

TRANSPORTATION ELEMENT

Transportation Vision:

The Transportation Vision outlines the direction of transportation planning for the City of West Palm Beach. It identifies the major priorities that the City needs to address from a transportation standpoint in order to ensure the development of a transportation system that increases the quality of life for its residents and visitors while providing for a variety of transportation choices that help reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions.

The City of West Palm Beach's Transportation Vision can be broken down into the following principles:

- 1. Provide a wider choice of transportation options.** The City shall strive to provide a variety of transportation options that include pedestrian and bicycling infrastructure as well as mass transit facilities. By providing these alternatives, the City is creating a more environmentally sound and more equitable transportation system.
- 2. Promote the increased use of bicycle and pedestrian facilities as a viable alternate means of transportation to the automobile.** Due to their health and environmental benefits, the City shall seek to improve the bicycling and pedestrian environment by providing, or requiring, bicycle and pedestrian infrastructure and amenities throughout the City and by seeking to provide wider sidewalks.
- 3. Promote transit options throughout the City.** The City shall continue to coordinate with the different mass transit providers on enhancing mass transit service throughout the City, including exploring the use of the Intracoastal Waterway as a mass transportation corridor. In addition, the City shall continue to look at ways to expand access to transportation options, including fixed route transit service.
- 4. Develop Complete Streets:** The City shall promote the development of "Complete Streets" that are designed, built, and maintained in a manner that accommodates not only automobiles, but transit vehicles and non-motorized modes of travel such as pedestrians and bicyclists. "Complete Streets" shall seek to be aesthetically pleasing and provide for a safe and comfortable environment for its different users.
- 5. Use of Transportation Demand Management (TDM) and Transportation System Management (TSM) measures to reduce congestion.** The City shall continue the implementation of TDM programs to reduce the use of single-occupancy automobiles and to modify driver behavior in order to redistribute demand in space or in time. Also, the City shall continue to implement TSM strategies that increase the efficiency of the existing transportation infrastructure.
- 5. Develop a transportation network that prioritizes safety and aesthetics.** The City shall seek to create a transportation network that is both safe and attractive. As a result, roads and intersections with high crash rates shall be evaluated periodically and measures

should be implemented to make them safer for drivers, cyclists, and pedestrians. In addition, the City shall continually pursue funding to beautify streets.

- 7. Implement more sustainable, resilient, and equitable transportation projects.** The City shall consider the environmental effects of proposed transportation projects and initiatives when determining the future funding of the projects. The City shall strive to become a more connected community with multimodal transportation options and efficient, diverse land use patterns. Transportation projects and plans shall continue to address and integrate hazard mitigation, sea level rise and climate change adaptation.
- 8. Plan for increased densities around designated nodes and corridors and more mixed land use.** In order to reduce automobile-dependence and encourage modal shifts to walking, cycling, and transit, the City shall seek to develop more compact, mixed-use, pedestrian-oriented communities offering a range of housing types around designated nodes and corridors.

GOALS, OBJECTIVES AND POLICIES

1.0 MASS TRANSIT

GOAL 1.1: THE CITY OF WEST PALM BEACH SHALL ASSIST PALM TRAN IN PROVIDING ITS RESIDENTS, WORKERS, AND VISITORS WITH AN EFFICIENT AND ENVIRONMENTALLY SUSTAINABLE MASS TRANSPORTATION SYSTEM WHICH HELPS TO REDUCE VEHICLE MILES TRAVELED AND GREENHOUSE GAS EMISSIONS.

Objective 1.1.1: The City shall coordinate with PalmTran in the planning, development and implementation of a more direct bus passenger routing system to serve more people and to cover a greater service area throughout the City.

Policy 1.1.1(a): The City shall require future developments to plan for mass transit facilities and amenities such as covered shelters, and transit park-and-ride lots based upon the number of access points, type of access (i.e., gated or non-gated), and the overall size of the development. This shall be done in accordance with the Palm Tran plans for the area.

Policy 1.1.1(b): The City shall coordinate with Palm Tran and other transit providers on the provision and/or enhancement of transit services that connect the City's western communities with the Downtown.

Policy 1.1.1(c): The City shall coordinate with all appropriate agencies on the adoption and implementation of the Central Palm Beach County Transportation Corridor Study which seeks to provide Bus Rapid Transit (BRT) connections between the central western areas of Palm Beach County and Downtown West Palm Beach.

Objective 1.1.2: Through its participation in the different boards and advisory committees of the Palm Beach Transportation Planning Agency (TPA), the City shall develop a coordinated and integrated approach to transportation service provision in conjunction with the TPA and the Florida Department of Transportation. This shall include influencing the TPA's Transportation Improvement Program (TIP) and the Long-Range Transportation Plan.

Policy 1.1.2(a): The City shall seek to determine the modal split for West Palm Beach and set specific targets aimed at increasing its modal split. At such time that the City plans street modifications, PalmTran shall be invited to meet with the City to coordinate the location of transit-related facilities and other design requirements. The City shall continue to coordinate planning efforts with PalmTran, Tri-Rail, the TPA, Palm Beach County, Brightline, and the FDOT to achieve a higher modal split.

Objective 1.1.3: The City of West Palm Beach shall support the efforts of the Downtown Development Authority (DDA), the Community Redevelopment Agency (CRA), WPBgo and the private sector in the successful operation of the City's transportation systems.

Policy 1.1.3(a): The City shall assist and coordinate with PalmTran and other transit providers in increasing mass transit service in the Downtown. The City shall implement assistance programs, as approved by the City Commission, which may include, but are not limited to, public relations/marketing and service provision and may be in the form of a financial or in-kind contribution.

Policy 1.1.3(b): The City, as part of its Transportation Management Initiative (TMI), shall continue to work with employers on the development of incentives for the use of mass transit and modes of transportation other than single-occupancy vehicles.

Policy 1.1.3(c): The City shall seek to expand access to fixed transit routes in order to provide improved mass transit connections within the Downtown and between its neighborhoods, employment areas, parks, and major institutional uses. In order to make this possible, the City shall continually seek funding opportunities for the operations of the transportation systems.

Objective 1.1.4: The City shall designate existing and future ~~public~~ public mass transit rights-of-way by requiring the minimum street right-of-way standards included in Appendix A and other related policies.

