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 of State Five Year Plans.

Natural Disaster Evacuation:

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

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

- Evacuation routes can accommodate the population of the Coastal High Hazard Area with an evacuation time of 7-10 hours.

- There are no constraints to evacuation other than localized street flooding along evacuation routes and backlog traffic on I-95 and the Florida Turnpike, the regional evacuation routes.

- No significant changes in these conditions would be created through development allowed by the Future Land Use Map. It is noted the City is approaching build out and most development is infill or development on relatively small vacant tracts of land. It is also noted that redevelopment at higher residential densities is not permitted on the barrier island.

Growth Trends and Travel Patterns:

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

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

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

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

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

Compatibility Between Future Land Use and Transportation:

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

Intermodal Facilities:

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

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

Projected Levels of Service and System Needs:

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

- I-95 - south City limits to the north City limits (facility will continue to be over capacity after improvements through 2010).

- Federal Highway - North of Linton Boulevard south to Lindell Boulevard

- Linton Boulevard - I-95 to SW 10th Avenue (not programmed through 2025 and has physical right-of-way constraints).

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

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

- ❑ Federal Highway widening from 4 lanes to 6 lanes from north of Linton Boulevard to Lindell Boulevard.

- ❑ Federal Highway reduction of lanes on one way pairs from 3 lanes in each direction to 2 lanes in each direction.

- ❑ Old Dixie Highway widening from 2 lanes to 4 lanes from south City Limits to Lindell Boulevard.

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

- ❑ Atlantic Avenue between Congress Avenue and I-95 (County facility for which no improvement or funding has been identified).

- ❑ Atlantic Avenue between Military Trail and Congress Avenue

- ❑ Atlantic Avenue between Swinton and Federal Highway (the roadway is in the TCEA area which is exempt from traffic concurrency and widening is inconsistent with downtown plans).

- ❑ Linton Boulevard between I-95 and Old Dixie Highway (This section is currently developed to its full right-of-way width).

- ❑ Dixie Highway from Lindell north to Linton Boulevard (no funding or improvement is shown on the 2025 Cost Feasibility Plan).

- ❑ I-95 - from south City limits north to the north City limits (will continue to exceed LOS E)

- ❑ Swinton Avenue between Lake Ida Road and George Bush Boulevard (Widening of this road is inconsistent with City plans).

- ❑ Lake Ida Road between NE 2nd 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.

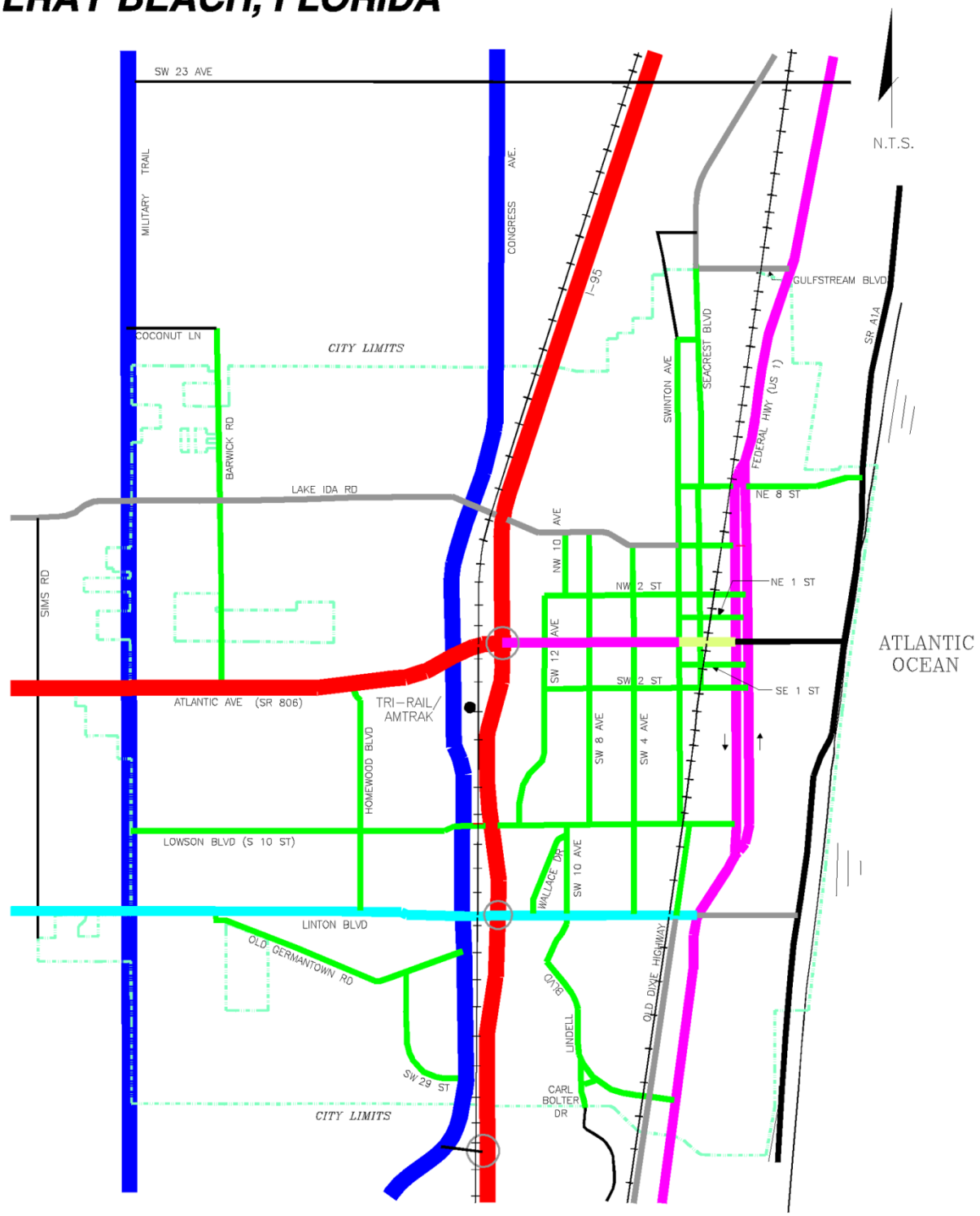
DEFINITIONS

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.

