



TRANSPORTATION ELEMENT

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City of Boynton Beach

Transportation Element

Goals, Objectives, and Policies

Goal 2 *To develop and maintain a transportation system which will serve the transportation needs of all sectors of the City of Boynton Beach in a safe, efficient, cost effective, and aesthetically pleasing manner that promotes multi-modal transportation options, such as walking, bicycling, and transit.*

Objective 2.1 **The City shall continue to provide a motor vehicle transportation network based on the following minimum level of service standards, except within the transportation concurrency exception area (TCEA) and designated constrained roadways at a lower level of service (CRALLS):**

- **Level of Service “D” or better and peak hour conditions on all unspecified City and collector highway facilities.**
- **Level of Service “D” for peak season peak hour conditions on all unspecified arterial facilities.**
- **Level of Service “D” for Boynton Beach Boulevard from Old Boynton Road to I-95, Gateway Boulevard between Congress Avenue and I-95, High Ridge Road from Gateway Boulevard to the entrance to the Boynton Beach Tri-Rail Station, Congress Avenue between Boynton Beach Boulevard and Gateway Boulevard and Boynton Beach Boulevard east of I-95.**
- **Level of Service “E” for I-95 through the City.**

Policy 2.1.1 **The City shall ensure, through the implementation of the adopted Concurrency Management Ordinance, that development orders shall only be approved concurrent with provisions of adequate motor vehicle transportation facilities needed to maintain the minimum level of service adopted by the City, except projects located within the transportation concurrency exception area (TCEA).**

- Policy 2.1.2 The City shall coordinate with Florida Department of Transportation, the Treasure Coast Regional Planning Council, and Palm Beach County regarding the designation of “Special Transportation Areas” for those roads with operational standards less than Level of Service “D_L” including Transportation Concurrency Exception Areas (TCEA) and Constrained Roadways At a Lower Level of Service (CRALLS).
- Policy 2.1.3 The City shall continue to annually identify Backlogged and Constrained facilities and roadways operating below their adopted Level of Service. Through the continued monitoring of area-wide traffic conditions, and requirements for development project traffic studies, highway improvements and phased traffic impacts, the City shall only approve additional development projects which would “Maintain” operating conditions on Backlogged and Constrained facilities, except within TCEAs and CRALLS, and not cause adopted level of service standards to deteriorate on other roadways.
- Policy 2.1.4 The City shall petition Palm Beach County for the necessary exceptions to the Palm Beach Countywide Traffic Performance Standards Ordinance (as adopted on June 16, 1992 and as revised in August 1995), as soon as it becomes possible/necessary to request such exceptions.
- Policy 2.1.5 The City shall continue the enforcement of the adopted County-wide Traffic Performance Standards Ordinance, and conformance to the Level of Service Standards set forth in that ordinance, except where reasonable exceptions have been approved in accordance with that ordinance and do not exceed the Level of Service Standards set forth in Objective 2.1.
- Policy 2.1.6 A transportation concurrency exception area (TCEA) is hereby established and designated for a portion of the Boynton Beach Community Redevelopment Area (CRA) as shown in Exhibit TE-1. The TCEA shall be limited to the maximum allowable number of units, square footage, total daily trips, and total pm peak hour trips identified in Table TE-1. Any project utilizing the TCEA and significantly impacting the Florida Intrastate Highway System (FIHS) shall be required to address its impacts on the FIHS as required by Palm Beach County. In return, the City will actively pursue the goals, objectives, and policies contained herein to create sustainable development patterns within the CRA supportive of walking, bicycling, and public transit.

Policy 2.1.7 Beginning March 1, 2006, the City shall prepare an annual monitoring report for development approvals within the TCEA to demonstrate compliance with the conditions of the ratio of approved residential units to 1,000 square feet of approved office and non-residential space. The City will forward this report to the Palm Beach County Planning Director for review.

Policy 2.1.8 Development approvals utilizing the TCEA shall remain at or below the maximum allowable limits for units, square footage, total daily trips and total p.m. peak hour trips set by Table TE-1. No building permits shall be issued for new development when the applicable maximum allowable limit for that development is reached.