Policy 1.1.4(a): The City shall continue to enforce minimum right-of-way requirements for new streets that are suitable to the City, Palm Beach County, and Florida Department of Transportation.

Policy 1.1.4(b): The City hereby adopts the right-of-way setback requirements, in Appendix A, to designate existing and future rights-of-way in West Palm Beach.

Objective 1.1.5: The City shall continue to work with PalmTran, Tri-Rail, Brightline, other transit providers, as well as with public and private entities in increasing the transit modal split for all trips in the City of West Palm Beach.

Policy 1.1.5(a): The City shall evaluate the provision of, and implement when appropriate and feasible, incentives for developments that provide significant mass transit facilities. The evaluation shall consider where, when, and under what conditions incentives should be implemented.

Policy 1.1.5(b): The City shall continue to coordinate with PalmTran regarding increases in the number of routes, frequency of service, span of service, accuracy of scheduling, and timed transfers at selected major land uses such as shopping centers and office centers.

Policy 1.1.5(c): The City shall support the seamless integration of multimodal transit services, including those provided by PalmTran, at the Downtown Intermodal Transit Facility, and the simple transfer between its users and the users of Tri-Rail, Amtrak, and Greyhound at the adjacent Seaboard Train Station. The City shall implement design guidelines in its Downtown Zoning Regulations and continue to utilize grant funding to enhance pedestrian access to the Intermodal Facility consistent with the guidelines of Downtown Master Plan Policy 4.2.4 and other provisions of the Downtown Master Plan Element. The City shall seek to further expand its mass transit options in order to provide connections between the Downtown Intermodal Transit Facility, the Seaboard Train Station and other areas of the City.

Policy 1.1.5(d): The City shall implement assistance programs, which may include, but are not limited to, public relations/marketing and service provision and may be in the form of a financial or in-kind contribution to provide express and feeder services to Tri-Rail, and selected major employment centers in the City.

Policy 1.1.5(e): The City shall assist PalmTran and Tri-Rail with advertising their services, routes, and schedules through the City's public communication methods (i.e. Channel 18, website, mailout brochures). In addition, the City shall continue to distribute Palm Tran's route system schedules, Tri-Rail schedules, and other promotional materials at City facilities.

Policy 1.1.5(f): The City shall continue to coordinate with the appropriate agencies on the adoption and implementation of the Tri-Rail Coastal Link Study, which seeks to provide mass transit options within the existing FEC railroad corridor.

GOAL 1.2: THE CITY SHALL PRESERVE AND ENHANCE TRANSIT-FRIENDLY LAND USE PATTERNS AND CONNECTIVITY IN AREAS WITH GREATER TRANSIT AVAILABILITY.

Objective 1.2.1: The City shall determine the percentage of residential and non-residential areas in the City that are within 1/4 of a mile of a transit route, and it shall coordinate with Palm Tran and other transit providers to try to increase the percentage of areas served by fast, frequent and reliable mass transit by at least 10 percent.

Policy 1.2.1(a): The City shall encourage PalmTran to coordinate all new transit routes or route changes with established development plans and land use plans in order to serve existing and future major land uses.

Policy 1.2.1(b): The City shall permit increased land use densities, where appropriate, based upon the Future Land Use Element and along major streets in growth areas served by mass transit.

Policy 1.2.1(c): The City shall promote the designation of land uses and densities which are supportive of mass transit in areas around mass transportation corridors.

Policy 1.2.1(d): The City shall coordinate with Palm Tran, TriRail, Brightline, Amtrak, Greyhound and other transit providers on improving the design and functionality of transit stations/stops. Particular attention shall be devoted to how stations relate to the surrounding area and how they promote a safe, ADA accessible, and comfortable pedestrian environment and a sense of place.

Policy 1.2.1(e): The City shall work with Palm Tran and other transit providers on the coordination of transit routes and the location of major residential and non-residential developments.

Policy 1.2.1(f): The City shall work with Palm Tran, Tri-Rail and other transit agencies to provide transit service that is fast, frequent, reliable, and is accessible to most of the city's residences and businesses.

Policy 1.2.1(g): The City shall continue to coordinate with Brightline on providing safe and convenient multimodal access to their West Palm Beach Station.

GOAL 1.3: THE CITY OF WEST PALM BEACH SHALL ENCOURAGE AND PROMOTE THE UTILIZATION OF TRIRAIL AND BRIGHTLINE BY CITY OF WEST PALM BEACH RESIDENTS, WORKERS, AND VISITORS IN ORDER TO REDUCE THE LEVEL OF MOTOR VEHICLE USE, POLLUTION, AND GREENHOUSE GAS EMISSIONS.

Objective 1.3.1: The City shall encourage increased TriRail and Brightline ridership by its residents, workers, and visitors.

Policy 1.3.1(a): The City shall assist TriRail and Brightline with advertising and promotional activities of Tri-Rail's services and schedules.

Policy 1.3.1(b): The City shall work with members of the private sector to encourage employees to use the TriRail and Brightline systems.

Policy 1.3.1(c): The City work to improve connections between TriRail, Brightline, and other modes of transportation.

2.0 PRIVATE VEHICLE CIRCULATION, TRANSPORTATION MANAGEMENT, AND BICYCLE AND PEDESTRIAN FACILITIES

GOAL 2.1: THE CITY OF WEST PALM BEACH SHALL REGULARLY EVALUATE THE OPERATIONAL CONDITIONS OF ITS ROADS WHILE MAKING SURE THAT THE NEEDS OF THE USERS OF DIFFERENT MODES OF TRANSPORTATION ARE CONSIDERED.

Objective 2.1.1: The City shall monitor and evaluate the operational conditions of its roads in order to provide a transportation system which moves people, goods, and services in a safe, efficient, convenient, and economical manner with minimal impact to the environment.

Policy 2.1.1(a): The City hereby adopts LOS “E” for motor vehicle users as its policy level of service “standard” on City Thoroughfare streets, except in the designated Downtown Transportation Concurrency Exception Area (TCEA).

Policy 2.1.1(b): The City shall review all proposed street modifications to ensure that the proposals are consistent with and support the City’s Transportation Vision of providing for Complete Streets that take into consideration the needs of all modes of transportation.

