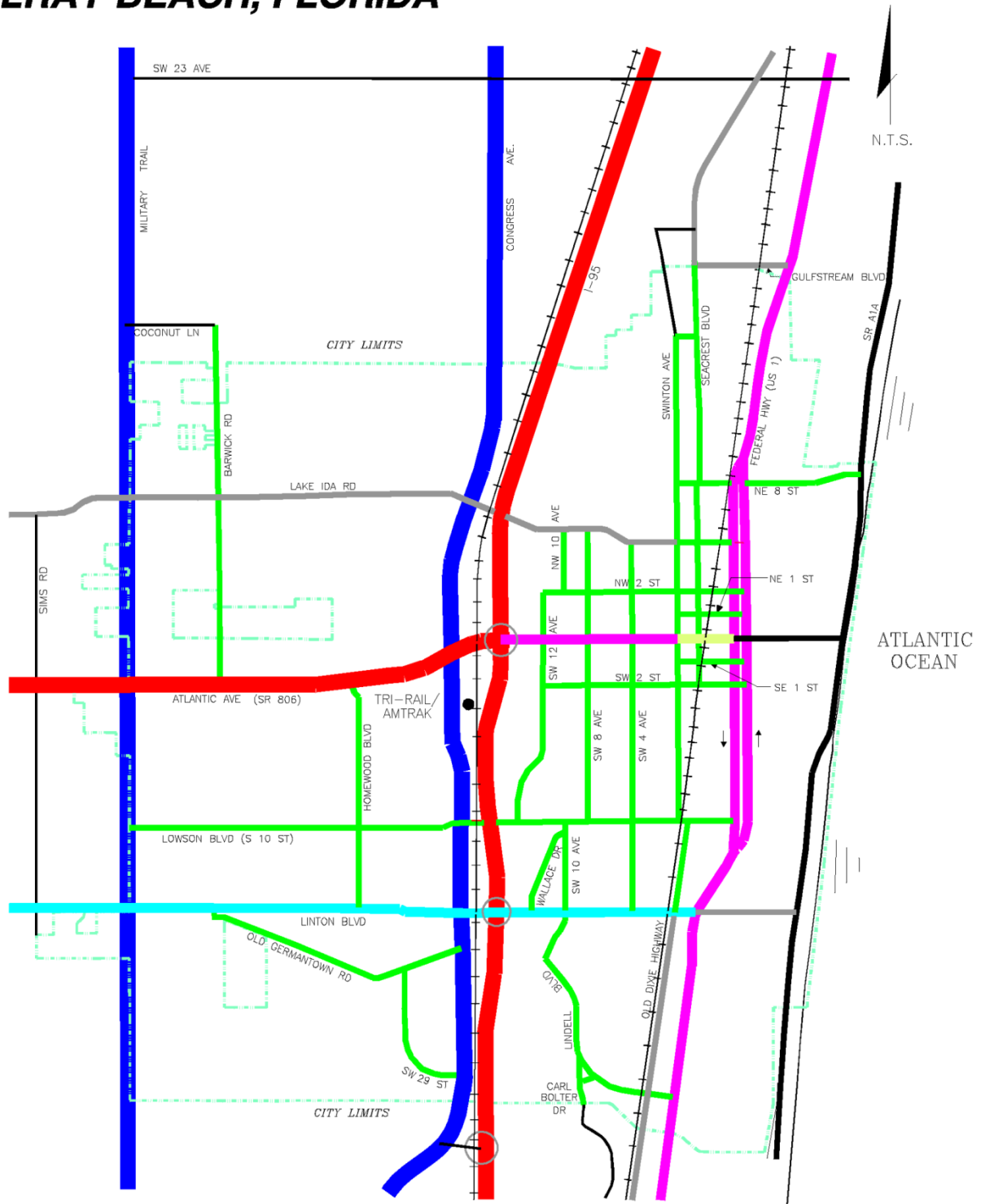
## ***DEFINITIONS***

This section of the Transportation Element contains definitions of traffic terms relating to the contents of this element. 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.

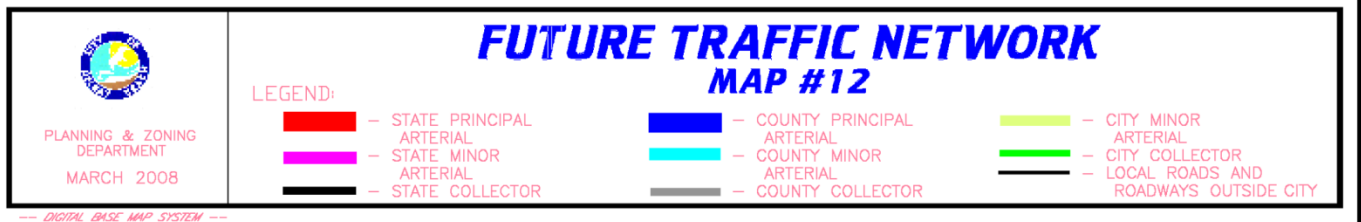
**DOWNTOWN REVITALIZATION** - The physical and economic renewal of a central business district of a community as designated by local government, and includes both downtown development and redevelopment.

**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 (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 60' Southbound	3 Northbound 3 Southbound	
	S.E. 10 <sup>th</sup> Street to approximately Bond Way.	Minor Arterial	State	60' Northbound 60' Southbound	2 Northbound 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 RIGHT-OF- WAY	NUMBER OF ULTIMATE THRU LANES	IMPROVEMENT 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 RIGHT-OF- WAY	NUMBER OF ULTIMATE THRU LANES	IMPROVEMENT 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**