PLANNING & ZONING DEPARTMENT
MARCH 2008

FUTURE TRAFFIC NETWORK
MAP #12

LEGEND:

- STATE PRINCIPAL ARTERIAL
- STATE MINOR ARTERIAL
- STATE COLLECTOR
- COUNTY PRINCIPAL ARTERIAL
- COUNTY MINOR ARTERIAL
- COUNTY COLLECTOR
- CITY MINOR ARTERIAL
- CITY COLLECTOR
- LOCAL ROADS AND ROADWAYS OUTSIDE CITY

-- DIGITAL BASE MAP SYSTEM --

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. 10th Street	Minor Arterial	State	60’ Northbound 60’ Southbound	3 Northbound 3 Southbound	
	S.E. 10th 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. 22nd 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. 10th Avenue to Federal Highway	Collector	City	80’	2	
	Linton Boulevard to S.W. 10th Avenue	Collector	City	50’	2	
N.W. / S.W. 4th Avenue	Lake Ida Road to South 10th Street	Collector	City	50’	2	
N.W. / S.W. 8th Avenue	Lake Ida Road to Linton Blvd.	Collector	City	50’	2	
N.W. 10th Avenue / S.W. 12th Avenue, Auburn Trace and S.W. 14th Avenue	Lake Ida Road to S.W. 10th Street	Collector	City	50’	2	
Homewood Boulevard	West Atlantic Avenue to Linton Boulevard	Collector	City	80’	4	
George Bush Boulevard	Swinton Avenue to A-1-A	Collector	City	80’	2	
S.E. / S.W. 10th Street	Congress Avenue to Federal Highway (S.E. 6th Avenue)	Collector	City	80’	4 - 2	

TABLE T-1 STREET NETWORK CLASSIFICATION AND IMPROVEMENTS

STREET NAME	LIMITS	CLASSIFICATION	JURISDICTION	ULTIMATE RIGHT-OF-WAY	NUMBER OF ULTIMATE THRU LANES	IMPROVEMENT SCHEDULE
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[1]	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[1]	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	

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

Based on the FDOT Quality/ LOS Manual, 2002 edition.

[1] Service volumes for "undivided" roadways assume no left turn lanes are available

LOS D Intersection Thresholds

LOS	Critical Movement	HCM Operational Analysis
D	1,400	Greater than 35.0 to 55.0 Seconds of Delay
Note: The delay identifies seconds of delay greater than 35.0 and less than or equal to 55.0.		

LOS D Speed Thresholds

Urban Street Class	I	II	III
Range of Free Flow Speeds (FFS)	55 to 45 miles per hour	45 to 35 miles per hour	35 to 30 miles per hour
Typical FFS	50 miles per hour	40 miles per hour	35 miles per hour
LOS	Average Travel Speed (Miles per Hour)		
D	Greater than 21 to 27	Greater than 17 to 22	Greater than 14 to 18
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 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 Two-Way	Peak Season, Peak Hour, Peak Direction		
				Class I	Class II	(Uninterrupted Flow)
2 lanes undivided[1]	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[1]	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

[1]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

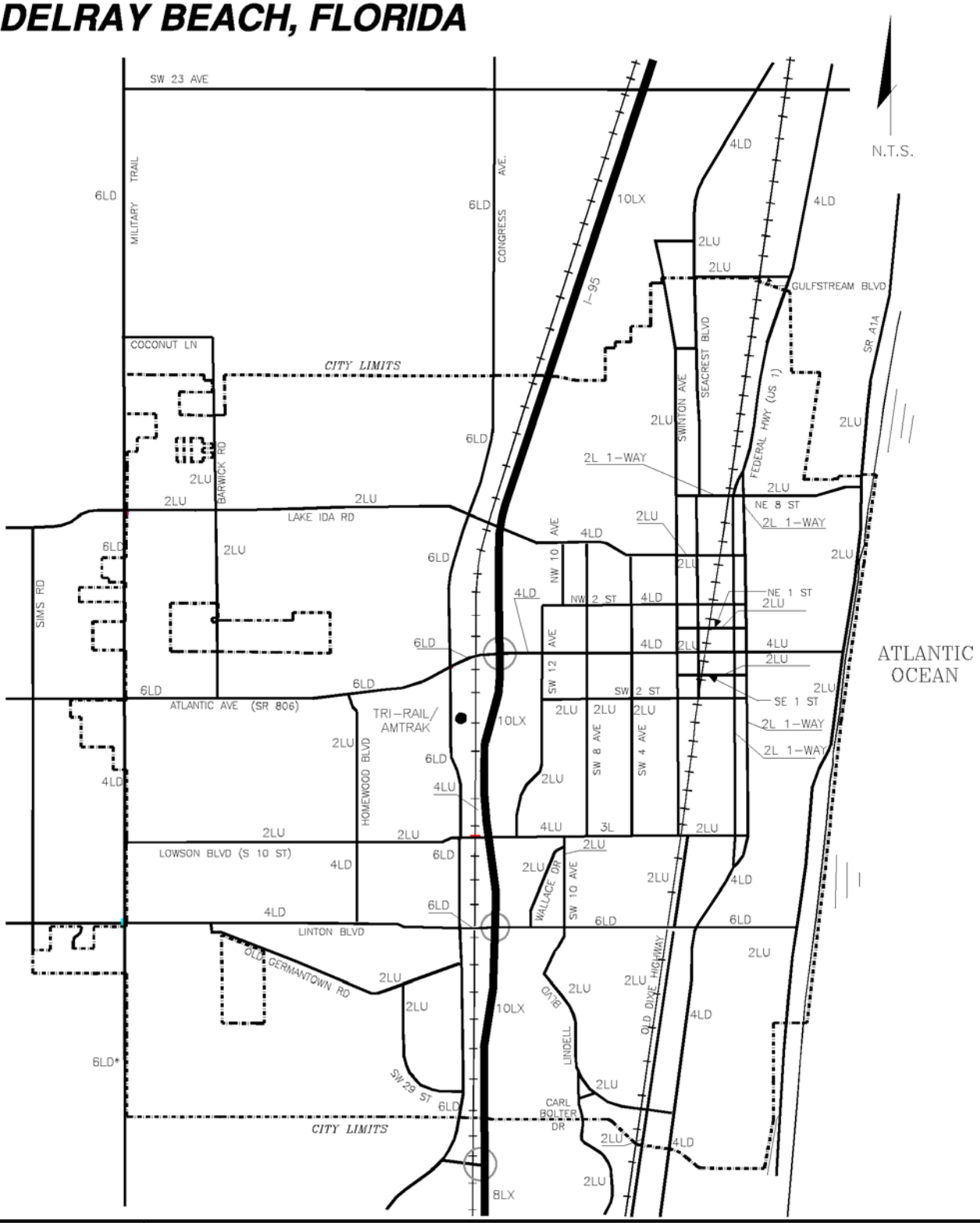
[Ord. 2005-002] [Ord. 2006-043] [Ord. 2007-013]