Policy 2.1.1(c): Development orders for projects located within the City of West Palm Beach impacting County thoroughfare roads shall be consistent with the provisions of the Palm Beach County Traffic Performance Standards to ensure that motor vehicle capacity is provided to accommodate development-related effects on the County’s adopted level of service for motor vehicles. The Palm Beach County Traffic Division is responsible for determinations as to whether proposed developments within the City of West Palm Beach that affect County thoroughfare roads meet the County’s Traffic Performance Standards (TPS).

Policy 2.1.1(d): The City shall work with FDOT, Palm Beach County, the TPA, and agency providers of mass transit to reduce motor vehicular use and their negative effects.

Policy 2.1.1(e): The City shall annually identify those City streets operating below the adopted level of service in order to determine what measures could be implemented to mitigate potential congestion on those streets.

Policy 2.1.1(f): The City shall continue to coordinate with the Florida Department of Transportation in their continued development of the Strategic Intermodal System (SIS) Plan, including SIS Connectors. FDOT’s current adopted automobile mode Level of Service (LOS) for the State Highway System in urbanized areas is “D”.

Policy 2.1.1(g): The City shall allow for “proportionate share” contributions from developers toward transportation concurrency requirements consistent with the provisions of Chapter 163.3180, Florida Statutes, and Section 94-580 (4) of the City’s Zoning and Land Development Regulations.

Policy 2.1.1(h): The City hereby designates a Constrained Roadway at a Lower Level of Service (CRALLS) at:

Palm Beach Lakes Boulevard from Village Boulevard to Interstate 95

Daily LOS: 54,990 vehicles per day (VPD); Peak Hour, peak direction standard: 2,969 vehicles per hour (VPH);

Palm Beach Lakes Boulevard from Interstate 95 to Executive Center Drive

Daily LOS: 58,040 VPD; Peak Hour, peak direction standard: 2,816 VPH;

Australian Avenue from Palm Beach Lakes Boulevard to 25th Street

Daily LOS: 34,839 VPD;

Intersection of Palm Beach Lakes Boulevard and Village Boulevard -

Critical Sum: 1,820 VPH;

Intersection of Palm Beach Lakes Boulevard and Interstate 95 Ramps -

Critical Sum: 1,593 VPH;

Intersection of Palm Beach Lakes Boulevard and Congress Avenue -

Critical Sum: 1,513 VPH;

Intersection of Palm Beach Lakes Boulevard and Australian Avenue -

Critical Sum: 1,431 VPH.

Policy 2.1.1(i): The City shall continue to implement the Coastal Residential Exception Area (CREA) for traffic concurrency in areas of the City east of I-95, as identified in Palm Beach County's Transportation Element, in order to further State, regional, and local goals, policies, and objectives relating to: (1) urban infill, providing a 24 hour livable city and deterring urban sprawl; (2) development of residential land uses in eastern part of the City of West Palm Beach; and (3) community redevelopment. This exception area shall continue to allow residential development in incorporated areas to receive a development order notwithstanding the Level of Service Standards of this Element.

Policy 2.1.1(j): The City shall continue to implement land use strategies that improve its jobs/housing balance in order to reduce traffic flows, decrease Vehicle Miles Traveled (VMT), and reduce the need for future CRALLS designations. Some of these land use strategies may include residential to non-residential ratios such as the one currently required as part of the Downtown TCEA, and promotion of mixed-use developments in those areas identified for such in the City's Comprehensive Plan and Zoning Code.

Policy 2.1.1(k): The City shall look at the development and future implementation of a multimodal mobility study that will examine and recommend ways to improve the overall mobility for residents, businesses, and visitors, while minimizing impacts to the neighborhoods and communities.

Policy 2.1.1(l): The City shall look at opportunities to implement a mobility fee that can be used to fund improvements to the City's transportation system.

Policy 2.1.1(m): The City shall explore the establishment of a multimodal level of service in order to assess how well a street serves its users. A multimodal level of service shall prioritize the movement of people and goods instead of only the movement of vehicles.

GOAL 2.2: THE CITY SHALL ADOPT AND ENFORCE MINIMUM RIGHT-OF-WAY REQUIREMENTS FOR THOROUGHFARE ROADS.

Objective 2.2.1: The City shall continue to prevent building encroachments onto rights-of-way through the identification, reservation, and/or acquisition of rights-of-way as identified in Appendix A: List Of Required Thoroughfare Right-of-Way Setbacks and Required Street Widths (Number Of Lanes).

Policy 2.2.1(a): The City hereby adopts the right-of-way setback requirements to designate existing and future rights-of-way, under its jurisdiction, from building encroachments as Appendix A: List Of Required Thoroughfare Right-of-Way Setbacks and Required Street Widths (Number Of Lanes).

Policy 2.2.1(b): The City shall continue to enforce mandatory dedications as a condition of plat approval for acquiring necessary rights-of-way.

GOAL 2.3: THE CITY SHALL SEEK TO MANAGE TRAFFIC CONGESTION THROUGH INITIATIVES SUCH AS TRANSPORTATION SYSTEM MANAGEMENT (TSM), AND TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES, AS WELL AS THROUGH OTHER STRATEGIES THAT REDUCE RELIANCE ON AUTOMOBILES, AND REDUCE VEHICLE MILES TRAVELED.

Objective 2.3.1: The City shall utilize Transportation System Management (TSM) and Transportation Demand Management (TDM) programs to manage its transportation system.

Policy 2.3.1(a): The City of West Palm Beach shall continue to implement TSM strategies that include optimization of traffic signal systems, turning lanes, ridesharing and other innovative transportation system management activities. The City shall also coordinate with the County and the FDOT on implementation of TSM strategies within the City's boundaries.

Policy 2.3.1(b): The City shall continue the implementation of TDM programs that seek to reduce the use of the automobile through the application of strategies related to traffic control, public parking and mass transit that will help address traffic congestion and help employers, employees, visitors, customers, and residents travel around the City of West Palm Beach.

Policy 2.3.1(c): The City's TDM programs shall seek to reduce traffic, enhance the economic vitality, provide transportation options for commuters, and make the City of West Palm Beach more accessible and environmentally sound. The City's TDM programs shall include, but not limited to the following: Carpool /Vanpool Ridesharing,

mass transit options, Emergency Ride Home Program, Car Share, Bike Share, Park-N-Ride Facilities, Parking Management Analysis, micromobility options and Bicycling.