<b>STREET NAME</b>	<b>LIMITS</b>	<b>CLASSIFICATION</b>	<b>JURISDICTION</b>	<b>ULTIMATE RIGHT-OF- WAY</b>	<b>NUMBER OF ULTIMATE THRU LANES</b>	<b>IMPROVEMENT SCHEDULE</b>
Lowson Boulevard	Congress Avenue to Military Trail	Collector	City	80'	2	
N.E. 1st Street	Swinton Avenue to Federal Highway (N.E. 6th Avenue)	Collector	City	55'	2	
S.E. 1st Street	Swinton Avenue to Federal Highway (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 (N.E. 6th Avenue)	Collector	City	50'	2	
S.E. / S.W. 2nd Street	S.W. 12th Avenue to Federal Highway (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 Two Way	Peak Season, Peak Hour, Peak Direction		
				(Class I)	(Class II)	Uninterrupted Flow
2 lanes undivided <sup>1</sup>	2L	12,300	1,170	690	650	1030
2 lanes one-way	2LO	19,600	1,870	2,230	2,050	
3 lanes two-way	3L	15,400	1,460	860	810	
3 lanes one-way	3LO	29,500	2,810	3,350	3,080	
4 lanes undivided <sup>1</sup>	4L	24,500	2,330	1,400	1,280	3490
4 lanes divided	4LD	32,700	3,110	1,860	1,710	3490
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	5230
8 lanes divided	8LD	63,800	6,060	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	16,980	9,340	9,340	
<b>[Ord. 2005-002] [Ord. 2007-013]</b>						
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
<b>Note:</b> 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 18
<b>Note:</b> 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
<b>[Ord. 2005-002] [Ord. 2006-043] [Ord. 2007-013]</b>			

## 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	680	1410
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	3,250	
4 lanes undivided <sup>1</sup>	4L	25,900	2,450	1,400	1,350	3970
4 lanes divided	4LD	34,500	3,270	1,860	1,800	3970
5 lanes two-way	5L	34,500	3,270	1,860	1,800	
6 lanes divided	6LD	51,800	4,920	2,790	2,710	5960
8 lanes divided	8LD	67,000	6,360	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 16 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

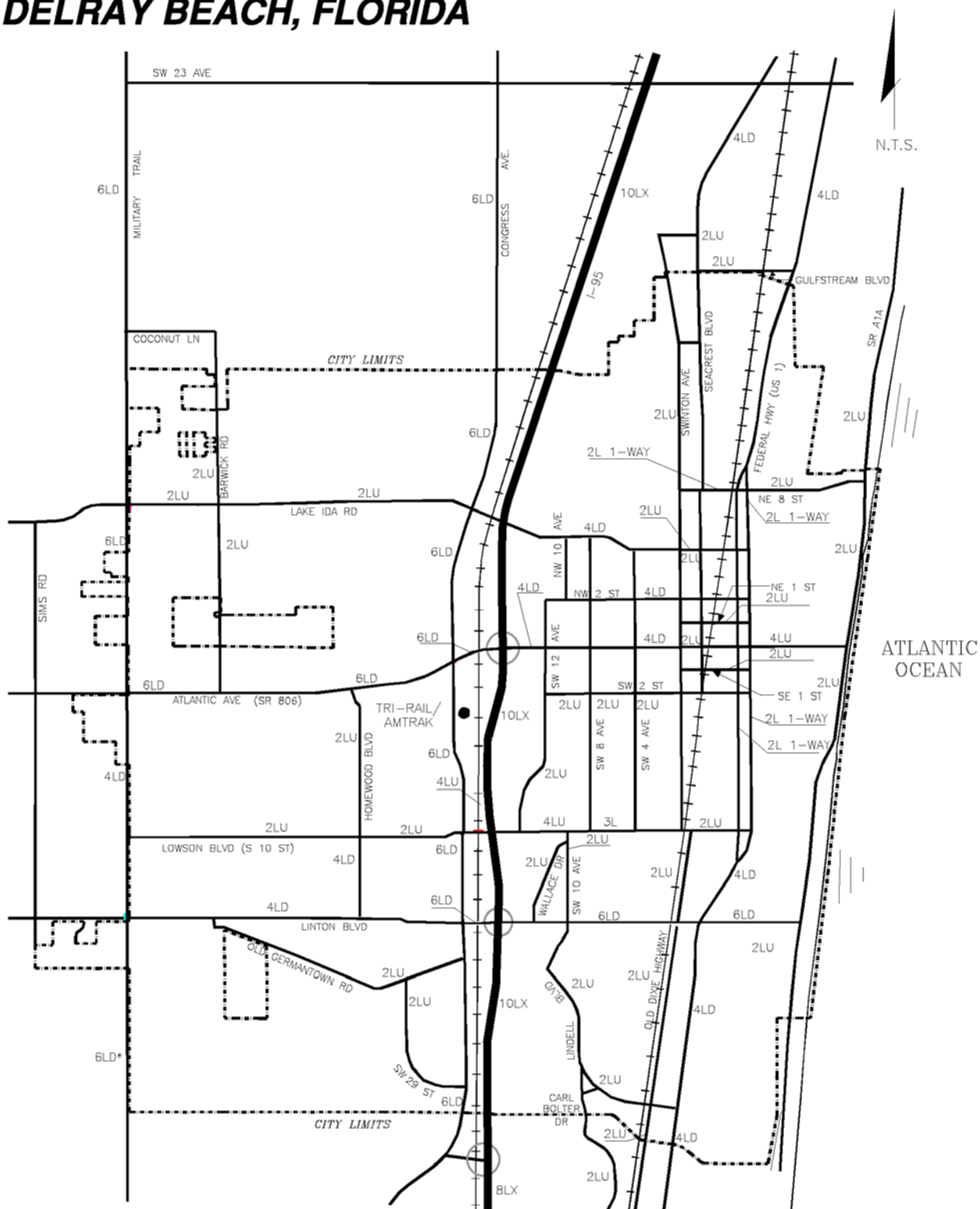
Net External Peak Hour		Two-Way Trip Generation	Radius
1	thru	20	Directly accessed link(s) of first accessed major thoroughfare(s)
21	thru	50	0.5 miles
51	thru	100	1 mile
101	thru	500	2 miles
501	thru	1,000	3 miles
1,001	thru	2,000	4 miles
2,001	thru	Up	5 miles
[Ord. 2005-002] [Ord. 2006-043] [Ord. 2007-013]			