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



EXISTING ROADWAY LANEAGES
MAP #13

PLANNING & ZONING DEPARTMENT
MARCH 2008

LEGEND:

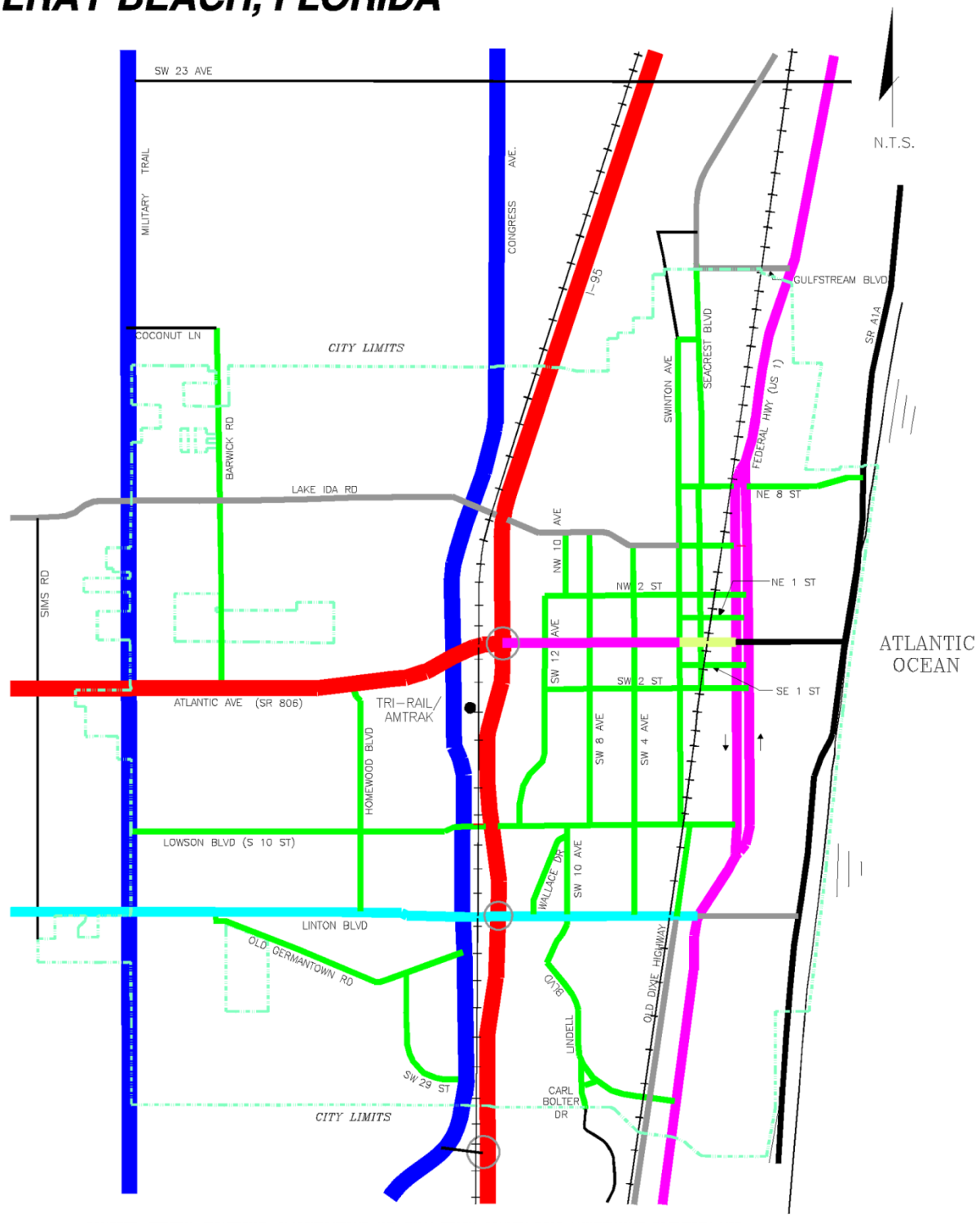
6LD – ROADWAY LANEAGE
LD – LANES DIVIDED
LU – LANES UNDIVIDED
* – UNDER CONSTUCTION
LX – LANES EXPRESSWAY (LIMITED ACCESS)

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 29th Street	Old Germantown Road	Congress Avenue	0.0	Unsig
NW 10th Ave./SW 12th Ave./ SW 14th Avenue	Lake Ida Road	Lowson Boulevard	0.0	Unsig
Wallace Drive	Linton Boulevard	SW 10th Avenue	0.0	Unsig
SW 10th Avenue	Lowson Boulevard	Linton Boulevard	0.0	Unsig
Lindell Boulevard	Linton Boulevard	Federal Highway (US 1)	1.2	I
Carl Bolter Drive	Lindell Boulevard	South City Limits	0.0	Unsig
Brant Drive/Blue Jay Turn	Carl Bolter Drive	Lindell Boulevard	0.0	Unsig
SW 8th Avenue	NW 4th Street	Lowson Boulevard	0.0	Unsig
SW 4th Avenue	Lake Ida Road	Lowson Boulevard	0.0	Unsig
Congress Avenue	Ridgewood Road	I-95	1.7	1
Seacrest Blvd./NE 2nd Ave.	Gulfstream Boulevard	Atlantic Avenue	2.3	II
Swinton Avenue	North City Limits NE 4th Street	NE 4th Street Lowson Boulevard	0.5 3.7	I II
Old Dixie Highway	SE 10th Street	South City Limits	0.9	I
Federal Highway (US 1)	Gulfstream Boulevard NE 4th Street Linton Boulevard	NE 4th 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 8th Street	Swinton Avenue	A1A	2.7	II
Lake Ida Road (NE 4th Street)	Hagan Ranch Road Congress Avenue	Congress Avenue Federal Highway (US 1)	1.6 3.3	I II
NW/NE 2nd Street	NW 12th 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 2nd Street	SW 12th 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 (1)	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.