Policy 2.3.1(d): The City shall promote programs which reduce per capita Vehicle Miles Traveled (VMT) and discourage single occupant vehicle trips, recognizing that these programs assist in reducing greenhouse gas emissions, and improving air quality. The reduction in VMTs can be accomplished through supporting mass transit, bicycling, bike sharing, ridesharing, alternative work hour programs, remote work, parking management and other transportation control measures.

Objective 2.3.2: The City shall utilize land use, transportation, and parking strategies that reduce reliance on automobiles.

Policy 2.3.2(a): The City shall reduce the need for widening major and minor thoroughfares by encouraging the placement of a well inter-connected system of streets. Where an interconnected system becomes possible, care should be given to a community's quality of life, the amount of through-traffic, the impacts on safety, and overall security.

Policy 2.3.2(b): The City shall discourage the use of dead-end streets, loop streets, and oversized blocks in favor of through-streets and shorter blocks; provide cut-throughs for pedestrian access to transit; and promote landscaping of rights-of-way.

Policy 2.3.2(c): The City shall encourage new developments to include: 1) an interconnected system of streets in their development plans which consider appropriate adjacent parcels with potential for future compatible developments; 2) stub streets that connect to adjacent undeveloped parcels with a potential for future developments; and 3) stub streets that tie into existing adjacent stub streets.

Policy 2.3.2(d): The City shall seek to increase the number of park-and-ride facilities as means to encourage greater use of mass transit and to increase opportunities for ridesharing. For larger developments along major transportation corridors, the City shall seek to have a percentage of parking spaces dedicated for park-and-ride users.

Policy 2.3.2(e): The City shall employ parking strategies that seek to reduce automobile usage. This may include, but are not limited to, strategic reductions in parking supply, encourage short-term parking over long-term parking, promote park-and-ride and bike-and-ride areas with transit facilities, and encourage shared parking.

Policy 2.3.2(f): The City shall continue to work on the expansion of the car share system as carsharing can reduce car ownership and it contributes to the City's sustainable transportation options.

Policy 2.3.2(g): The City shall continue to support the enhancement of the bike sharing system. Bike sharing is an alternative to motorized mass transportation or private vehicles, which helps reduce traffic congestion, noise, and air pollution, while helping to enhance mobility options for the City's residents, workers, and visitors.

Policy 2.3.2(h): In order to enhance connectivity within the Downtown, the City shall continue to evaluate and pursue the extension of Fern Street into Clearwater Place across the South Florida Rail corridor (former CSX line) and the opening of 7th Street at the FEC tracks.

Objective 2.3.3: The City’s transportation system shall prioritize safety and aesthetics through implementation of the following policies.

Policy 2.3.3(a): The City shall continuously strive to reduce or eliminate hazardous street conditions by:

- a. ensuring that streets consider the needs of all users through the development of complete streets.
- b. continuously tracking the crash rates for roads within the City and evaluating potential road modifications to make the roads safer.
- c. prohibiting the direct connection of driveways and local streets onto high-speed highways or ramps;
- d. identifying and implementing, when feasible, roadway design improvements that will reduce crash rates and increase the safety of all users.

Policy 2.3.3(b): The City shall pursue the provision of pedestrian crossing facilities at all signalized intersections.

Policy 2.3.3(c): The City shall continue its coordination with FDOT, TPA, Palm Beach County and other appropriate agencies to seek adequate funding for streetscape beautification of streets within the boundaries of the City.

Policy 2.3.3(d): The City shall pursue additional funding from public and private sources for streetscape and landscape projects that improve the aesthetics of its streets and increase the safety of all its users.

Objective 2.3.4: The City’s motor vehicle circulation planning shall be coordinated with the future land uses shown on the Future Land Use Map of this Plan, and the Five-Year Transportation Plans of the FDOT and the Palm Beach TPA.

Policy 2.3.4(a): The City’s Planning Division shall review subsequent versions of the City’s Five-Year Capital “Improvement” Programs and the Five-Year Transportation “Improvement” Plans of the FDOT and the Palm Beach TPA, in order to update or modify this Element, as necessary.

Policy 2.3.4(c): The City shall continue to work with FDOT and the County to modify State and County streets to ensure pedestrian access and safety, including adequate

streetscape elements to increase pedestrian comfort, are incorporated on streets throughout the City.

OBJECTIVE 2.3.5: A Transportation Concurrency Exception Area (TCEA) is hereby established for the purpose of Downtown revitalization. This area, called “the Downtown” for the purposes of the TCEA, is bounded to the north by Palm Beach Lakes Boulevard; to the east by the Intracoastal Waterway; to the south by Okeechobee Boulevard, including Howard Park and the proposed CityPlace DRI; and to the west by CSX Railroad between Palm Beach Lakes Boulevard and Banyan Boulevard, and by Australian Avenue between Banyan Boulevard and Okeechobee Boulevard. Within the Downtown, there shall be no motor vehicle concurrency requirements. The City will actively pursue the goals, objectives, and decision making principles of the Transportation Vision, to provide a transportation system that achieves the economic, social, and environmental goals of the City. Transportation and mobility needs within the Downtown shall be met through the implementation of the following policies:

Policy 2.3.5(a): The City shall monitor vehicular traffic operations within the Downtown and shall prepare an annual report to determine the necessary measures to effectively manage vehicular traffic operations and evaluate the effectiveness of the Traffic Management System (TMS) measures outlined in other policies in this Objective. The City shall distribute the report to the Florida Department of Community Affairs, Palm Beach County, and other interested agencies no later than March of every year. Based on the results of the traffic monitoring report, the City will pursue strategies including, but not limited to, the following:

- (a) change motor vehicle signalization devices;
- (b) promote mass transit services;
- (c) encourage transportation mode options;
- (d) implement an employer-based Transportation Demand Management (TDM) activities;
- (e) develop a centrally-managed system of strategically located parking facilities; and
- (f) facilitate capital projects and street modifications in keeping with the Transportation Vision.