## 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



PLANNING & ZONING  
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## EXISTING ROADWAY LANEAGES

LEGEND:

6LD - ROADWAY LANEAGE  
LD - LANES DIVIDED

LU - LANES UNDIVIDED  
\* - UNDER CONSTRUCTION

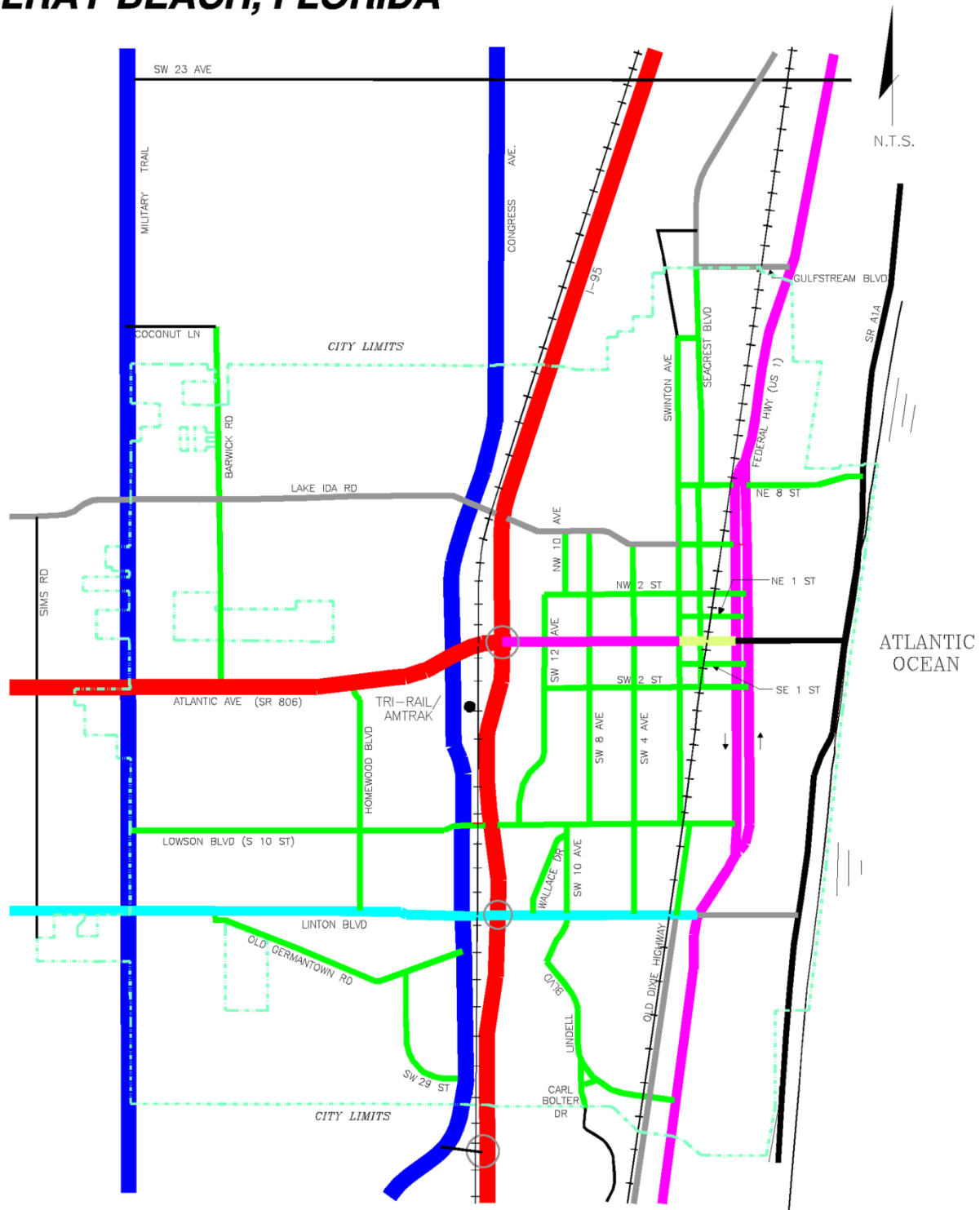
LX - LANES EXPRESSWAY  
(LIMITED ACCESS)

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

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



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MARCH 2008

## 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 |

— DIGITAL BASE MAP SYSTEM —

# COMPREHENSIVE PLAN

## DELRAY BEACH, FLORIDA

SW 23 AVE

MILITARY TRAIL

CONGRESS AVE.

I-95

20816

165600

21583

GULFSTREAM BLVD

SR 41A

7846

27234

COCONUT LN

27234

11639

20480

BARWICK RD

26935

LAKE IDA RD

34011

12328

6771

6784

NE 8 ST

12754

11045

14379

13358

14362

11580

9641

SE 1 ST

15198

13071

39604

41694

ATLANTIC AVE (SR 806)

40658

LOWSON BLVD (S 10 ST)

27024

38210

35165

LINTON BLVD

32143

16548

13667

27289

11418

185300

21164

35283

OLD GERMANTOWN RD

SW 29 ST

CITY LIMITS

TRI-RAIL/AMTRAK

HOMEWOOD BLVD

37935

44724

35964

38825

23964

9260

SW 2 ST

SW 8 AVE

SW 4 AVE

SW 12 AVE

NW 10 AVE

NW 2 ST

NE 1 ST

NE 8 ST

SW 10 AVE

WALLACE DR

45508

182400

LINDELL

CARL BOLTER DR

27289

11418


185300

ATLANTIC OCEAN

N.T.S.

NOTE: COUNTY STANDARDS SHOWN ON ALL ROADWAYS. STATE STANDARD IS PEAK HOUR DIRECTIONAL DAILY TRAFFIC DATA IS SHOWN FOR INFORMATION PURPOSES ONLY ON STATE ROADS.

