

TRANSPORTATION ELEMENT

The following abbreviations and acronyms are used throughout this Transportation Element:

ADT	Average Daily Traffic
County	Palm Beach County
CRALLS	Constrained Roadway at Lower Level of Service
FDOT	Florida Department of Transportation
LOS	Level of Service
QOS	Quality of Service
TPA	Transportation Planning Agency
TPSO	Palm Beach County Traffic Performance Standards Ordinance
SIS	Florida's Strategic Intermodal System

Goals, Objectives and Policies

GOAL 2.1.: TO PLAN FOR AND DEVELOP A CONVENIENT, SAFE, AND ENERGY EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM FOR ALL PERSONS LIVING IN AND TRAVELING WITHIN THE CITY THROUGH MAINTAINING LEVEL OF SERVICE STANDARDS WEST OF THE BEELINE HIGHWAY AND IMPLEMENTATION OF THE ADOPTED MOBILITY PLAN EAST OF THE BEELINE HIGHWAY.

Objective 2.1.1.: To maintain adopted level of service (LOS) standards on the City's transportation system west of the Beeline Highway, including the Beeline Highway.

Policy 2.1.1.1.: The City adopts a road LOS "D" standard for all arterials and collectors. The LOS "D" capacity for arterials and collectors shall be based upon either the latest edition of the FDOT Generalized Tables or another professionally accepted methodology, such as the TPSO, for determining road capacity approved by the City Engineer.

Policy 2.1.1.2.: The City adopts an intersection LOS "D" for all intersections.

Policy 2.1.1.3.: The City shall use the best available data and use professionally accepted practices in reviewing existing and future LOS on all roadways and intersections for Future Land Use Amendments and determination of the concurrency management system.

Policy 2.1.1.4.: The City will amend its land development regulations as needed to maintain consistency between its accepted methods of measuring the LOS on SIS or County thoroughfare roads and the most current methods adopted by the FDOT or the County, respectively.

Policy 2.1.1.5.: The City shall review all development proposals for consistency with the Goals, Objectives, and Policies of this element including consistency with the traffic circulation plans and the LOS standards. The City shall establish traffic impact study requirements, consistent with the TPSO, in the land development regulations to ensure that development addresses its phased, if applicable, and full impact to the transportation system and meets the LOS standards established in the City’s Comprehensive Plan.

Policy 2.1.1.6.: The City shall require that adequate roadway capacity, at the adopted LOS standards, is or will be available or a proportionate share payment will be made when needed in order to serve new development.

Policy 2.1.1.7.: Future Land Use Map Amendments shall be internally consistent with all Elements of the City’s Comprehensive Plan. A Comprehensive Plan Amendment Study (CPAS) is required using the maximum amount of potential development based on the intensity standards established in the Future Land Use Element. The CPAS requirements shall be established in the land development regulations. The CPAS shall demonstrate whether there is available uncommitted capacity on impacted roadways for, but not limited to, five-year short-term analysis and a long-term analysis to the planning horizon for the comprehensive plan. If the analyses demonstrate a roadway will operate below the adopted level of service, then the necessary roadway improvement or alternative measures to maintain the adopted level of service should be identified. Needed road improvements shall either be included within the first five years of the Capital Improvement Program with a funding source identified or included in a developer agreement between the City and the development that establishes when the improvement will be constructed and how it will be funded. Alternatively, the potential amount of development that is permitted on the site shall be reduced to a level that can demonstrate that adequate roadway capacity is available for the duration of the analysis periods evaluated.

Policy 2.1.1.8.: The City shall investigate possible mechanisms for removing ghost trips from City roads. Ghost trips arise when development proceeds at a lower intensity than that at which it was approved. The intent of this policy is to prevent ghost trips from decreasing the amount of roadway capacity a new project can rely on in obtaining a County traffic concurrency approval.

Policy 2.1.1.9.: The City shall conduct an annual review of high traffic accident locations to identify those occurrences on City maintained roadways. The City shall investigate the causes to provide corrective measures to mitigate future accidents.

Policy 2.1.1.10.: The City shall exercise one or more of the following options to mitigate future LOS deficiencies, included, but not limited to:

- A. Adopted Constrained Roadways At a Lower Level of Service (CRALLS);
- B. Road and intersection improvements;
- C. Proportionate Share

Policy 2.1.1.11.: The City Council shall retain the right to adopt alternative LOS standards for specified roadway links, which, due to circumstances beyond City Council’s control, are currently or are projected to exceed the LOS standard in Policy 2.1.1.2., or if improvements to a roadway link or intersection will be prohibited due to physical, environmental, historical, or aesthetic constraints. Alternate LOS shall be, to the maximum extent feasible, consistent with the State and County standards.