Policy 2.3.5(b): Potential increases to motor vehicle capacity are limited to the intersections and roadways listed below. The County and City recognize that modifications to increase motor vehicle capacity can vary from changing signal timings to adding lanes. City and County promotion of transportation modes and behavior that reduce the use of motor vehicles, particularly single occupancy automobiles, shall occur prior to making any motor vehicle capacity increases. Further, no capacity increases at a particular intersection or roadway segment can be made until Level of Service E is exceeded, unless the change is specifically agreed to by both City and County, and if enough time has passed to allow non-automobile initiatives to have an effect.

Roadways

- (a) Palm Beach Lakes Boulevard from Dixie Highway to Australian Avenue
- (b) Australian Avenue from Palm Beach Lakes Boulevard to Old Okeechobee Road

- (c) Okeechobee Boulevard from Tamarind Avenue to I-95

Intersections

- (a) Palm Beach Lakes Boulevard and Dixie Highway
- (b) Quadrille Boulevard and Dixie Highway
- (c) Banyan Boulevard and Australian Avenue
- (d) Okeechobee Boulevard and Tamarind Avenue
- (e) Okeechobee Boulevard and Dixie Highway
- (f) Okeechobee Boulevard and Olive Avenue
- (g) Belvedere Road and Dixie Highway
- (h) Okeechobee Boulevard and Quadrille Boulevard

This policy does not imply that motor vehicle capacity reductions are prohibited nor discouraged at these locations.

Policy 2.3.5(c): The City and County shall coordinate with PalmTran, the Downtown Shuttle, Tri-Rail, and the TPA, through the Traffic Management System (TMS), to increase the number of buses, shuttles, and trains on their respective routes to reduce headways in the peak and off-peak hours. The City will work to require developments in downtown to implement TDM strategies.

Policy 2.3.5(d): The City shall continue to work with the Florida Department of Transportation and WPBgo on implementing the City’s Transportation Management Initiative (TMI), which includes coordinating with Downtown employers on the development of employer-based TDM programs and incentives for the use of mass transit, and others initiatives such as ride sharing, van pooling, and offering flexible work hours.

Policy 2.3.5(e): The City and County shall continue to coordinate and implement intermodal transportation linkages in the Downtown. These may include a shuttle between governmental, institutional, residential, office, and shopping areas, as well as parking facilities. In addition, the City will continue to support the County’s efforts to develop an intermodal facility in the Downtown for PalmTran, Tri-Rail, and the Downtown Shuttle.

Policy 2.3.5(f): The City shall continue to participate in, monitor, and support the planning efforts involved in the development of the I-95 Master Plan by the Florida Department of Transportation (FDOT) and other roadway facilities within the Florida Strategic Intermodal System (SIS).

Policy 2.3.5(g): The City’s “Buildable Areas Monitoring Table” is a projection of how the Downtown Master Plan will be developed. At least every five years, the City shall evaluate the Table to determine whether an amendment to the Downtown Master Plan and/or the “Buildable Areas Monitoring Table” is required to reflect actual development trends. This amendment shall be consistent with the goals, objectives, and policies of the Downtown Master Plan and Comprehensive Plan.

**TABLE 20
BUILDABLE AREAS MONITORING TABLE**

Nonresidential (Square Feet)	1995 Existing	8,126,945
	Development Gap	6,947,025
	Total Projection	15,073,970
Residential (Units)	1995 Existing	2,689
	Development Gap	4,566
	Total Projection	7,255
Hotel (Rooms)	1995 Existing	349
	Development Gap	2,100
	Total Projection	2,449

Notes:

1. Residential information is provided for planning purposes only. Residential development is currently exempt from the Palm Beach County Traffic Performance Standards through the Coastal Residential Exception provisions. There is no upper limit to the amount of residential development within the TCEA area.
2. The figures of the “Buildable Areas Monitoring Table” do not alter the requirements of the residential to non-residential ratio requirement of the Transportation Concurrency Exception Area.
3. Hotel is a permitted land use category within the TCEA and the number of rooms projected to be built is shown for informational purposes only. There is no upper limit to the number of Hotel rooms within the TCEA area.

Policy 2.3.5(h): The DMP and TCEA are predicated on a set of assumptions needed to provide and implement the transportation goals, increase the number of residential dwelling units, and increase the intensity of nonresidential land uses. This balance of land uses is essential in achieving shorter trip lengths and reduced dependence on automobiles, as envisioned by the DMP and TCEA. This balance shall be maintained by the following actions:

- (a) The City shall implement the DMP to increase the number of residential units in and near the Downtown;
- (b) The City shall increase the density and mix of land uses in Downtown; and
- (c) The City shall increase the ratio of residential to nonresidential land uses.

The ratio is the total number of built residential dwelling units divided by the total amount of built nonresidential development (1,000 square feet) in the Downtown (for purposes of this calculation, built units or nonresidential floor space are those having been issued a certificate of occupancy). The 1995 ratio (based on 1995 data), as calculated by the Buildable Areas Monitoring Table, is 0.33, and the DMP projects development within the boundaries of the TCEA to reach a built ratio of 0.46 by year 2010.

Five years from the effective date of the City’s TCEA [May 15, 1997], the City shall achieve a built ratio of no less than the 1995 ratio of 0.33 (the baseline ratio). If the built ratio is lower than 0.33 at that time, no building permits shall be issued for new development (not including renovation) in Downtown which represent a ratio lower than the next baseline, until such time that a recalculation of built units and floor space yields at least a built ratio of 0.33.

Every two years (“reporting period”) following the fifth year from the effective date of the City’s TCEA [May 15, 1997], the City shall increase its baseline ratio by 0.03 until the baseline ratio reaches 0.46. Thereafter, 0.46 will be the baseline ratio, as indicated in the table below. If the baseline ratio is not met by the end of each reporting period, then no building permits shall be issued for new development in the Downtown which represent a ratio lower than the next baseline ratio, until such time that a recalculation of built units and floor space yields at least the baseline ratio. This annual report shall be based on total built units as of one month prior to the end of the reporting period.

**TABLE 21
DOWNTOWN BASELINE RATIOS**

Years After Effective Date	Baseline Ratio
5	0.33
7	0.36
9	0.39
11	0.42
13	0.45
14+	0.46

Policy 2.3.5(i): The City shall continue with the installation of additional bicycle facilities in the Downtown so as to accommodate and encourage the use of bicycles as an alternative mode of transportation. The additional facilities include, but are not limited to, bike paths, bike lanes, bike routes, bike racks, bike lockers, and other bicycle parking and travel facilities.