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



CITY OF  
DELRAY BEACH

PLANNING & ZONING  
DEPARTMENT

MARCH 2008

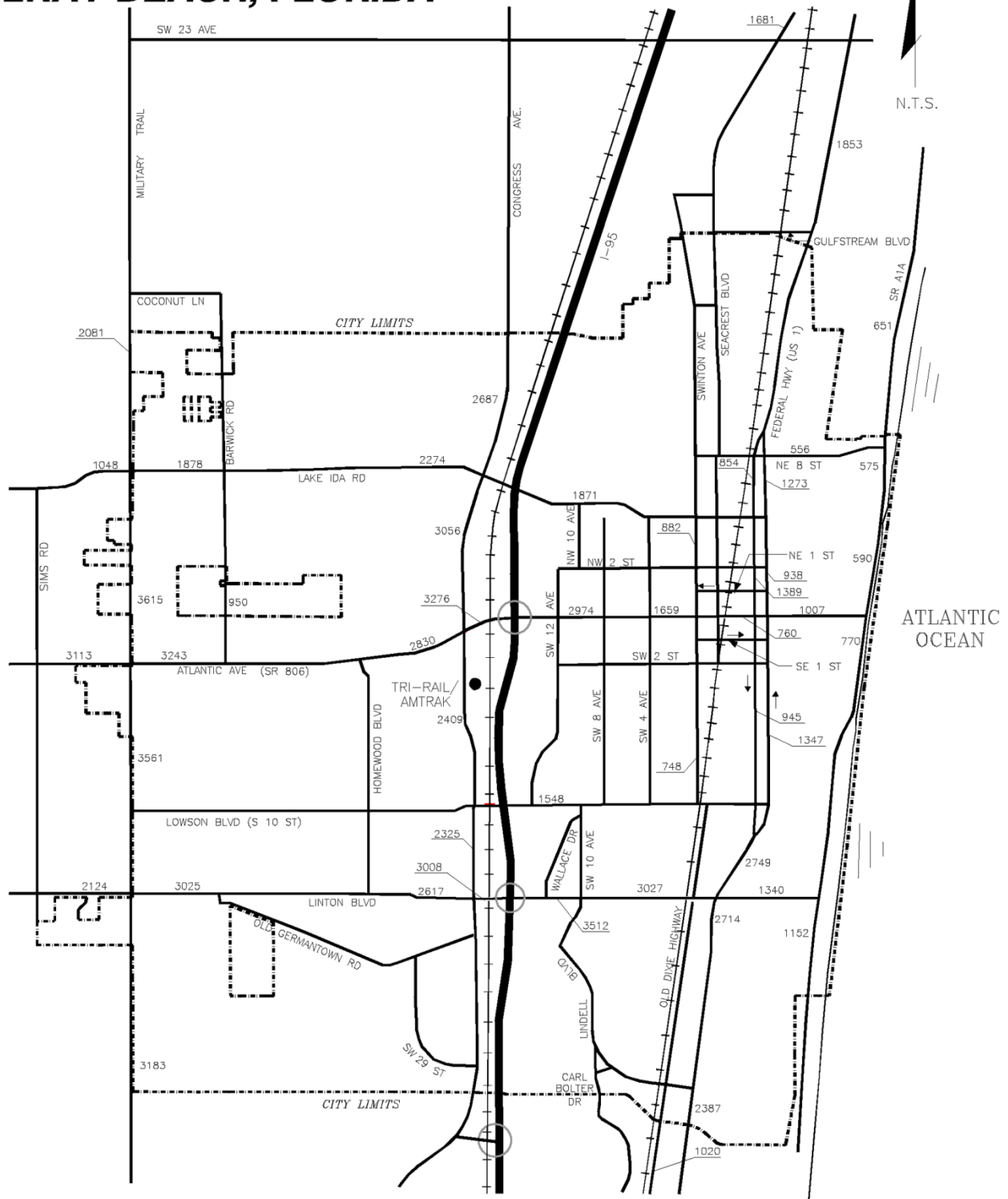
### EXISTING (2008) ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

MAP #15

\*\* SOURCE: PALM BEACH COUNTY ENGINEERING AND PUBLIC WORKS DEPARTMENT 2008 ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

--- DIGITAL BASE MAP SYSTEM ---

# COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



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



PLANNING & ZONING  
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

--- DIGITAL BASE MAP SYSTEM ---

**Table T-5**  
**2006 Intersection Accident Data<sup>(1)</sup>**

INTERSECTION	2004 ACCIDENTS	2004 MEV <sup>(2)</sup>	ACCIDENT RATE <sup>(3)</sup>	RANKS BY RATE	RANKS BY 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	93	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)	16	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	6.4	4.4	1	10
Atlantic Ave/Barwick Rd	25	18.8	1.3	17	11
Lake Ida Rd (NE 4th ST)/Congress Ave	38	20.2	1.9	10	6
Barwick 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)/Lindell Blvd	11	12.9	0.9	27	25
Atlantic Ave/Cumberland Dr	12	11.9	1.0	24	22
Atlantic Ave/SW 1st Ave	10	12.6	0.8	30	28
Atlantic Ave/SW 10th Ave	9	14.8	0.6	33	29
Atlantic Ave/SW 12th Ave	16	16.2	1.0	25	17
Atlantic Ave/ Whatley Rd	23	14.9	1.5	15	13
Military Tr/Lake Front Blvd	16	17.0	0.9	26	17
Linton Blvd/Old Germantown Rd	16	13.4	1.2	19	17
Linton Blvd/Sims Rd	11	9.6	1.2	22	25
Linton Blvd/SW 10th Ave	24	19.3	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	11.3	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>(1)</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>(3)</sup>	Woolbright Rd	Atlantic Ave	10LX	State	165,281	176,900	D
	Atlantic Ave	Linton Blvd	10LX	State	165,281	176,900	D
	Linton Blvd	Congress Ave	10LX	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	10,257	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	11,620	15,400	D
	NE 8 ST	Atlantic Ave	2L	State	12,032	15,400	D
	Atlantic Ave	Linton Blvd	2L	State	13,614	15,400	D
NE 8 ST/George Bush Blvd	Federal Hwy (US-1)	A-1-A	2L	City	8,442	15,400	C
Lake Ida Rd	Military Trail	Barwick Rd	4LD	County	22,129	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
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	Federal Hwy (US-1)	2L	City	6,893	15,400	C
Carl Bolter Dr	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