Policy 2.1.1.12.: The City may elect to repeal and replace City transportation concurrency proportionate share and road impact fees with a Mobility Fee based upon an adopted Mobility Plan. The City may seek to repeal and replace Palm Beach County transportation concurrency, proportionate share and road impact fees with a Mobility Fee based upon an adopted Mobility Plan. Repeal of Palm Beach County transportation concurrency, proportionate share and road impact fees will require consultation with Palm Beach County.

Policy 2.1.1.13.: The mobility plan and mobility fee may be implemented and adopted for all areas west of the Beeline Highway or may be adopted only for specific areas or districts within the City west of the Beeline Highway. The repeal and replacement of City and Palm Beach County transportation concurrency, proportionate fair-share and road impact fees shall only occur in areas of the City where mobility plan and mobility fee have been adopted.

Policy 2.1.1.14.: The City may elect to adopt a mobility plan and mobility fee that only addresses City Maintained Facilities and would replace transportation concurrency, proportionate share and road impact fees only for City maintained facilities.

Policy 2.1.1.15.: The mobility plan and mobility fee may be adopted by resolution of the City Council. The mobility fee and mobility plan would go into effect per the provisions of the implementing mobility fee ordinance. The City Council may elect to repeal and replace transportation concurrency, proportionate share, and road impact fees concurrently with the adoption of the implementing ordinance of a mobility plan and mobility fee.

Policy 2.1.1.16.: Should the City Council elect to adopt a mobility plan and mobility fee, within one year of adoption of the implementing Ordinance, the City shall update the Transportation Mobility and Capital Improvement Elements of the Comprehensive Plan to reflect the repeal and replacement of transportation concurrency, proportionate share and road impact fees and update policies related to level and quality of service standards, complete streets, capacity determinations, backlogged facilities, site access study, associated policies and other elements addressed in the mobility plan.

Policy 2.1.1.17.: The mobility plan shall include provisions that address mobility between destinations and should address accessibility to and from destinations and between modes of travel. The mobility plan shall include a horizon year. The improvements in the mobility plan shall be based upon the expected, anticipated or desired increase in new development, infill development and redevelopment by the established horizon year and the associated increase in person travel demand. The mobility plan shall include LOS and/or QOS standards for all modes of travel included in the mobility plan.

Policy 2.1.1.18.: The City, as part of a mobility plan, may adopt areawide LOS standards for roads that cumulatively evaluates capacities and traffic volumes for multiple roads areawide as opposed to a segment by segment evaluation to maintain adopted level of service standards and identify future capacity needs. Areawide LOS standards recognize the benefit of a gridded transportation network to provide mobility and accessibility. Roadway capacities shall be based upon professionally accepted methodologies.

Policy 2.1.1.19.: The City, as part of a mobility plan, may adopt QOS standards for pedestrians, bicycle, transit, and other multi-modal facilities included in the mobility plan. QOS standards shall be related to the overall travel experience of the user with higher standards established in areas where walking, bicycling, transit, and other non-vehicular modes of travel are encouraged.

Policy 2.1.1.20.: The mobility plan may include complete street policies and/or design standards for the improvements identified in the mobility plan. The mobility plan may serve as a master plan for roads and transit. The mobility plan may also function as a bicycle, pedestrian, trails, blueways, greenways, and other non-vehicular modes or travel master plan.

Policy 2.1.1.21.: The mobility plan may also include provisions related to climate change and include elements that reduce vehicular trips, vehicular miles of travel and greenhouse gas emissions. The mobility plan may also incorporate provisions for reduced heat island effects and improve air quality through trees and landscaping and to reduce stormwater run-off and water quality through the integration of low impact development techniques, bio-swales, rain gardens and other green techniques that can be incorporated into the planning, design, and construction of transportation improvements.

Policy 2.1.1.22.: The mobility plan may include policies related to mobility districts and multimodal oriented developments. The mobility plan may also include provision that include mobility hubs, curbside management, and dynamic parking management strategies.