Policy 2.3.5(j): Consistent with the provisions of Downtown Master Plan Element Objective 4.3, the City shall develop strategies to manage the downtown parking supply and demand.

Policy 2.3.5(k): The City shall continue to identify the missing or damaged segments in the sidewalk network throughout the Downtown and within one-quarter mile of its boundaries and shall continue to eliminate or repair the missing or damaged segments.

Policy 2.3.5(m): In the event the City seeks to reduce the number of lanes on Okeechobee Boulevard from Tamarind Avenue to Dixie Highway, the City acknowledges that a CRALLS designation is required.

Policy 2.3.5(n): The City shall continue to coordinate with Palm Beach County and FDOT on the possibility of restoring Dixie and Olive to two-way operations in the Downtown area.

Objective 2.3.6: The City shall utilize the principles of traffic calming to increase pedestrian comfort and safety, lower motor vehicle speeds, and improve the quality of life for residents, visitors and businesses in areas determined appropriate by the City. Pedestrian safety and comfort shall be achieved by shortening pedestrian crossing distances, increasing sidewalk widths, and lowering motor vehicle speeds to reduce the potential for injury to pedestrians.

Policy 2.3.6(a): The City shall implement traffic calming measures and design principles where appropriate, to physically alter driver behavior to decrease speeds and unsafe situations, reduce the negative effects of motor vehicle use, and improve conditions for non-motorized users.

Policy 2.3.6(b): The City shall work with the County, State, and agencies that have jurisdiction over streets in West Palm Beach to implement traffic calming measures and design principles where appropriate.

GOAL 2.4: THE CITY OF WEST PALM BEACH SHALL DEVELOP AN INTEGRATED NETWORK OF NON-MOTORIZED TRANSPORTATION CORRIDORS.

Objective 2.4.1: The City shall identify corridors and utilize existing rights-of-way that connect the parks, linear parks, canals and waterways to develop an integrated network of greenways, trails, and pathways to increase the non-motorized transportation network.

Policy 2.4.1(a): The City shall coordinate and actively work with Palm Beach County and other agencies to provide clearance through all canal culverts for kayaking, canoeing, and a bicycle/pedestrian path within the respective rights-of-way for greenway linkages.

Policy 2.4.1(b): At such a time that Parker Avenue is modified or reconstructed, the City shall construct a bridge, providing clearance for kayaking, canoeing and a bicycle/pedestrian path to connect the canal to the turning basin and Howard Park.

Objective 2.4.2: The City shall analyze and prepare a strategy for adding land, corridors, rights-of-way, or easements to create more linkages between the City's greenways to increase the non-motorized transportation network.

Policy 2.4.2(a): The City shall prepare a master plan that incorporates bicycle/pedestrian paths along canal, rail, and I-95 rights-of-way (including the I-95 area at the M Canal) as part of an interconnected network of greenways, parks, and open spaces, connecting various parts of the City for use by non-motorized transportation.

Policy 2.4.2(b): The City shall pursue grants and other funding available for land acquisition for trails, greenways, and parks.

Objective 2.4.3: The City shall work with Palm Beach County Planning, Environmental Protection, and Greenways and Trails to connect the City’s network with the Palm Beach County and regional network of greenways and trails.

Policy 2.4.3(a): The City shall meet on an ad hoc basis with the County’s various departments to coordinate, plan, and implement the connection between the City’s and the County’s greenways and trails.

Objective 2.4.4: The City shall promote the increased use of bicycle and pedestrian facilities as a viable alternate means of transportation to the automobile.

Policy 2.4.4(a): The City shall update the pedestrian and bicycle master plan and complete the major system. The Master Plan shall include types, locations and details of existing and proposed bicycle and pedestrian facilities. The City shall continue to implement, as appropriate and feasible, recommendations of the “Downtown Walkability Analysis” report prepared in 2014 by Jeff Speck.

Policy 2.4.4(b): The City shall provide or require bicycle and pedestrian ways for connecting residential areas to recreational areas, schools, shopping areas, and employment areas.

Policy 2.4.4(c): The City shall accommodate and encourage the use of bicycles as an alternative mode of transportation by requiring that all major developments include bicycle facilities such as bike racks, bike lockers, and other bicycle parking and travel facilities.

Policy 2.4.4(d): The City shall encourage children to walk or cycle to school by providing bicycle and pedestrian ways that connect residential areas with schools and create “safe routes to school”.

Objective 2.4.5: The City shall promote the development of “Complete Streets” that are designed, built, and maintained in a manner that accommodates not only automobiles, but transit vehicles and non-motorized modes of travel such as pedestrians and bicyclists. “Complete Streets” shall enable access, mobility, economic development, aesthetics, health, and well-being for people of all ages and abilities, and support enhancement and sustainability of the environment.

Policy 2.4.5(a): The City shall continue to support and improve infrastructure, including beautification and amenities where appropriate for comfort and safety for bicyclists, pedestrians, and transit users as part of its planning and construction activities.

Policy 2.4.5(b): The City shall continue to identify and address any missing links in its pedestrian network in order to ensure that all City streets have sidewalks. Special emphasis shall be placed on streets located in the Downtown and in single-family neighborhoods. The pedestrian network shall be ADA compliant.

Policy 2.4.5(c): The City shall seek to provide choices for people to walk, bike, and take more transit trips resulting in healthier lifestyles, a more physically active population, and a cleaner environment.

Policy 2.4.5(d): As part of the development of Complete Streets, the City may evaluate the possibility of eliminating lanes on certain roadways in order to provide adequate facilities for pedestrians and bicyclists and to help reduce vehicular speeds.

Policy 2.4.5(e): The City shall use the best and latest design standards available when evaluating potential designs for the development of Complete Streets. Possible sources of design guidance could be obtained from, but are not limited to, the following: the American Association of State Highway Officials (AASHTO), the Florida Department of Transportation (FDOT), the Institute of Transportation Engineers (ITE), the National Association of City Transportation Officials (NACTO), the Americans with Disabilities Act (ADA), the Public Right-of-Way Accessibility Guidelines (PROWAG), and the Model Design Manual for Living Streets.

Policy 2.4.5(f): The City shall consider, where appropriate, the development of “pop-up design” or tactical implementation approaches in order to test multimodal transportation proposals prior to final design or construction.