PLANNING & ZONING DEPARTMENT
MARCH 2008

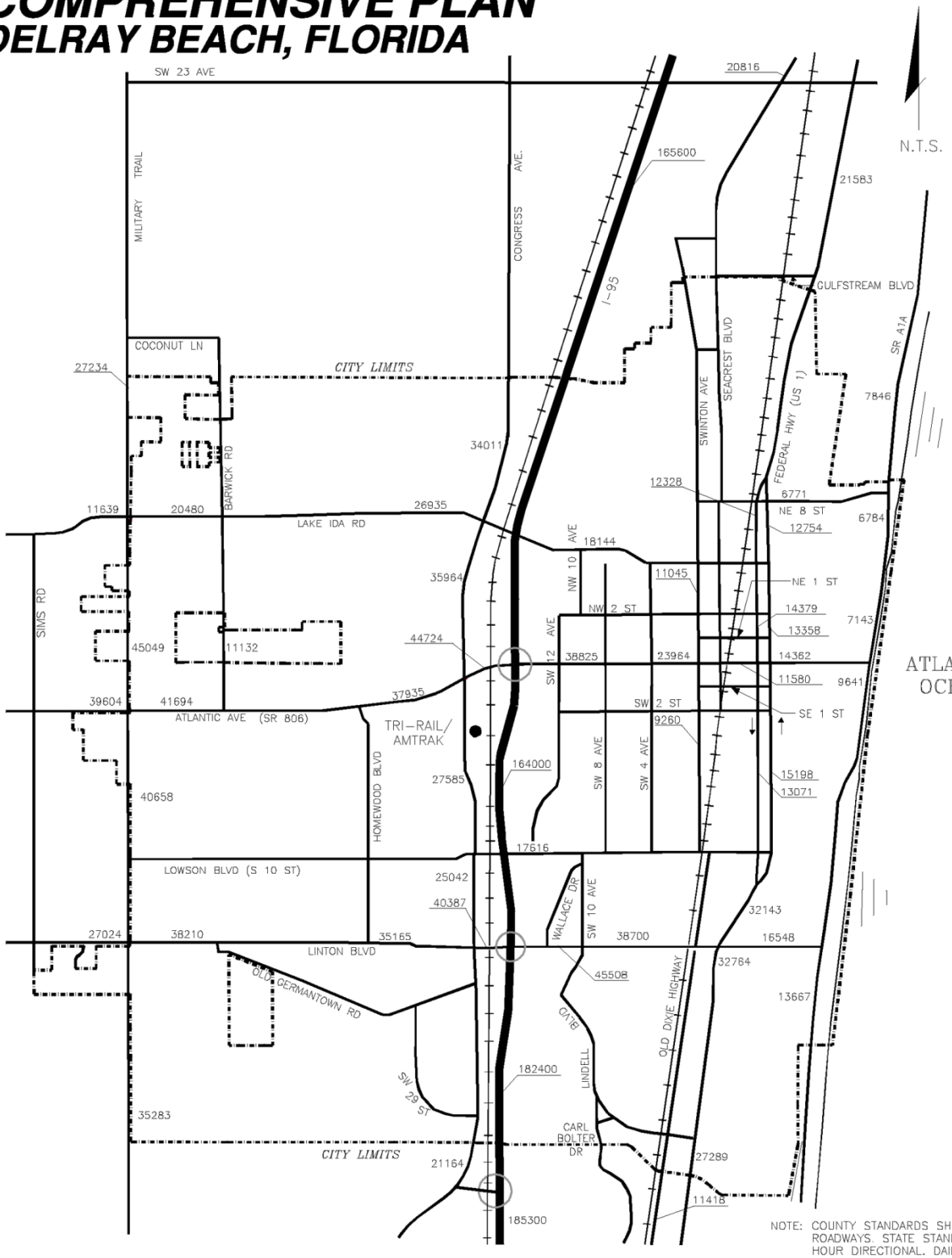
FUNCTIONAL CLASSIFICATIONS AND MAINTENANCE RESPONSIBILITY
MAP #14

LEGEND:

- STATE PRINCIPAL ARTERIAL
- STATE MINOR ARTERIAL
- STATE COLLECTOR
- COUNTY PRINCIPAL ARTERIAL
- COUNTY MINOR ARTERIAL
- COUNTY COLLECTOR
- CITY MINOR ARTERIAL
- CITY COLLECTOR
- LOCAL ROADS AND ROADWAYS OUTSIDE CITY

-- DIGITAL BASE MAP SYSTEM --

COMPREHENSIVE PLAN
DELRAY BEACH, FLORIDA



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.