Policy 2.1.1.23.: The mobility fee would be a one-time assessment on new development, redevelopment, or change in use that results in an impact to the transportation system through an increase in person travel demand. The mobility fee, consistent with Florida Statute, shall be required to meet the dual rational nexus test and shall be reasonably attributable to the increase in person travel demand impact of new development, infill, and redevelopment.

Policy 2.1.1.24.: The mobility fee may include provisions to encourage affordable and workforce housing. The mobility fee may also include provisions to encourage mixed-use, multimodal supportive development and desired land uses that increase employment and attract economic development.

Policy 2.1.1.25.: An application for private development may not be required to pay a mobility fee and also meet transportation concurrency, proportionate share, and road impact fees to the extent the mobility plan and mobility fee address the same facilities and travel demand impacts as

would be addressed through the application of transportation concurrency, proportionate-fair share and road impact fees for City and/or County or State maintained facilities.

Objective 2.1.2.: To maintain and periodically update the Palm Beach Gardens Mobility Plan dated April 2019 and Palm Beach Gardens Mobility Fee Technical Report dated May 2019, prepared by NUE Urban Concepts, LLC and Pinder Troutman Consulting, Inc to identify and fund improvements for people walking, bicycling, riding transit, driving motor vehicles and utilizing new and shared mobility technology for the City’s multimodal transportation system east of the Beeline Highway.

Policy 2.1.2.1.: The areawide roadway level of service (LOS) and areawide multimodal quality of service (QOS) standards established in the Mobility Plan for the City’s multimodal transportation system shall be used to:

- a) periodically measure mobility provided within the City,
- b) identify needed multimodal improvements, consisting of capital facilities, micromobility devices, mobility programs and services, new mobility technology, shuttles, trolleys, and vehicles, for periodic updates of the Mobility Plan,
- c) consider the establishment of Complete Street design standards in the land development regulations,
- d) develop multimodal capacities for multimodal improvements in the Mobility Plan to ensure new development is not assessed mobility fees that are more than its share of the cost of multimodal improvements needed to mitigate its impact,
- e) prioritize multimodal improvements for annual capital improvement programming,
- f) consider the establishment of requirements in the land development regulations for new development and redevelopment to achieve LOS and QOS for multimodal facilities internal to the development and along the development boundaries,
- g) establish criteria in the land development regulations to evaluate the transportation mobility impact of comprehensive plan amendments and identify needed multimodal improvements for inclusion in the City’s Mobility Plan.

Policy 2.1.2.2.: The City shall review the areawide roadway LOS and multimodal QOS standards adopted in the Mobility Plan every three years, and update, as necessary.

Policy 2.1.2.3.: The City shall consider adoption of street QOS standards, based on posted speed limits for local streets, collectors, and arterials in future updates of the Mobility Plan. The QOS standards for collectors and arterials would replace areawide roadway LOS standards.

Policy 2.1.2.4.: The City shall review the multimodal improvements included in the Walking and Bicycling Plan, the Bicycling Plan, the Transit Circulator Plan, the Road and Intersection Plan and the mobility improvement schedules incorporated into the Mobility Plan every three years, and update, as necessary. The Walking and Bicycling Plan shall address improvements related to sidewalks, paths, trails, and high visibility crosswalks. The Bicycling Plan shall address improvements related to bicycle boulevards, bike lanes, buffered and protected bike lanes, and micromobility, low speed or flex lanes. The Transit Circulator Plan shall address improvements related to transit circulators, dedicated lanes, service, stops and stations. The Road and Intersection Plan shall address improvements related to shared streets, low speed streets, new roads, the widening of existing roads, intersections, roundabouts, and crosswalks.

Policy 2.1.2.5: The City has adopted a mobility fee, based on an adopted Mobility Plan that replaced transportation concurrency, proportionate share, and road impact fees for all areas of the City east of the Beeline Highway. New development and redevelopment which generates person travel demand above the current use of land, shall mitigate its person travel demand impact to the City's multimodal transportation system through payment of a mobility fee to the City. Mobility fees are to be used to mitigate external impacts to the City's multimodal transportation system. Site access studies shall be used to address improvements and mitigation to on-site impacts.