3.0. PORTS, AVIATION AND RELATED FACILITIES

GOAL 3.1: ACCESS TO THE AIRPORT AND THE PORT SHALL BE PROVIDED.

Objective 3.1.1: The City shall coordinate its street network with the Port and the Airport to ensure that sufficient ground access to these facilities is provided.

Policy 3.1.1(a): The City shall support increased access to the Airport. However, this does not imply that the City supports increased mobility between the Airport and I-95.

Policy 3.1.1(b): As the Port’s and the Airport’s cargo handling increases, the City shall discourage truck traffic through adjacent residential neighborhoods.

Policy 3.1.1(c): The City shall encourage and support multimodal connections between, city areas, the Airport, the Downtown, and the Port. Passenger connections between these facilities may be achieved by utilizing Tri-Rail, PalmTran, or other transit facilities.

Policy 3.1.1(d): The City shall maintain control of the Stub Canal right-of-way.

GOAL 3.2: MODIFICATIONS TO AND OPERATION OF THE PORT AND THE AIRPORT SHALL BE CARRIED OUT IN A MANNER WHICH MINIMIZES THE NEGATIVE EFFECTS ON THE ENVIRONMENT AND WHICH MINIMIZES THE CONFLICTS BETWEEN THE PORT AND THE AIRPORT FACILITIES AND THE AREAS WITHIN THE CITY AFFECTED BY THESE FACILITIES.

Objective 3.2.1: Operation and expansion of the Port and the Airport shall be coordinated with the City of West Palm Beach Comprehensive Plan, particularly with the Future Land Use, Coastal Management and Conservation Elements.

Policy 3.2.1(a): The City shall encourage the Port to expand its oil-water separator system to include the entire main terminal area, so that all runoff is treated before draining into the Lake Worth Lagoon or it is recycled.

Policy 3.2.1(b): The City shall request that Palm Beach County supply the City with air quality data on an annual basis to ensure that jet fuel pollution from the Airport does not exceed federal air quality standards.

Policy 3.2.1(c): The City shall oppose any Airport plans that may increase existing aircraft noise levels greater than those originally recommended in the Development of Regional Impact Assessment Report for PBI, Palm Beach County, Florida, dated December 18, 1981 and approved by Resolution No. R-82-199 of the Board of County Commissioners of Palm Beach County, Florida, authorizing Development Order for PBI.

Policy 3.2.1(d): The City shall cooperate with the Department of Airports in their noise mitigation plan.

Policy 3.2.1(e): If the Port expands onto property adjacent to West Palm Beach's City Limits, the City shall ensure that its uses are compatible with or sufficiently screened from surrounding properties.

GOAL 3.3: THE CITY SHALL STIMULATE ECONOMIC DEVELOPMENT IN WEST PALM BEACH BY ENCOURAGING AND SUPPORTING PORT PLANS TO MEET EXISTING AND FUTURE DEMAND.

Objective 3.3.1: The City shall support Port and Airport activities which increase economic opportunities in West Palm Beach; provided the opportunities do not negatively impact the quality of life of its residents.

Policy 3.3.1(a): The City shall encourage retail and service establishments along Broadway (U.S. 1) which cater to the Port and Foreign Trade Zones as long as the adjacent residential areas are not negatively affected.

Policy 3.3.1(b): The City shall support the expansion of cruise line facilities at the Port as well as other port activities that increase economic opportunities, provided there are no negative impacts on the City's infrastructure or on the quality of life of its residents.

GOAL 3.4: THE CITY SHALL ABIDE BY FEDERAL AVIATION ADMINISTRATION (FAA) REGULATIONS TO ENSURE PUBLIC SAFETY AROUND THE AIRPORT.

Objective 3.4.1: No obstructions to aircraft operations shall be erected in the Airport's clear zones nor be allowed to penetrate the Airport's approach surfaces, transition surfaces, horizontal surfaces or conical surfaces.

Policy 3.4.1(a): The City shall continue to enforce the Flight Path Protection Ordinance consistent with Chapter 333, Florida Statutes, and with the County's Comprehensive Airport Zoning and Land Use Compatibility Ordinance.

Policy 3.4.1(b): The City shall ensure that applications for all structures (temporary or permanent, i.e. construction cranes) which exceed FAA guidelines and which might negatively affect PBI A or the proposed north county general aviation airport will be processed in accordance with Federal Aviation Regulations Part 77.

APPENDIX A
LIST OF REQUIRED THOROUGHFARE RIGHT-OF-WAY SETBACKS AND
REQUIRED STREET WIDTHS (NUMBER OF LANES)

Street Name	Roadway Setback (From Centerline)	Number of Lanes - (Thoroughfare Plan)
Australian Avenue ¹	53 feet - entire length	6 lanes
Banyan Blvd	40 feet - Australian Ave to Dixie Highway	5 lanes
	27 feet - Dixie Highway to Flagler Dr	3 lanes
Belvedere Road	53 feet - I-95 to West City Limits	6 lanes - west of I-95
	40 feet- I-95 to Dixie Highway	4 lanes - I-95 to Dixie Hwy 2 lanes - Dixie Hwy to Olive Ave.
Broadway	40 feet - entire length	4 lanes
Centrepark Place	25 feet - entire length	2 lanes
Clematis Street	40 feet - Sapodilla Ave. to Tamarind Ave.	2 lanes
	33 feet - Sapodilla Ave. to Narcissus Avenue	
Congress Avenue	53 feet - Palm Beach Lakes Blvd to North City Limits	4 lanes
	40 feet - Palm Beach Lakes Blvd to South City Limits	4 lanes
Datura Street	30 feet - South Dixie Hwy. to Tamarind Ave.	2 lanes
	33 feet - South Dixie Hwy. to Narcissus Ave.	
Dixie Hwy	40 feet - entire length	4 lanes - south of Okeechobee
		2 lanes - Okeechobee to Banyan
		3 lanes - Banyan to Quadrille
		4 lanes – Quadrille to 25 th St.
Quadrille Boulevard	50 feet - Dixie Highway to Okeechobee Blvd	4 lanes – south of Clematis St.
		3 lanes – Clematis St. to 3 rd St.
		4 lanes – 3 rd St. to Dixie Highway
Evernia Street	40 feet - South Olive Ave. to Tamarind Ave	2 lanes
Evernia Street	33 feet - Olive Ave to Flagler Dr.	2 lanes
Fern Street	40 feet - South Olive Ave. to Tamarind Ave	2 lanes
	30 feet - Olive Ave. to Flagler Dr.	2 lanes
Flagler Drive	40 feet - 36th St. south to City Limits	2 lanes -north of 27 th St.
		3 lanes – 27 th St. to Pine St.
		4 lanes – Pine St. to south of Okeechobee
		2 lanes – south of Okeechobee to south City limits
Florida Avenue	30 feet -Okeechobee Blvd to Belvedere Rd.	2 lanes
Forest Hill	40 feet - Flagler Dr. to West City Limits	4 lanes -west of Dixie Hwy
		2 lanes -east of Dixie Hwy
Georgia Avenue	25 feet - Okeechobee to South City Limits	2 lanes