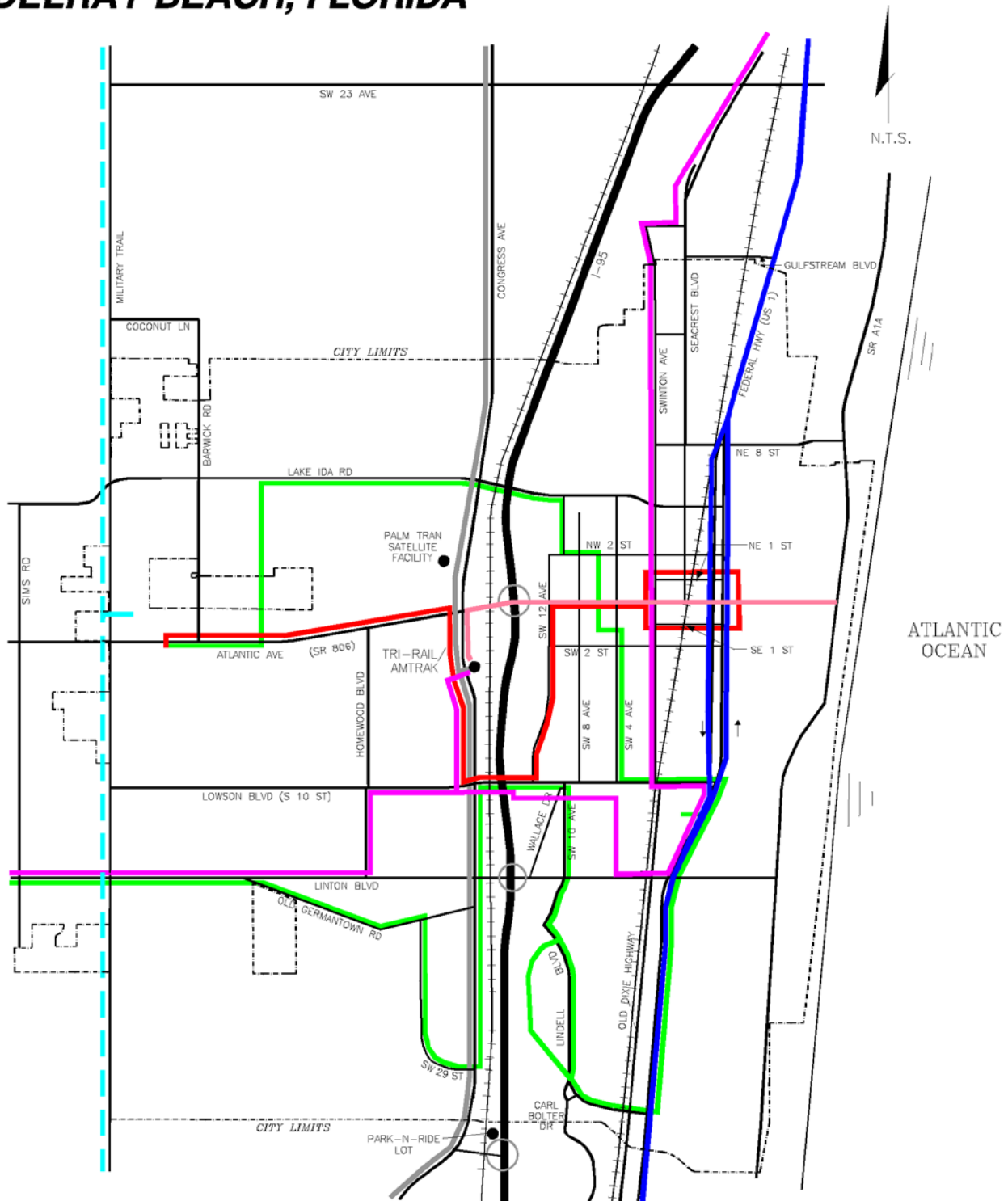
ROADWAY	FROM	TO	NUMBER OF LANES	SIGNALS PER MILE	JURIS	TOTAL VOLUME	LOS "D" CAPACITY <sup>(1)</sup>	LOS
Military Trail	Coconut Ln	Lake Ida Rd	6LD	1.4	County	2,305	2,790	B
	Lake Ida Rd	Atlantic Ave	6LD	2.7	County	2,609	2,570	E
	Atlantic Ave	Linton Blvd	6LD	0.8	County	2,513	2,790	C
	Linton Blvd	South City Limits	6LD	3.0	County	2,508	2,570	D
Congress Ave	North City Limits	Lake Ida Rd	6LD	2.1	County	1,739	2,570	B
	Lake Ida Rd	Atlantic Ave	6LD	2.1	County	1,713	2,570	B
	Atlantic Ave	Linton Blvd	6LD	2.1	County	1,788	2,570	B
	Linton Blvd	South City Limits	6LD	2.1	County	1,788	2,570	B
I-95	Woolbright Rd	Atlantic Ave	10LX	0.0	State	15,371	9,440	F
	Atlantic Ave	Linton Blvd	10LX	0.0	State	15,371	9,440	F
	Linton Blvd	Congress Ave	10LX	0.0	State	16,703	9,440	F
Seacrest 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-1-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-1-A	2L	2.7	City	365	810	C
Lake Ida Rd	Military Trail	Barwick Rd	4LD	1.3	County	990	1,860	B
	Barwick 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	2,570	B
	Congress Ave	I-95	6LD	2.6	State	1,491	2,570	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-1-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>(2)</sup>	Sims Rd	Military Trail	6LD	0.5	County	1,327	2,790	B
	Military Trail	Congress Ave	6LD	1.7	County	1,805	2,790	B
	Congress Ave	I-95	6LD	4.0	County	2,369	2,570	D
	I-95	SW 10 Ave	6LD	4.0	County	3,022	2,570	F
	SW 10 Ave	Federal Hwy (US-1)	6LD	4.0	County	1,860	2,570	B
	Federal Hwy (US-1)	A-1-A	6LD	4.0	County	896	2,570	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	1,860	B
Lindell Blvd	SW 10 Ave	Carl Bolter Dr	2L	1.2	City	926	860	F
	Carl Bolter Dr	Federal Hwy (US-1)	2L	1.2	City	662	860	C
Carl Bolter Dr	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 TRAN, PALM BEACH COUNTY BOARD OF COUNTY COMMISSIONERS.