Policy 2.1.2.6.: The City shall develop requirements in the land development regulations for site access studies as a replacement for traffic impact analysis. The site access studies shall address on-site person travel demand impact to the City's multimodal transportation system. On-site impact shall include all internal vehicular and multimodal circulation systems. On-site impacts shall also include all vehicle and multimodal access connections to the City's multimodal transportation system. The site access studies may also include evaluation, improvements, and mitigation to on-site person travel demand impact on intersections adjacent to or significantly impacted by the proposed development and the City's multimodal transportation system adjacent to the developments boundaries. The site access assessments shall also address all vehicle and multimodal cross-access connections to existing and future developments adjacent to the development.

Policy 2.1.2.7.: The City shall commence a re-evaluation of its adopted Mobility Plan and mobility fees every three years, and adopt any necessary updates. The Mobility Plan and mobility fees shall reflect the most recent multimodal improvements, person travel demand, person capacity, and cost estimates for City, County and State facilities within the City. Amendments to the Mobility Plan and mobility fees shall evaluate inclusion of new mobility technology, shared mobility programs and services and shall consider inclusion of dynamic parking management strategies.

GOAL 2.2.: CONTINUE TO DEVELOP AND MAINTAIN SUSTAINABLE, SAFE AND EFFICIENT INTERMODAL TRANSPORTATION LINKAGES THROUGH A BALANCE OF TRAFFIC CIRCULATION SYSTEMS, PUBLIC TRANSPORTATION, AND PEDESTRIAN AND BICYCLE NETWORKS.

Objective 2.2.1.: To encourage strategies which reduce demand on the City's transportation system and alleviate street traffic congestion.

Policy 2.2.1.1.: The City shall encourage the utilization of Transportation Demand Management (TDM) strategies to increase the efficiency of the transportation system and influence the amount and demand for transportation. These strategies may include ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management. The City shall encourage TDM strategies through the following:

- Coordination with the Transportation Planning Agency
- Traffic Calming
- Intersection improvements
- Coordination with Palm Tran routes
- Transit Oriented Development/Tri Rail

Policy 2.2.1.2.: The City shall continue its efforts to establish city-wide continuity of bikeways, particularly between major sources of and destinations for vehicle trips in the City.

Policy 2.2.1.3.: The City shall evaluate and encourage improvements to the Conceptual Thoroughfare Plan (Map A.16.) to ensure that there is an adequate network of public streets (City Collectors, Neighborhood Collectors and Local Roads) to efficiently provide mobility within the City and serve as a complementary system to the County thoroughfare roads. Actual alignments for these public roadways will be established as part of the development review process.

Policy 2.2.1.4.: The City shall evaluate developing Complete Street policies within its land development regulations. Complete Streets are designed to accommodate all users, including, but not limited to motorists, cyclists, pedestrians, and transit riders. Complete Street policies shall require that pedestrian, bicycle, transit, motorist, and other anticipated users of a roadway are included in evaluation and design of roadway cross-section based upon anticipated mobility and accessibility needs compatible within the surrounding environment. Complete Street policies should address travel along the street as well as crossing the street. Complete Street policies are context sensitive and should approach each street as unique and avoid standard one-size fits all design.

Policy 2.2.1.5.: The City shall maintain regulations to control vehicular access onto arterials and collectors in order to reduce existing or potential congestion problems. Whenever possible, the City shall encourage minimizing access points by requiring shared access with adjacent development.

Policy 2.2.1.6.: The City shall encourage connectivity of roadways and cross connection of property with similar or compatible land uses in the City to improve accessibility, reduce congestion on arterial and collector roads, including bicycle and pedestrian connections, and utilize traffic calming measures to minimize the traffic impacts on residential neighborhoods.

Policy 2.2.1.7.: The City shall encourage initiatives that relieve congestion on SIS roads by encouraging parallel roadways, transit routes, multimodal improvements and other local traffic initiatives facilitating local traffic flow.

Policy 2.2.1.8.: The City shall encourage the utilization of Intelligent Transportation System (ITS) strategies to optimize the efficiency of the transportation system through technology. These strategies may include arterial management systems, such as advanced signal systems and surveillance systems, incident management coordination, transit and work zone management systems, and dynamic message signs. The City shall coordinate with the County's Traffic Division in support of efforts to plan for or implement ITS infrastructure within the City.

Policy 2.2.1.9.: The City shall consider the feasibility of implementing a Vision Zero program with the goal of eliminating all pedestrian, bicyclist, and motorists deaths associated with automobile accidents on all streets within the City.

Objective 2.2.2.: To maintain a sustainable transportation system through the adoption of a financially feasible Capital Improvement Program.