**TABLE TE-1
BOYNTON BEACH CRA-TCEA
PLANNED DEVELOPMENT THRESHOLDS**

Allowable land use intensities	Residential/ Rental Units	Hotel Units	Industrial	Office	Other Non- Residential
<i>Planned Land Use Totals</i>	7,000	450	235,000	2,400,000	1,450,000
<i>Allowable variance +/- (%)</i>	15%	25%	10%	15%	10%
<i>Maximum Allowable</i>	8,050	563	258,500	2,760,000	1,595,000
<i>Minimum Allowable</i>	5,950	338	211,500	2,040,000	1,305,000

Allowable Vehicle Trips	Daily Traffic	PM Peak Hour Traffic
<i>Planned Land Use Net New Trips</i>	45,976	4,510

Allowable Land Use Ratios	Residential/ Office	Residential/ Other Non-Residential
<i>Minimum Allowable Ratios at Buildout</i>	2.2	3.7

Policy 2.1.9 The City shall annually monitor the intersection of Boynton Beach Boulevard and U.S. 1 (Federal Highway), and coordinate with FDOT and Palm Beach County to improve this intersection when necessary, and if feasible.

Policy 2.1.10 Beginning with the March 1, 2007 annual report shall include, the cumulative ratio of approved residential units to 1,000 square feet approved office and other non-residential uses.

Objective 2.2 The City shall continue to implement the future Transportation Plan on a priority basis and shall coordinate same with the City's Future Land Use Plan, Housing Element, and Coastal Management Element.

Measurability: Development of road improvement priority listing, miles of roadway constructed and other improvements, and maintenance of adopted Level of Service standards.

Policy 2.2.1 The City shall continue to establish and maintain an updated prioritized listing of short term (2013), and long term (2018) transportation improvements for use by the City.

Policy 2.2.2 The City shall continue to lobby Palm Beach County and the County Metropolitan Planning Organization for the timely implementation of all programmed road improvements as identified in the City's Transportation Element.

Policy 2.2.3 The City shall continue to coordinate with Palm Beach County and the County Metropolitan Planning Organization in order to attempt to secure County and/or state funding of planned, but unprogrammed road improvements as identified in the City's Transportation Element.

Policy 2.2.4 The City, in conjunction with the annual update of the City's Capital Improvement Program, shall continue making available supplemental funding necessary to accelerate unfunded or otherwise lagging road improvements, including pedestrian, bicycle, and community transit projects, particularly within the TCEA.

Policy 2.2.5 By January 2005, the City, through the CRA's Direct Incentive Program and its Affordable Access component, shall implement a program to make affordable housing available to low-to moderate income households (with incomes of 80% to 100% of median household income in Palm Beach County) in the TCEA. The affordable units in this program must remain affordable for a minimum period of 10 years. The City shall continue implementation of the policies under Objectives 6.1, 6.3 and 6.6 of the Housing Element of the Comprehensive Plan to provide other programs benefiting very low, low and moderate income households. The City will also insure that 5% of new or rehabilitated housing within the TCEA area is available for occupancy by these households, with pricing consistent with SHIP guidelines, and rent levels consistent with affordable effort ratios. The City will begin the annual monitoring of the affordability of housing within the TCEA by January 2006.

Policy 2.2.6 The City shall annually demonstrate hurricane shelter space availability for at least 20% of the population increase within the TCEA associated with hotel/motel and residential developments within the hurricane vulnerability zone. In the event the City is unable to satisfactorily demonstrate hurricane shelter space availability, the City shall coordinate with Palm Beach County Emergency Management and the Red Cross to provide adequate hurricane shelter space within a timely manner. The City shall also participate in a long-term, Countywide, comprehensive shelter program coordinated with public, private, non-profit organizations to ensure adequate shelter space is available for the long-term needs of the TCEA and the County.