PLANNING & ZONING  
DEPARTMENT  
MARCH 2008

## INTERMODAL FACILITIES MAP #17

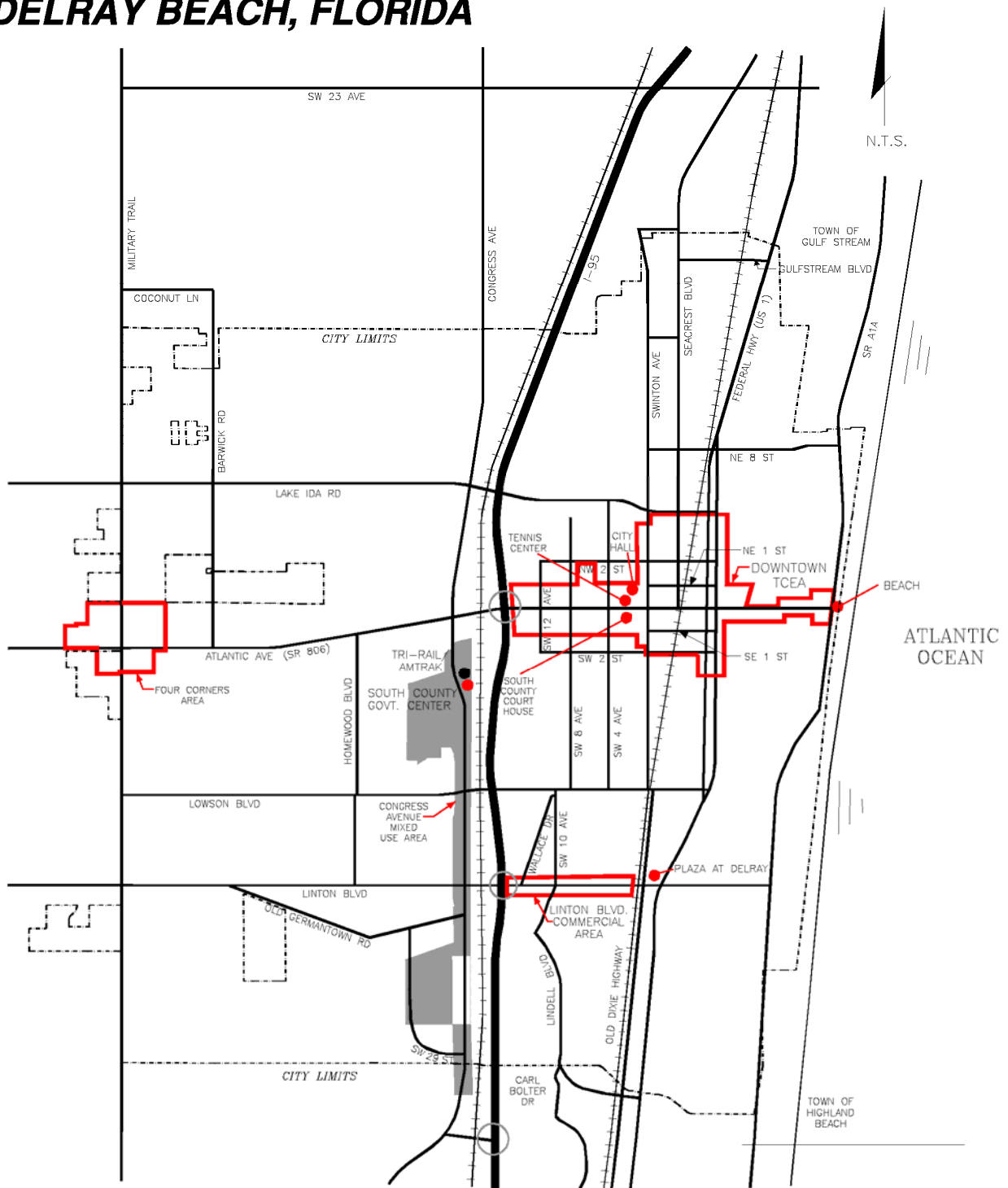
### LEGEND:

#### PALM TRAN ROUTES

- : ROUTE 81
- : ROUTE 80
- : ROUTE 3
- : ROUTE 1
- : ROUTE 70
- : ROUTE 2
- : EXISTING FACILITY

- : DOWNTOWN ROUNDABOUT ROUTE
- : DOWNTOWN ROUNDABOUT

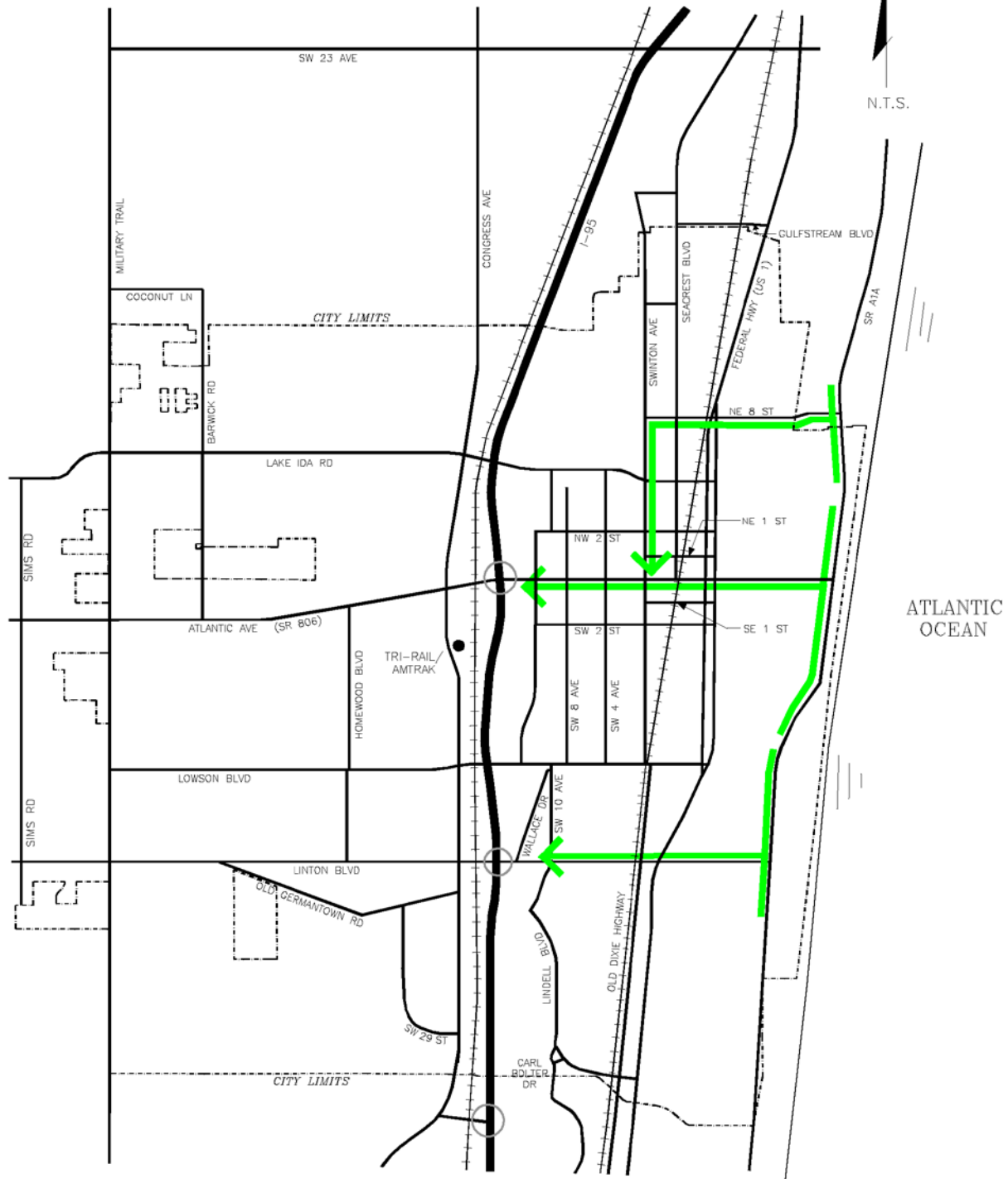
# COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



PLANNING & ZONING  
DEPARTMENT  
MARCH 2006

## MAJOR TRIP PRODUCERS/ATTRACTORS MAP #18

# COMPREHENSIVE PLAN DELRAY BEACH, FLORIDA



SOURCE: PALM BEACH COUNTY COMPREHENSIVE EMERGENCY MANAGEMENT PLAN.



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DEPARTMENT  
MARCH 2008

## HURRICANE EVACUATION ROUTES MAP #19

LEGEND:  - EVACUATION ROUTE

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

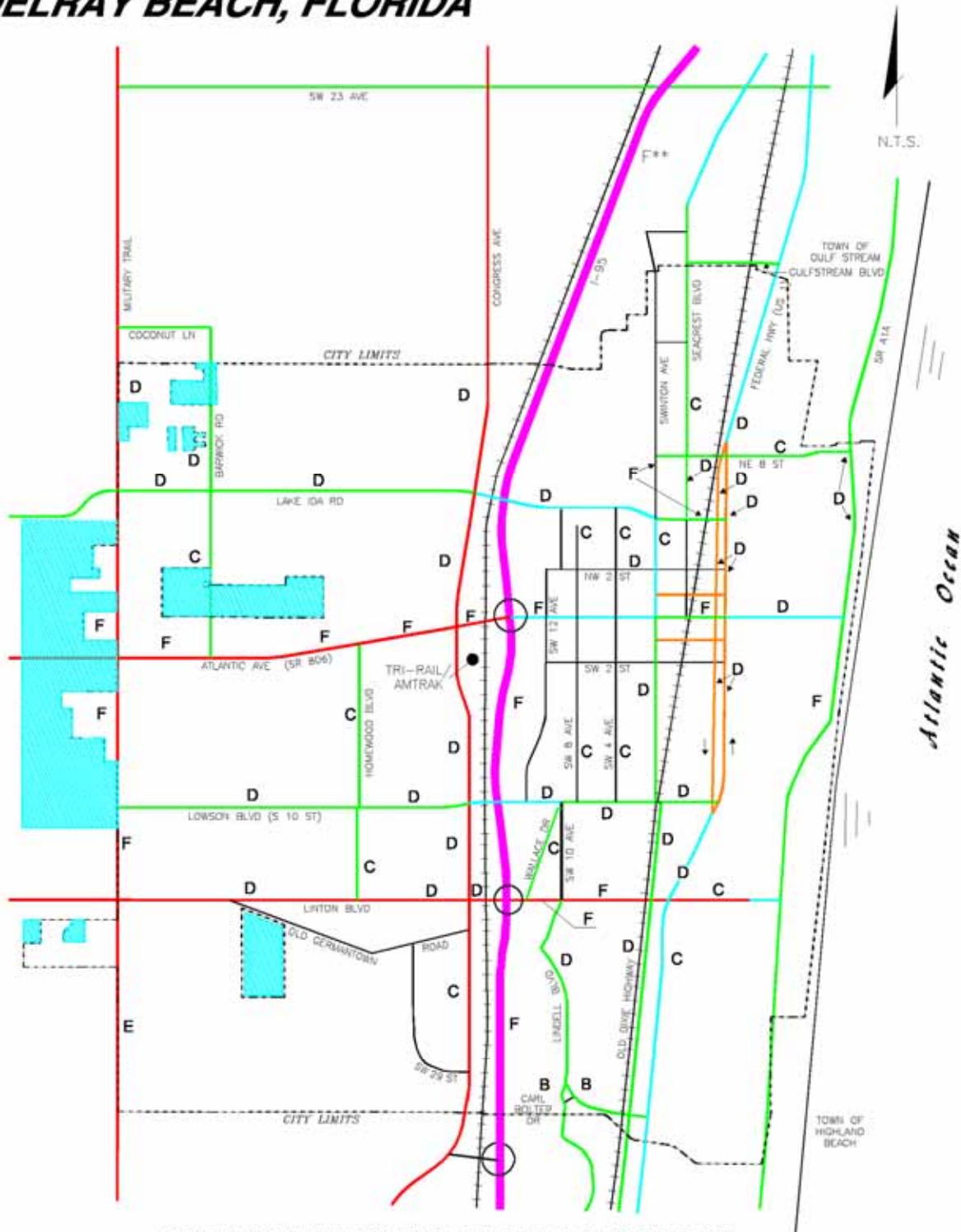
ROADWAY	FROM	TO	JURISDICTION	STATUS OF PROGRAMMED AND/OR PLANNED IMPROVEMENT	
				IMPROVEMENT	YEAR
I-95/SR-9	Yamato Road	Linton Boulevard	State	Addition of 2 lanes and reconstruction <sup>(2)</sup>	2009 PE
Old Dixie Hwy	Yamato Road	Linton Boulevard	County	Addition of 2 lanes from 2L to 4LD <sup>(1)</sup>	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, 2015 COUNTY MODEL.