Policy 2.2.2.1.: The City shall develop, on an annual basis, a Capital Improvement Program for improvements within the City.

Policy 2.2.2.2.: Proposed improvements will be reviewed and ranked in order of priority according to the following guidelines:

- a) Whether the project is needed to protect public health and safety, to fulfill the County's legal commitment to provide facilities and services, or to preserve or achieve full use of existing facilities; and
- b) Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement cost, provides service to developed areas lacking full service, or promotes in-fill development
- c) Whether the project represents a logical extension of facilities and services within a designated urban service area; and
- d) Whether the project will contribute to the achievement of adopted LOS and QOS standards.

Policy 2.2.2.3.: The City shall utilize mobility fees and road impact fees as well as other available revenue sources, to fund multimodal capital improvements. The City shall continue to assess and improve the performance of the mobility fee and road impact fee programs.

Objective 2.2.3.: To establish a network of streets that provide multiple routes for intra community trips and alternate routes for external travel so that neighborhood collector streets can be maintained as two-lane streets, adequate ingress and egress is available for police, fire and emergency evacuation, and no one neighborhood is unduly burdened by providing more than its fair share of roadway capacity.

Policy 2.2.3.1.: The hierarchy of City streets and their functions shall be as follows:

City Collectors - (example Burns Road) collect and distribute traffic from neighborhood to neighborhood throughout the City and provide back-up routes to the County thoroughfare system, may be greater than two-lane and are always public, unless designated a private road pursuant to a PUD or PCD approval prior to the construction of the road. The goal is to have a network sufficient to maintain these roads at no more than four lanes.

Neighborhood Collectors - (example Holly Drive) collect and distribute traffic within a Planned Unit Development or from limited access subdivisions, will be maintained as low speed, two lane public roads (unless designated a private road pursuant to a PUD or PCD approval prior to the construction of the road) suitable for fronting residential development, institutional, or neighborhood commercial development.

Local Roads - (example Buttercup) all other City roads, may be public or private.

Policy 2.2.3.2.: Minimum right-of-way requirements for new roadways shall be maintained through the Land Development Regulations for:

- a) Arterial/Primary roadways;
- b) City Collector roadways;
- c) Neighborhood Collector roadways;
- d) Local roads;
- e) Parkways; and
- f) Marginal Access roadways.

Policy 2.2.3.3.: The City shall maintain the minimum right-of-way requirements and established methods of accepting lesser widths in the event of the redevelopment of existing rights-of-way that have been built at a lesser width or the establishment of rights-of-way with other physical or natural constraints.

Policy 2.2.3.4.: The City shall maintain minimum standards for Neighborhood Collector roadways in the land development regulations to ensure that neighborhood collectors can remain two-lane roadways through build-out of the County. Actual alignments for these roadways will be established as part of the development review process.

Policy 2.2.3.5.: Rights-of-way shall continue to be formally identified at the time of development approval and a priority schedule for acquisition or reservation established.

Policy 2.2.3.6.: As a condition of plat or development order approval, the City shall require mandatory dedications of rights-of-way, easements, or fees when the required ROW is not under the same ownership as the property being platted, or during the site plan review process.

Policy 2.2.3.7.: The City shall encourage the use of roundabouts at suitable locations, in order to provide efficient flow of traffic.

Objective 2.2.4.: In accordance with Section 163.3202, F.S., maintain and revise where necessary, land development regulations for the provision of motorized and non-motorized transportation.

Policy 2.2.4.1.: The City shall generally prohibit on-street parking on all arterial, City and Neighborhood collector roads that do not maintain safety performance standards and efficient traffic flow. On-street parking may be allowed, with specific City Council approval and as necessary the approval of the agency having jurisdiction over said roadway, when the design of the roadway in relation to adjacent uses maintains safety performance standards and efficient traffic flow. On-street parking is encouraged within mixed use developments.

Policy 2.2.4.2.: The City may review the Land Development Regulations to consider incentives and accommodate the needs of compact four and two wheel vehicles (such as hybrids, smart cars, and vespas/scooters, etc.) by assessing the parking requirements and other provisions of the land development regulations.

Policy 2.2.4.3.: The City shall continue to require new developments to construct bicycle and pedestrian ways within and on roadways adjacent to those developments and to identify future on-site centralized transit pick-up/drop-off.