Objective 2.3 **Within three years of Plan adoption, neighborhood circulation patterns shall be monitored to assess local operating conditions and address themed for any capacity or traffic calming/safety-related road improvements on an as needed basis.**

Measurability: *Number of case studies performed; Number of safety related improvements implemented.*

Policy 2.3.1 The City shall perform a traffic count and special traffic studies for local streets and collector roadways on an as needed basis.

Objective 2.4 **The City shall develop and maintain a safe, convenient, multi-modal transportation system, including walking, bicycling, and public transit, which will meet future as well as current transportation needs, particularly within the TCEA and the CRA.**

Measurability: *Transit ridership within the TCEA and the CRA.*

Number of crashes along targeted corridors involving automobiles, pedestrians, and bicycles

Policy 2.4.1 The City's engineering and police department shall continue to investigate local high crash locations to identify potential methods of minimizing or eliminating future problems (through Palm Beach County's Community Traffic Safety Team).

Policy 2.4.2 The City shall continue to support the construction of sidewalks and/or designated roadside bikeways in all land development regulations and road improvement projects which shall include ample signage and pedestrian signalization provisions to designate and promote routes.

- Policy 2.4.3 The City shall continue to require unobstructed sight lines and non-obtrusive landscape plantings along medians and at development driveway/street locations. Planting within and along roadway rights-of-way should emphasize the use of native vegetation.
- Policy 2.4.4 The City, at a minimum, shall continue to program and budget funds for roadway maintenance of City maintained roads at least at the existing levels.
- Policy 2.4.5 The City shall, enforce regulations to include access management criteria such as establishing minimum spacing between driveways (access points) and median openings, as well as requirements for exclusive turn lanes and intersection signalization (warrants per the Manual of Uniform Traffic Control Devices).
- Policy 2.4.6 The City shall implement the recommended bikeway classification system (bike lanes, bike paths, and bike routes) within the City, as stated in the Palm Beach County Bikeway Plan, and assess the adequacy of the system components in meeting the City's demands and needs.
- Policy 2.4.7 By January 2007, the City shall complete an inventory of existing sidewalks on all arterial, collector and local streets within the CRA and place such an inventory in a geographic information system (GIS) to assist City staff identify gaps and priorities.
- Policy 2.4.8 The City shall request that sidewalks be installed and/or repaired as part of any State or County roadway widening or improvement project.
- Policy 2.4.9 The City shall work with the FDOT and Palm Beach County to provide traffic control and design features to enhance pedestrian activity along all State and County facilities within the designated TCEA.
- Policy 2.4.10 The City acknowledges that in order to provide traffic circulation and transportation infrastructure consistent with the requirements of the TCEA, it will be necessary to augment the existing local transit circulator system. By January 1, 2005, the City shall undertake a detailed transit study to develop a local transit circulator plan (complementing or augmenting the County's public transit service) for the TCEA including specific route alignments, infrastructure needs, headways, hours of operation, and other service characteristics. The City and the Boynton Beach CRA shall

be responsible for funding and implementing the transit circulator plan based on the recommendations and conclusions of the study. If the detailed transit study indicates that redevelopment projects within the TCEA have not progressed enough for the necessity of implementing the transit circulator plan on or before January 1, 2007, then the City shall conduct a monitoring study for such implementation every two years. This monitoring study shall be submitted to the County Engineer and Planning Director on March 1, 2007, and every second year thereafter until the City implements the circulator plan. The County must review and approve any such monitoring study that would otherwise allow additional delay in implementing the transit circulator plan.