PLANNING & ZONING DEPARTMENT

MARCH 2008

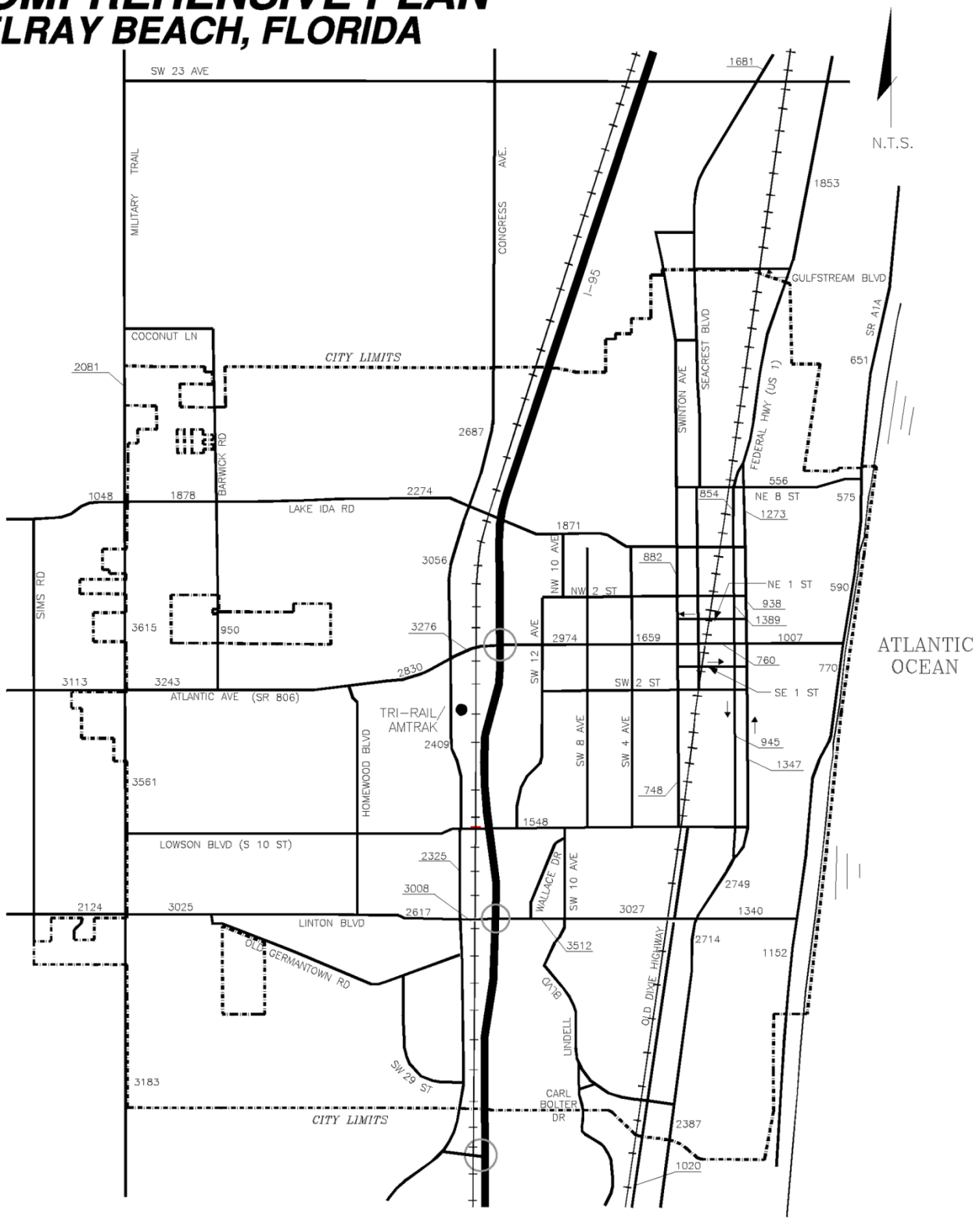
EXISTING (2008) ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

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[1]

INTERSECTION	2004 ACCIDENTS	2004 MEV [2]	ACCIDENT RATE [3]	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
Atlnatic 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[2]	LOS D SERV VOL [1]	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 [3]	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
	Linton Blvd	Lindell Blvd	4LD	State	40,912	32,700	F
A-1-A	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 [4]	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

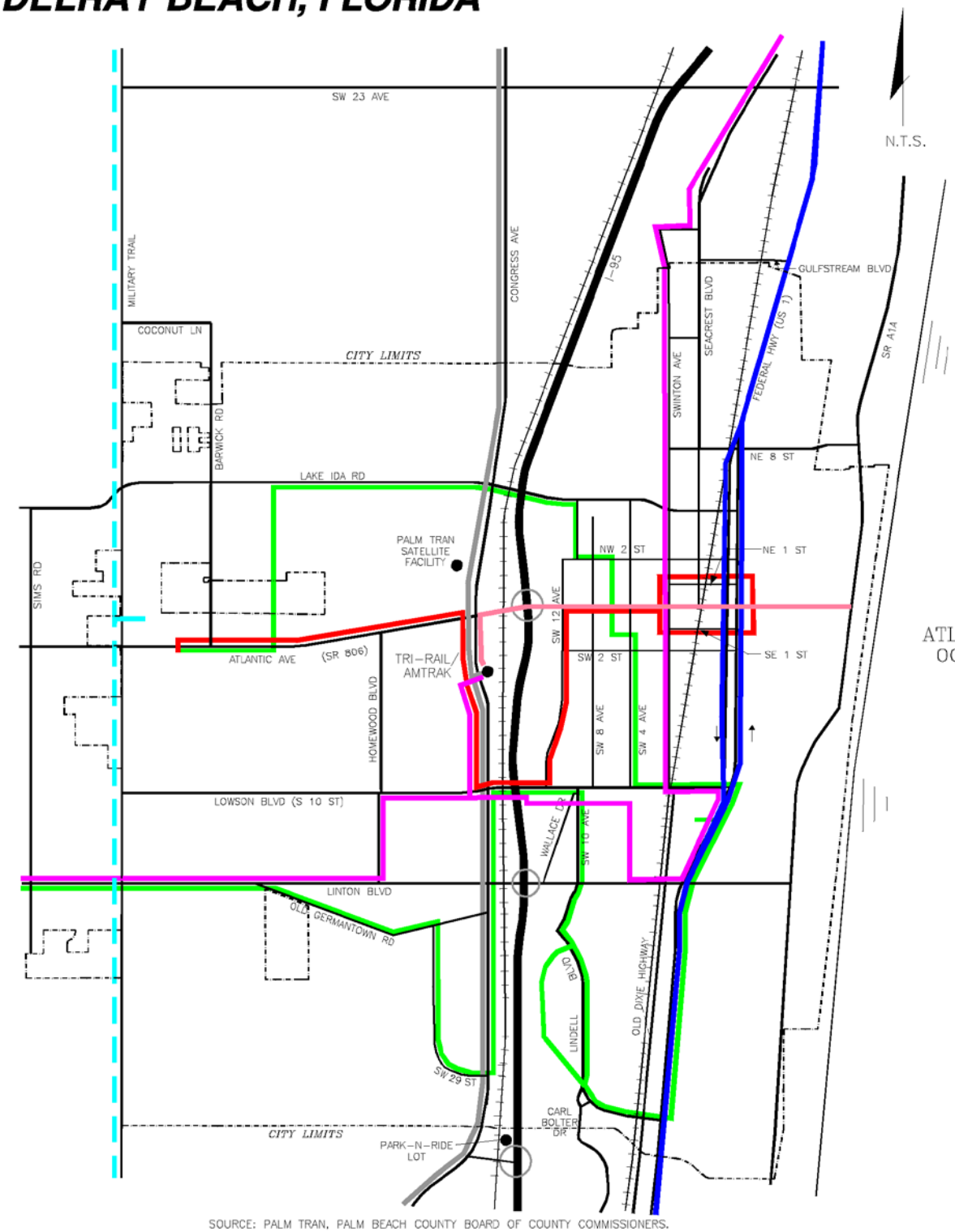
ROADWAY	FROM	TO	NUMBER OF LANES	SIGNALS PER MILE	JURIS	TOTAL VOLUME	LOS "D" CAPACITY [1]	LOS
Military Trail	Coconut Ln	Lake Ida Rd	6LD	1.4	County	2,305	2,790	B
	Lake Ida Rd	Atlantic Ave	6LD	2.7	County	2,609	2,570	E
	Atlantic Ave	Linton Blvd	6LD	0.8	County	2,513	2,790	C
	Linton Blvd	South City Limits	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 [2]	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