Objective 2.2.5.: To maintain land development regulations which set requirements for safety and aesthetics in the transportation system.

Policy 2.2.5.1.: The City shall continue to enforce its adopted design standards, which minimize roadway hazard by:

- a) Requiring the provision of adequate storage and weaving areas;
- b) Providing turn lanes with adequate storage;
- c) Limiting direct access from residential driveways and local roads onto high-speed traffic lanes;
- d) Reducing conflicts between roadway, bicycle and pedestrian or rail traffic;
- e) Providing adequate circulation for emergency evacuation;
- f) Providing standard signing and marking for roadways, bikeways, sidewalks, and intersections;

- g) Controlling access between dissimilar land uses;
- h) Regulating the length of cul-de-sacs; and
- i) Road drainage.

Policy 2.2.5.2.: The City shall adopt bicycle use, urban aesthetics, and accepted traffic calming techniques specific to each classification of roadways. The techniques should encourage street trees for green linkages outside of the parkway system, in order to connect with the parkway system.

Policy 2.2.5.3.: The City shall use street resurfacing projects as an opportunity to install or enhance sidewalks, bicycle lanes, raised medians, and brick or brick imprinted paver or painted crosswalks, where feasible. If not a City project, the City shall recommend that FDOT, the County, or private developers make such enhancements, consistent with the City's mobility plan.

Policy 2.2.5.4.: Facilities which accommodate the needs of the physically impaired, pedestrians, and bicyclists shall be assessed and required during the development review process.

Objective 2.2.6.: To continue coordinating the Future Land Use Map with transportation plans of adjacent Cities, County, FDOT, the TPA, Palm Tran, Tri-Rail, private transit providers, and utility providers.

Policy 2.2.6.1.: The City shall review subsequent versions of the FDOT Transportation Improvement Program, the Palm Beach County Improvement Program, and the TPA Long Range Transportation Plan in order to update or modify this element, if necessary.

Policy 2.2.6.2.: The City shall review for compatibility with this element, the transportation plans, and programs of the FDOT, the County, neighboring municipalities, and the TPA.

Policy 2.2.6.3.: The City shall coordinate with State and County traffic agencies to change the classification of Holly Drive on plans and models to that of a neighborhood collector.

Policy 2.2.6.4.: The City should consult with adjacent Cities, the County, FDOT, Palm-Tran, Tri-Rail, the TPA, private transit providers and utility providers on future updates to the Mobility Plan and mobility fees and any future mobility plan and mobility fee west of the Beeline Highway.

Policy 2.2.6.5.: The City shall establish right-of-way use permit requirements that utility providers shall coordinate repairs, replacements, and upgrade of utilities within public rights-of-way and publicly accessible easements with the City to identify opportunities to incorporate Mobility Plan improvements into utility projects.

Policy 2.2.6.6.: The City shall coordinate resurface, restoration, and rehabilitation, collectively known as 3R projects, with the County and the State to identify opportunities to incorporate improvements identified in the Mobility Plan within 3R projects.

Policy 2.2.6.7.: The City shall coordinate with the County and the State on driveway and access connection permits to evaluate the impacts to and opportunities to coordinate Mobility Plan improvements.

Objective 2.2.7.: To continue to plan for and provide transportation facilities encouraging various modes of transportation. The City shall plan and provide for alternate routes to major arterials within the City Center area, which is bounded by RCA Boulevard to the south, Prosperity Farms Road to the east, Military Trail to the west, and Atlantic Road to the north. Accordingly, the City adopts and incorporates into the Conceptual Thoroughfare Plan and the Future Land Use Map Series-B, the City Center Linkages Plans (Maps B.1., B.2., and B.3.) for the City Center area to serve as alternate routes to PGA Boulevard, Prosperity Farms Road, and Alternate A-1-A, and other major thoroughfares within the City. The plan provides facilities for vehicles, pedestrians, as well as bicyclists within the right-of-way.

Policy 2.2.7.1.: The City shall require individual developments to dedicate the needed right-of-way during the site plan review process, be consistent with, and conform to the City Center Linkages Plans. However, the City Council may in its discretion accept a perpetual public access easement in lieu of dedication of right-of-way on neighborhood collectors and local roads only. This shall apply only to neighborhood collectors and local roads that are part of the City Center Linkages Plans. Roadway alignments, right-of-way, cross sections and construction of each link shall be consistent with the standards specified in the City's Land Development Regulations. However, granting of waivers may permit minor deviations from the plan and or roadway construction standards affecting such links. Such waivers are granted only by the City Council acting upon a recommendation from the Local Planning Agency. The City reserves the right to expand the laneage within the right-of-way and or the right-of-way itself, if so determined by the City, should the need arise in the future on roadways upon which the City is granted perpetual public access easements. Maintenance of such roadways, upon which the City is granted the mentioned easement, shall be the sole responsibility of the property owners/developers.