Street Name	Roadway Setback (From Centerline)	Number of Lanes - (Thoroughfare Plan)
Haverhill Rd	60 feet	4 lanes
Jog Road ²	120 feet - 240 feet (entire - right-of-way width)	4 lanes - Okeechobee Blvd. to Roebuck Rd.
Lakeview Avenue	30 feet - Dixie Hwy. to Flagler Dr.	3 lanes - one way
Lake Avenue	30 feet – South of Okeechobee to Maddock Street	2 lanes
Military Trail	60 feet	4 lanes
Okeechobee Blvd	40 feet - Flagler Dr. to Dixie Hwy	3 lanes (one way)
	40 feet - Dixie Hwy to Lake Avenue	8 lanes (two way)
	60 feet - Lake Ave. to PBL Blvd	8 lanes
	70 feet-PBL Blvd. to Florida Turnpike	8 lanes
	100 feet – Florida Turnpike to State Road 7	8 lanes
Olive Avenue	40 feet - PBL Blvd. to South City Limits	2 lanes
Palm Beach Lakes Blvd	60 feet - Okeechobee Blvd to East of Australian Ave.	6 lanes
	55 feet - East of Australian Ave. to Flagler Dr.	4 lanes
Palmetto St.	30 feet - entire length	2 lanes
Parker Avenue	40 feet - Okeechobee Blvd. to the Howard Park main (community center) entrance	4 lanes
	40 feet- Howard Park main (community center) entrance to Belvedere Blvd.	3 lanes
	40 feet – Belvedere Blvd. to Southern Blvd.	3 lanes
	40 feet - Southern Blvd. to Summit Blvd.	3 lanes
	40 feet – Summit Blvd. to Forest Hill Blvd.	3 lanes
Parker Avenue	40 feet – Forest Hill Blvd. to Maddock St.	4 lanes
Roebuck Road (Okeechobee Reliever) ²	120 ft. - 240 ft from State Road 7 to Jog Road	(entire right-of-way width)
Rosemary	30 feet - Clematis St. to 11 th St.	2 lanes
	30 feet - 25 th St. to north terminus	2 lanes
Southern Blvd	53 feet - Parker Ave to West City Limits	4 lanes
	40 feet - Flagler Dr. to Parker Ave.	4 lanes -Parker to Dixie Hwy 2 lanes -Dixie Hwy to Flagler Dr.
State Road 7 ²	160 feet (entire right-of-way width) north of Okeechobee Blvd	
Tamarind	40 feet - Okeechobee Blvd to 25 th St.	2 lanes - Banyan Blvd. to 25 th Street
		4 lanes - Okeechobee Blvd to Banyan Blvd.
Tanglewood Court	15 feet - Dixie Hwy. to Flagler Dr.	
Trinity Place	20 feet - Dixie Hwy. to Flagler Dr.	
Village Boulevard	60 feet – Palm Beach Lakes to 45 th Street	4 lanes
Worthington Road	25 feet - entire length	
15 th Street	40 feet - Dixie Hwy. to the CSX Railroad	2 lanes

Street Name	Roadway Setback (From Centerline)	Number of Lanes - (Thoroughfare Plan)
45 th Street	60 feet - Jog Road to Haverhill Road	4 lanes
	60 feet – Haverhill Road to I-95	6 lanes
	55 feet – I-95 to Greenwood Ave.	6 lanes
	40 feet – Greenwood Ave. to Flagler Drive	4 lanes – Greenwood Ave. to Broadway 2 lanes – Broadway to Flagler Dr.

Notes:

1. The City does not support the widening of Australian Avenue, north of Banyan Boulevard, beyond its existing 4 lane section due to the impacts that it would have on the quality of life of the residents along this road.

2. The future development of Roebuck Road (Okeechobee Reliever), State Road 7, and Jog Road is subject to all necessary environmental permitting processes. Roebuck Road, State Road 7, and Jog Road are included in this table for the purpose of consistency with the Palm Beach County Comprehensive Plan Maps TE 1.1 and 14.1 and the Palm Beach ~~MPO~~ TPA Long Range Transportation Plan. This inclusion does not reflect the City’s position on the future development of these roads. The City acknowledges that removal of these roads from this Appendix requires a comprehensive plan amendment.

The City is presently challenging the future development of Roebuck Road on environmental grounds. There is a 1994 interlocal agreement (and the 1999 amendment to the Agreement) between the County and the City regarding the alignment for a future Roebuck Road, and a related 2007 Stipulated Settlement Agreement between the City and the County which provides that the “City shall have the right and full opportunity to participate in the permitting aspects of the Roebuck Road Project, including environmental permitting, and to object to the issuance of any and all permits necessary for the construction of the roadway improvements” and “in the event the County is unable to obtain all necessary permits, including environmental permits required to complete this Project, the deeds being held in escrow shall be null and void and returned to the City within fourteen (14) days of being informed in writing that the County was unable to obtain the required permits.” If the County receives environmental permits for the Roebuck Road Project, the City will amend its Comprehensive Plan to remove references to Roebuck Road from Note 2 of this Appendix. If the County or the State receives environmental permits for the State Road 7 project, the City will amend its Comprehensive Plan to remove references to State Road 7 from Note 2 of this Appendix. If the City transfers property interests sought by the County for the Jog Road extension to the County, then the City will amend its Comprehensive Plan to remove references to Jog Road from Note 2 of this Appendix.