- Policy 2.4.11 The City shall inventory and prioritize enhancements for transportation projects within the boundaries of the TCEA in the City's Five Year Capital Improvements Program.
- Policy 2.4.12 The City shall promote a variety of transportation choices within the Community Redevelopment Area (CRA) by supporting the following design features for streets within the TCEA boundaries: low speed turning radii; new continuous and permanent on-street parking; pedestrian-scaled lighting; narrow travel lanes; curb extensions or bulb outs; installation of shading street trees; bus stops and other transit enhancements; widening sidewalks; installation of bicycle lanes; and use of brick crosswalks.
- Policy 2.4.13 All streets within the CRA shall, where feasible, include sidewalks on both sides.
- Policy 2.4.14 The City shall continue to monitor the activities of the South Florida Regional Transportation Authority (SFRTA), particularly related to the FEC passenger service initiative and the City's support for the initiative.
- Policy 2.4.15 The City shall investigate the opportunity for expanding the Palm Beach water taxi service to include stops in Boynton Beach. The City shall apply for capital funding available through the Metropolitan Planning Organization for water taxi stops when the service is determined to be feasible in the southern portions of Palm Beach County.
- Policy 2.4.16 The City shall create and seek opportunities for grade separated crossings along major corridors, when feasible.

Policy 2.4.17

The City shall strive to adapt its transportation network to accommodate the anticipated passenger rail service on the FEC Corridor, with a new station in the City's CRA. To implement transit-oriented development and provide superior access to the future downtown station, the City shall plan for:

- a. "Complete streets", accommodating all modes of transportation (automobile as well as pedestrian, bicycle, and transit), to be interconnected with surrounding developments and neighborhoods within the Downtown TOD District.
- b. Short blocks that will allow for an interconnected roadway network to be created over time, with new streets, alleys and pedestrian passageways to ensure that blocks are easily walkable to maximize pedestrian and bicycle access to the future station from the Downtown TOD District and beyond.
- c. Pedestrian- and bicycle-friendly design standards for new streets and for retrofitting existing streets to match their new function.
- d. A bicycle network with primary routes defined, with adequate bicycle lanes, shared bicycle/pedestrian routes and amenities such as parking and storage.

Policy 2.4.18

By the end of 2015, the City shall review parking regulations and parking management options for the Downtown TOD District. The use of transit, ridesharing, cycling and walking, as well as planned public parking facilities within the area, may warrant reduced parking requirements and increased use of shared and alternative parking arrangements.

Objective 2.5

Explore all legally defensible alternatives for protection of public right-of-way when reviewing development proposals, provide for the protection of existing and future right-of-way from building encroachment. Provide for minimal negative impacts associated with driveway locations, and provide for safe and efficient on-site traffic circulation and parking, including provisions for shared driveways, shared parking, and handicapped users.

Measurability:

Number of development projects permitted subsequent to performance review.

- Policy 2.5.1 The City shall continue to support State and/or County requirements, or more restrictive local criteria, for minimum access point spacing, cross access easements or other access controls associated with engineering and development review procedures.
- Policy 2.5.2 The City shall continue to require in the land development regulations the provision of handicapped parking facilities when reviewing development proposals.
- Policy 2.5.3 The City shall modify and enforce regulations to require the conveyance of right-of-way or easements consistent with the City's Palm Beach County Thoroughfares Plan and with the plans of the Florida Department of Transportation and/or Palm Beach County when corridor right-of-way maps are filed with the Palm Beach County Official Records Division.
- Policy 2.5.4 The City shall review and modify regulations to provide safe and efficient onsite circulation and parking for all vehicles if subsequent analysis determines that on-site design produces unsafe conditions.
- Objective 2.6 The City shall provide for private sector responsibility to implement project related transportation improvements, including bicycle, pedestrian, and public transit infrastructure, particularly within the TCEA.**
- Measurability: Amount of private sector contributions toward transportation enhancements.*
- Policy 2.6.1 The City shall continue to modify and enforce regulations to require a traffic impact analysis for any development project anticipated to generate 200 or more additional vehicle trips per day or 250 trips in the AM or PM peak hour.
- Policy 2.6.2 The City shall continue to require improvement of roadways to mitigate the impacts of development as a condition of development approval. The City shall, wherever feasible, require the construction of transportation improvements in lieu of impact fee contributions.
- Objective 2.7 In order to maximize highway system performance, the City shall support alternative Transportation Demand Management strategies wherever feasible in lieu of, or in conjunction with, more expensive supply side capital improvements.**

Measurability: *Number of local Transportation Demand Management improvements.*

Policy 2.7.1 The City shall promote local, or county and state (Florida Department of Transportation, Palm Beach County) funding for traffic operations improvements with particular emphasis on developed roadways such as US 1, or projected overcapacity arterial or collector roadways such as Congress Avenue and arterial or collector segments adjacent to I-95, as well as, acquisition of Florida East Coast Railroad for use as commuter rail and rail with trail facilities.