Policy 2.2.7.2.: The Parkway System is shown on the Future Land Use Map (Map A.1.) and includes the following facilities:

- 1) PGA Boulevard from Beeline Highway to Central Boulevard.
- 2) Central Boulevard from PGA Boulevard to Donald Ross Road.
- 3) Donald Ross Road from Prosperity Farms Road westward to the Palm Beach Gardens city limits.
- 4) Beeline Highway from PGA Boulevard to the Caloosa subdivision.
- 5) Hood Road from Prosperity Farms Road to Jog Road.
- 6) Jog Road from PGA Boulevard to Donald Ross Road.

Policy 2.2.7.3.: The Parkway System shall include bicycle and pedestrian ways within the additional rights-of-way.

Policy 2.2.7.4.: The designated rights-of-way for the Parkway System shall be 300-400 feet. A right-of-way may be averaged, with City Council approval, to include in the calculation restored wetlands and upland habitat set-aside on the site in order to maintain a native greenway and promote linkages of the natural environment, including wildlife corridors. Hood Road between Prosperity Farms Road and Central Boulevard shall receive parkway treatments within a 55' corridor.

Policy 2.2.7.5.: The City shall continue to require elements of the parkway system to connect to existing road facilities so that a continuous pedestrian system occurs.

Policy 2.2.7.6.: The City shall continue to make continuity between pedestrian paths in the older portions of the City a priority in the Mobility Plan and Capital Improvements Element.

GOAL 2.3.: TO PROVIDE A SAFE AND ACCESSIBLE PUBLIC TRANSIT SYSTEM ENCOURAGING A SUSTAINABLE AND ECONOMICALLY FEASIBLE ALTERNATIVE TO AUTOMOBILE USE.

Objective 2.3.1.: To coordinate with the Transportation Planning Agency, South Florida Regional Transportation Authority, Palm Beach County, Treasure Coast Regional Planning Council, Palm Tran, other local transit service providers and local municipalities in the City's transit initiatives.

Policy 2.3.1.1.: The City shall continue to provide Palm Tran, the local transit authority, with employment and development activity on projects within the City in order to identify potential sources of and destinations for people using transit and assist them in the extension of transit service in the City as ridership need is identified.

Policy 2.3.1.2.: The City shall coordinate efforts with Palm-Tran to increase public awareness of the expanded Palm-Tran service through the following efforts:

1. Work with identified area attractors (examples: Gardens Mall, Government Center, libraries) to produce public information displays on how to access the attractors by Palm-Tran.
2. Provide displays in all City offices and parks indicating the location and stop number of the closest Palm-Tran stop.
3. Include information on the location and number of the closest Palm-Tran stop in advertisement of all City sponsored public events.

Policy 2.3.1.3.: The City shall continue to participate with the MPO in a study of the feasibility of a semi-local, independent shuttle or transit system within the north county area.

Policy 2.3.1.4.: The City shall continue to require parkway system improvements, as defined in the Future Land Use Element of this Comprehensive Plan, to be introduced into newly developed areas to incorporate.

Policy 2.3.1.5.: The City shall adopt and maintain an advanced right-of-way acquisition program to provide for the protection and acquisition of existing and future rights-of-way, including public transit right-of-way and exclusive public transit corridors.

Policy 2.3.1.6.: The City shall coordinate its transportation and mass transit strategies and policies with strategies and policies supported by the Treasure Coast Regional Planning Council (TCRPC).

Objective 2.3.2.: To promote sustainable growth, the City recognizes the direct link between public transit, land use, workforce housing, and economic development.

Policy 2.3.2.1.: The City shall support efforts to extend the Tri-County Commuter Rail on the FEC railroad track.

Policy 2.3.2.2.: The City shall encourage redevelopment providing workforce housing, pedestrian oriented design, and access to public transit.

Policy 2.3.2.3.: The City shall implement the improvements identified in the mobility plan to address last-mile accessibility connections to transit.