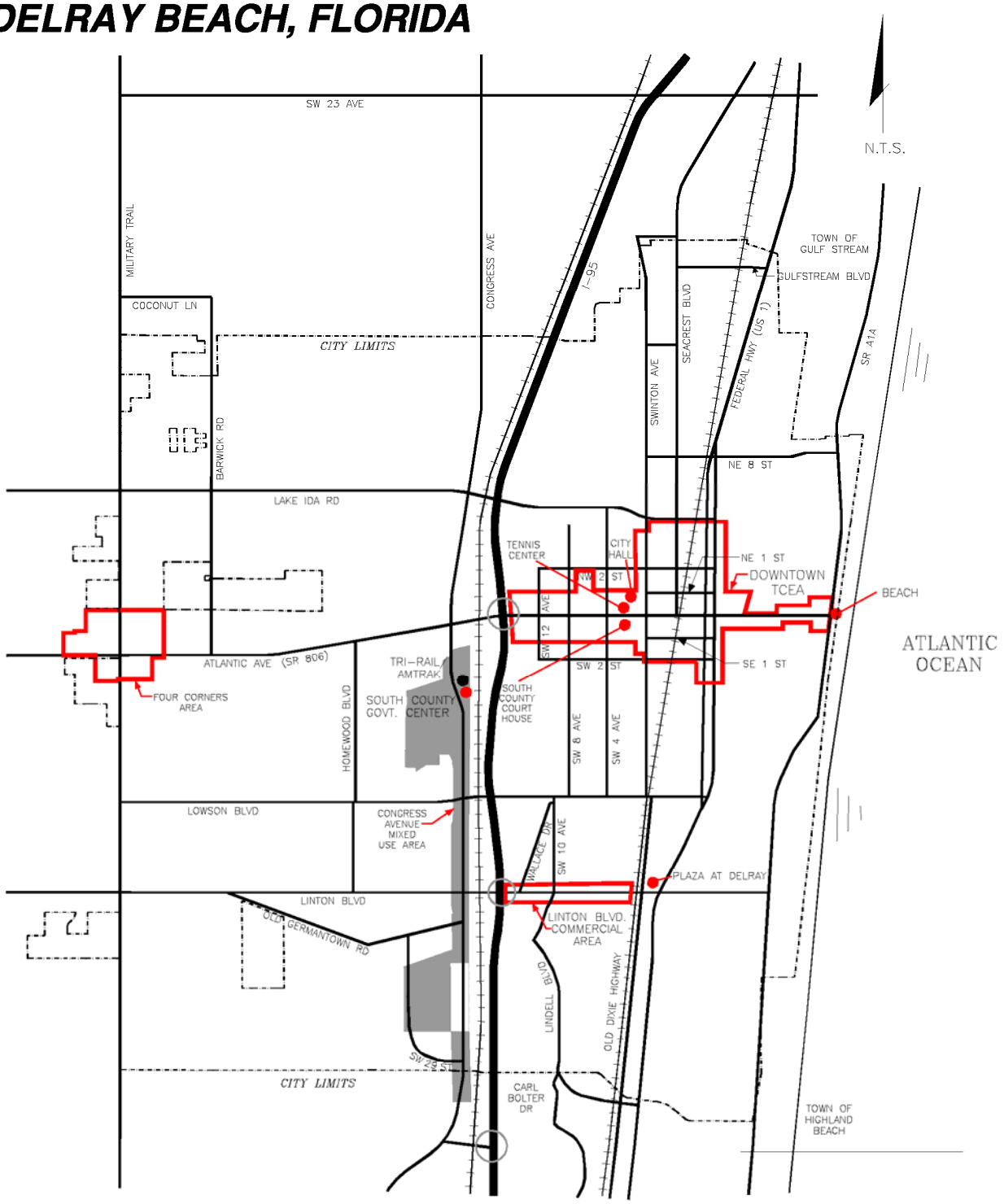
INTERMODAL FACILITIES
MAP #17

LEGEND:

PALM TRAN ROUTES
- : ROUTE 81
- : ROUTE 80
- : ROUTE 3
- : ROUTE 1
- : ROUTE 70
- : ROUTE 2
- : EXISTING FACILITY

DOWNTOWN ROUNDABOUT ROUTE
- DOWNTOWN ROUNDABOUT

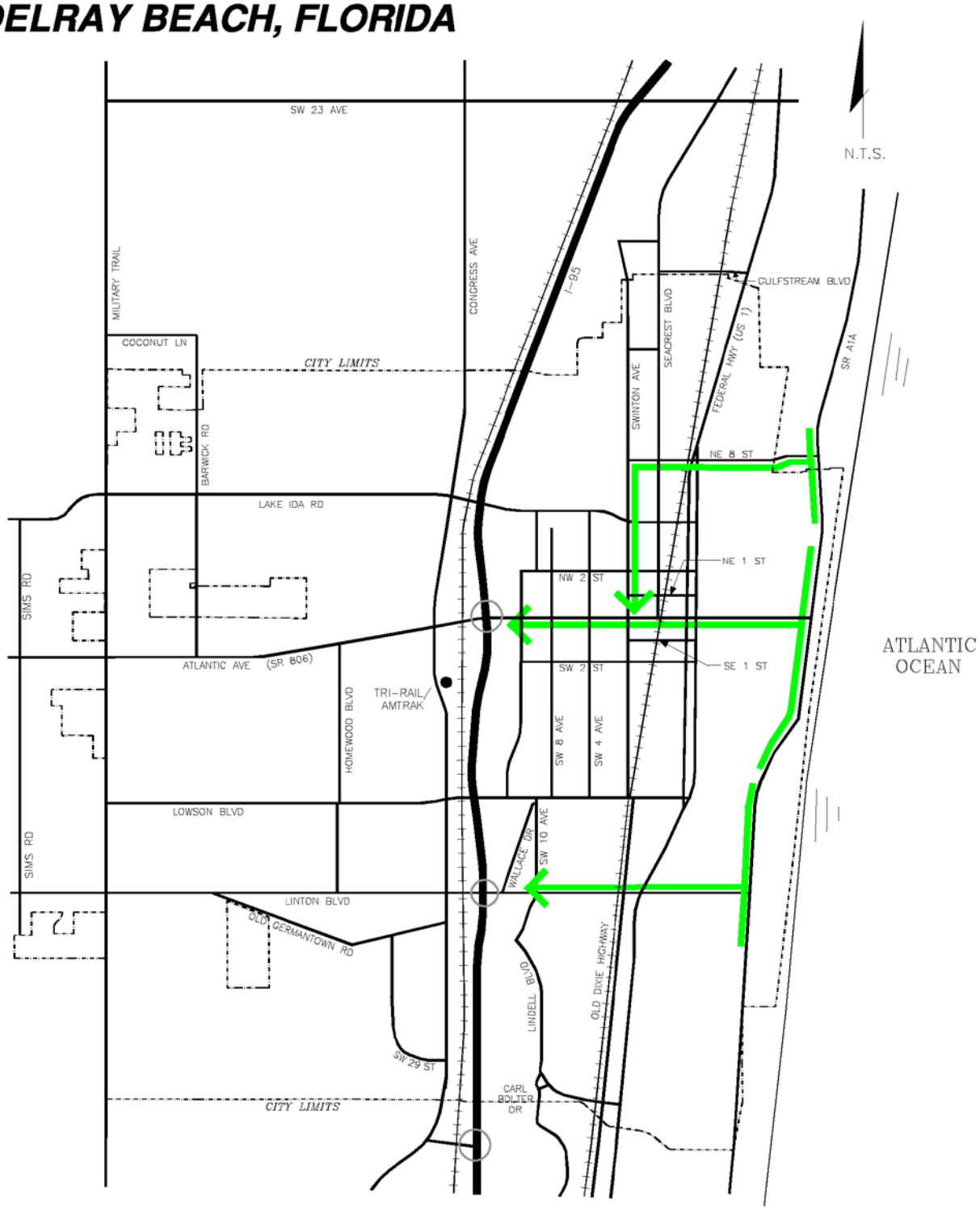
COMPREHENSIVE PLAN
DELRAY BEACH, FLORIDA



PLANNING & ZONING DEPARTMENT
MARCH 2006

MAJOR TRIP PRODUCERS/ATTRACTORS
MAP #18

COMPREHENSIVE PLAN
DELRAY BEACH, FLORIDA



SOURCE: PALM BEACH COUNTY COMPREHENSIVE EMERGENCY MANAGEMENT PLAN.

PLANNING & ZONING DEPARTMENT
MARCH 2008

HURRICANE EVACUATION ROUTES
MAP #19

LEGEND: ← – EVACUATION ROUTE

Table T-8

FUTURE OVER-CAPACITY FACILITIES

STATUS OF IMPROVEMENTS

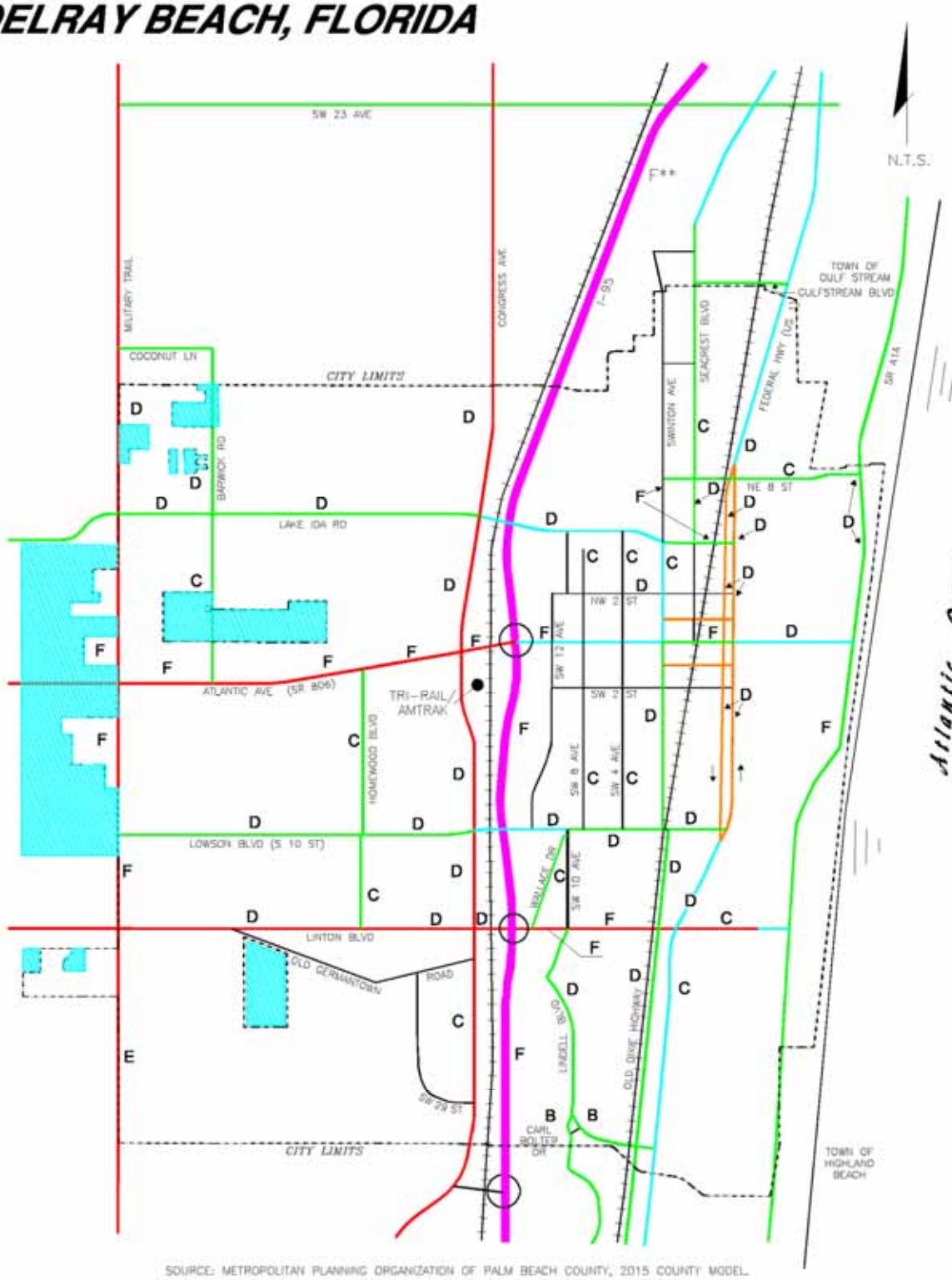
ROADWAY	FROM	TO	JURISDICTION	STATUS OF PROGRAMMED AND/OR PLANNED IMPROVEMENT	
				IMPROVEMENT	YEAR
I-95/SR-9	Yamato Road	Linton Boulevard	State	Addition of 2 lanes and reconstruction [2]	2009 PE
Old Dixie Hwy	Yamato Road	Linton Boulevard	County	Addition of 2 lanes from 2L to 4LD [1]	2006-2007 ROW