Policy 2.7.2 The City shall, if necessary, consider capacity improvements to US 1 and Boynton Beach Boulevard through restriping of the existing pavement; this effort shall be predicated on a finding of minimal negative impacts regarding the loss of on-street parking-either through lack of demand or by replacement with off-street parking in other areas.

Policy 2.7.3 Transportation Demand Management: By January 2006, the City will submit a request to the Florida Department of Transportation (FDOT) Office of Modal Development for the creation of a transportation management initiative (TMI) in downtown Boynton Beach or participate in a county-wide TMI. The TMI will include considerations to mitigate peak hour impacts through promotion of flexible work hours, car pooling, ride sharing and reinforce transit use and non-automobile forms of transportation.

Policy 2.7.4 The City shall promote Transportation Demand Management strategies such as car pooling, transit, and parking priorities to alleviate peak hour and/or peak season traffic congestion through public/private partnerships (e.g. Transportation Management Associations and/or Parking Management Associations).

Policy 2.7.5 By 2006, the City shall amend the land development regulations to include transportation demand management requirements for major developments within the City and particularly the TCEA. This may be accomplished through cooperation with the TMI.

Policy 2.7.6 By 2006, the City shall develop transportation system management strategies to more effectively manage the transportation system including, but not limited to, parking management strategies, signal timing coordination, and programs that increase walking and/or bicycling.

Objective 2.8 **The City shall strive to reduce overall energy consumption due to transportation via regulatory measures such as trip reduction ordinances and incentives.**

Measurability: *Adoption of a trip reduction and/or transportation demand management (TDM) ordinance or establishment or participation of a transportation management initiative (TMI)*

Policy 2.8.1 The City shall continue to coordinate with Florida Department of Transportation and Palm Beach County regarding computerized signalization and optimal signal timing and progression.

Policy 2.8.2 The City shall continually support local promotion and coordination in implementing Countywide ridesharing efforts.

Policy 2.8.3 The City shall continue to support the Tri-Rail project and the local rail stop adjacent to NW 22 Avenue and I-95, and support the resolution and/or expansion of the Tri-Rail to Florida East Coast Railroad upon feasibility of such.

Policy 2.8.4 The City shall continue to support the high speed rail transportation concept and participate in the review of rail proposals as these relate to local comprehensive planning efforts and land use or environmental impacts (despite the state's recent decision to not fund this program).

Objective 2.9 **The City shall continue to provide local transportation facilities that are visually and functionally pleasing and that conform to City guidelines.**

Measurability: *Increase in facilities which meet the criteria below.*

Policy 2.9.1 The City shall continue to institute transportation facility design standards, such as roadway signage and lighting, for the entire City or designated subdistricts.

Policy 2.9.2 The City, in conjunction with the recommendations from the Boynton Beach 20/20 Redevelopment Master Plan, the plan shall develop "gateway" treatments at major cross street locations and facility entrances to the City, as well as, older neighborhoods.

Policy 2.9.3 The City shall continue to program and budget funds for streetscape beautification in public rights-of-way. Plantings within and along roadway rights-of-way should emphasize the use of native vegetation.