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MARCH 2006

## LEGEND:

- 10L
- 8L
- 6L
- 4L
- 2L ONE-WAY
- 2L

COUNTY JURISDICTION

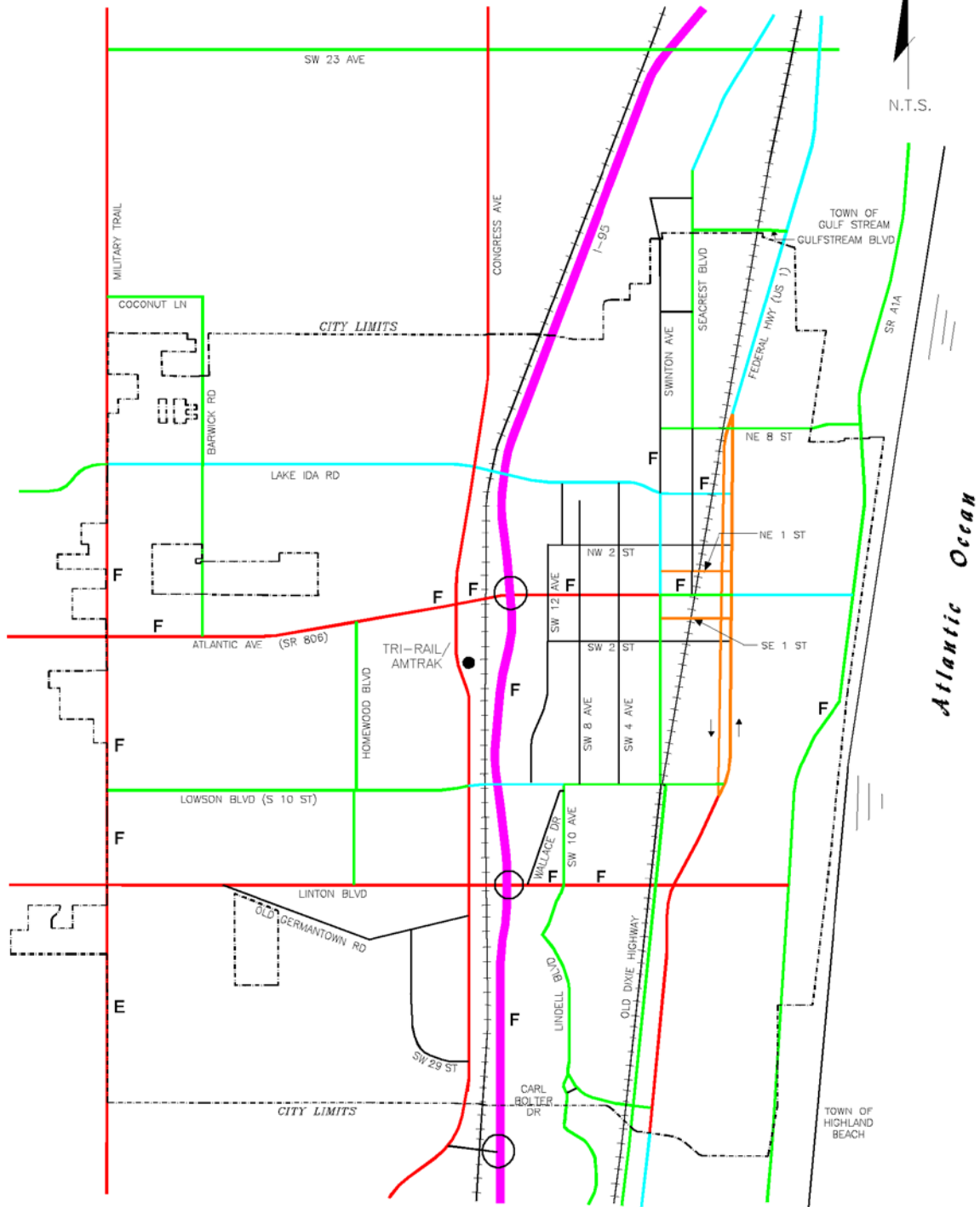


NOT SHOWN IN 2025  
COUNTY MODEL

## 2025 OPERATING CONDITIONS PRIOR TO PROGRAMMED IMPROVEMENTS MAP #20

# COMPREHENSIVE PLAN

## DELRAY BEACH, FLORIDA



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



PLANNING & ZONING  
DEPARTMENT  
MARCH 2006

## 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 IMPROVEMENT	PLANNED SCHEDULE FOR IMPROVEMENT	ESTIMATE NEED FOR 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 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.

**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/or 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.