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

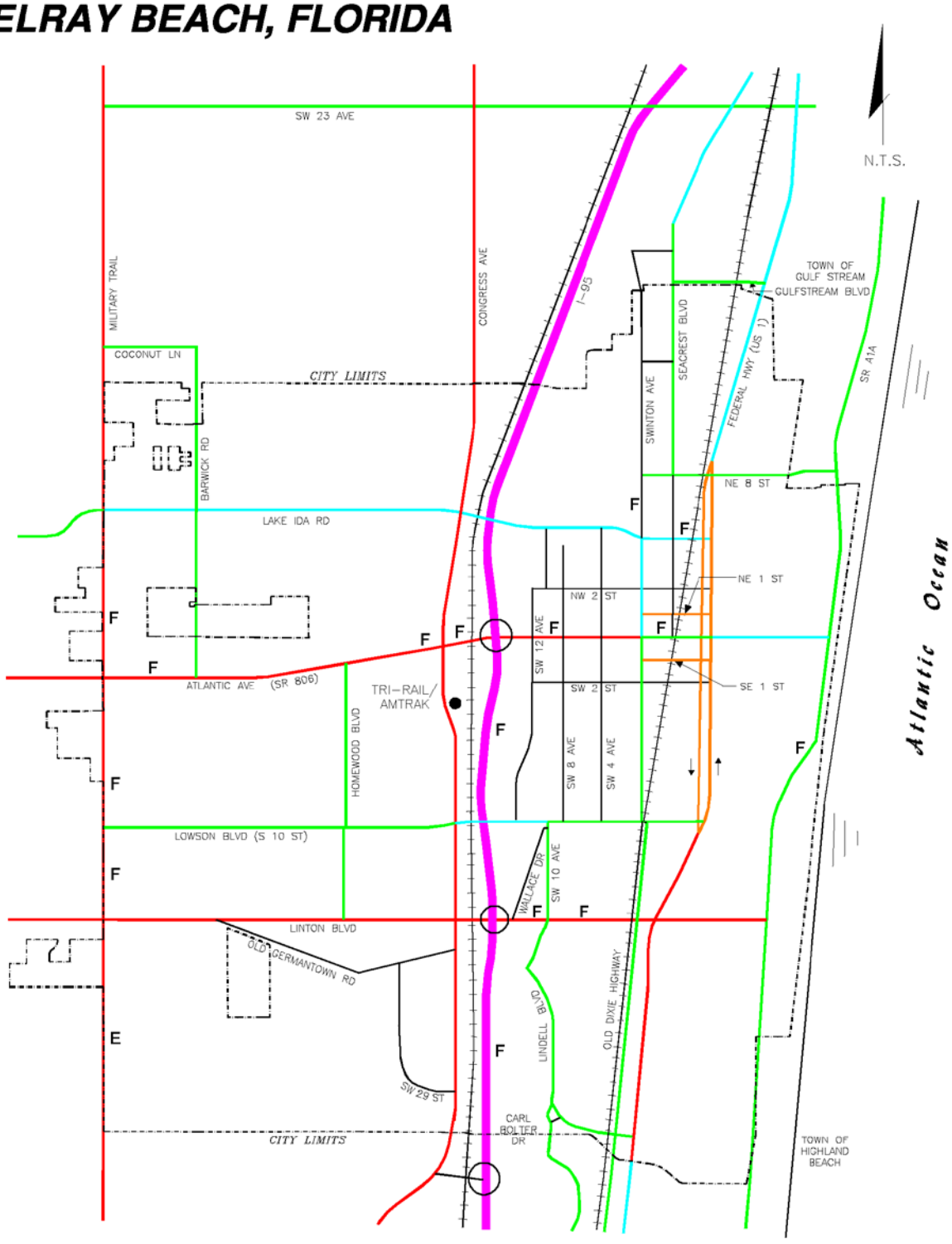
PLANNING & ZONING DEPARTMENT
MARCH 2006

2025 OPERATING CONDITIONS
PRIOR TO PROGRAMMED IMPROVEMENTS
MAP #20

LEGEND:

- 10L
- 8L
- 6L
- 4L
- 2L ONE-WAY
- 2L
- COUNTY JURISDICTION
- NOT SHOWN IN 2025 COUNTY MODEL

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
US-1			
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
Old Dixie Hwy			
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 8th Street and SE 10th 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.