- Policy 2.9.4 The City shall continue to support or, where appropriate, require funding for landscaping and irrigation in transportation projects and for perimeter masonry and/or vegetation screening along all private circulation and parking areas. Plantings within and along roadway rights-of-way should emphasize the use of native vegetation.
- Policy 2.9.5 The City shall continue to enforce local and state laws prohibiting dumping or littering in public right-of-way.
- Policy 2.9.6 The City shall implement recommendations related to the roadway improvements and beautification as recommended pursuant to the Boynton Beach 20/20 Redevelopment Master Plan.
- Objective 2.10 The City shall continue to participate in the Palm Beach Metropolitan Planning Organization’s long range planning process and utilize the resulting plans to update the City’s Transportation Element as appropriate.**
- Policy 2.10.1 The City shall develop procedures to annually provide the Palm Beach Metropolitan Planning Organization with a prioritized listing of needed roadway and intersection improvements for inclusion into the Metropolitan Planning Organization Five-Year Transportation Improvement Program.
- Policy 2.10.2 The City shall continue to participate in the Palm Beach County Technical Advisory Committee.
- Policy 2.10.3 The City shall continue to maintain active and positive relationships with the Florida Department of Transportation, Palm Beach County, adjacent municipalities, and other relevant public and private entities in order to support and engage in cooperative funding of transportation improvements.
- Objective 2.11 The City shall continue to assist Palm Tran in providing efficient public transit services based on existing and future trip generators and attractors and also provide local public transit road and terminal areas which are safe for transit users.**
- Policy 2.11.1 The City shall support the transit shelter and terminal development programs of Palm Tran, the proposed High Speed Rail Project and of the Tri-Rail Authority.

- Policy 2.11.2 The City shall continue to modify and enforce regulations to encourage the provision of transit related shelters in major land development projects.
- Policy 2.11.3 Reserved.
- Policy 2.11.4 The City will continue to assist Palm Tran in route selection and publicity by reviewing and commenting on proposed route revisions and providing space at City offices for Palm Tran schedule information.
- Policy 2.11.5 As part of the transit study in Policy 2.4.10 and in cooperation with Palm Tran, the City shall evaluate transit service within the CRA boundaries and identify needs for route realignments and/or bus stop improvements such as well-designed shelters, bicycle parking, route information, benches, waste receptacles, pedestrian access to stops/shelters or the need for new bus stops. Based upon the conclusions of the transit study, the City will work with Palm Tran to program recommended actions and modifications to the existing transit system within the CRA boundaries.
- Policy 2.11.6 Increase the City's public transit mode split for work trips to four percent as an effort to reduce motor vehicle use and traffic congestion. Based upon the 2000 Census, the public transportation mode split was 1.53 percent of all work trips by Boynton Beach residents.
- Objective 2.12 Promote a pedestrian- and bicycle-friendly environment by providing adequate facilities, such as wider sidewalks, buffers from travel lanes, shade trees, shorter crossing distances, lighting, refuges in large intersections, bike lanes, and bicycle parking, for pedestrians and bicyclists.**
- Measurability: Length of sidewalks provided, length of bicycle paths and lanes provided, and length of multi-use paths provided in the City.*
- Policy 2.12.1 Promote a pedestrian-friendly environment on streets within the TCEA and the CRA by providing adequate and comfortable facilities.
- Policy 2.12.2 By January 2007, the City shall complete an inventory of existing bicycle facilities within the City and place such an inventory in a geographic information system (GIS) to assist City staff identify gaps and priorities.

- Policy 2.12.3 By January 2005, the City will complete a citywide bicycle facilities study for providing an interconnected bicycle system with the City that connects local residents and visitors to the area with major destinations.
- Policy 2.12.4 By January 2007, the City shall identify all street segments within the TCEA and the CRA that are not currently designated with in-street bicycle facilities and determine the most appropriate design to accommodate such transportation, where appropriate.
- Policy 2.12.5 By January 2007, the City shall conduct an inventory of the existing major street network within the TCEA and the CRA to identify hazards and barriers to bicyclists and prepare a plan for removing or mitigating such impediments.
- Policy 2.12.6 The City shall provide routine maintenance programs for all designated bicycle and pedestrian facilities within the TCEA. Maintenance shall include, but not limited to, sweeping of bicycle lanes, and filling potholes.
- Policy 2.12.7 Increase the number of work trips by bicycle within the City by one percent by 2010. Based upon the 2000 Census, work trips by bicycle accounted for 0.45 percent of all trips by Boynton Beach residents.

Traffic Concurrency Exception Area Boundary Map

