

TRANSPORTATION ELEMENT

The City of Boca Raton has embarked on a new path for transportation services and infrastructure that more fully links different transportation modes to each other, as well as with existing and planned land use patterns. Within the Comprehensive Plan, transportation is defined broadly and incorporates streets, automobiles, transit, cycling and walking. All these modes work together to create a transportation system that improves mobility for people and goods within and between the City's five planning areas as well as the region. The use of different modes, and even the choice of multiple modes, will impact not only the character of the right-of-way, but also the means by which to measure the use and quality of the right-of-way. In addition to the classification system for level of service standards on its streets, the City is actively considering alternative standards to encourage enhanced multi-modal mobility.

This Element contains goal statements for each mode of transportation, and includes policies for the coordination of the City with the other entities that supply transportation services, funding, and infrastructure to the City. These include Palm Tran, South Florida Regional Transportation Authority (Tri-Rail), the Florida Department of Transportation (FDOT), Palm Beach County, the Boca Raton Airport Authority, and the Palm Beach Transportation Planning Agency (TPA). Additionally, the City will coordinate with Broward County Transit, the City of Delray Beach and the City of Deerfield Beach for greater regional connectivity.

Element Goals, Objectives and Policies

GOAL TRAN.1.0.0

It is the goal of the City of Boca Raton to provide a safe, efficient, convenient, and economical transportation circulation system, which offers sufficient choice, quality, and accessibility to connect people, goods, and services throughout the City and to the region.

(SRPP 7.1, 7.1.1)

OBJECTIVE TRAN.1.1.0

The City shall strive to achieve the adopted levels of service standards as set forth in the policies below. Section 163.3180(5)(f), Florida Statutes, states that local governments are encouraged to develop tools and techniques to complement the application of transportation concurrency. The standards in this Element will be reevaluated by the City on an ongoing basis, and the City will continue to develop transportation and land use strategies to support and fund mobility. City staff will explore alternatives to the existing Alternative Transportation Concurrency Standard (ATCS) as described in Objective TRAN 2.4.0 which may include the establishment of a City-wide mobility fee to fund mobility improvement projects, the adoption of a City-wide mobility plan, or other techniques to complement the application of transportation concurrency.

The level-of-service standards provided in Policy TRAN.1.1.1., will provide for standards for all roadway transportation facilities in the City, with the exception of any projects/roadways that have an Alternative Transportation Concurrency Standard approved by an amendment to the Comprehensive Plan.

POLICY TRAN.1.1.1

City streets are subject to level of service (LOS) standards indicated in the table below in order to maintain acceptable operating conditions on the street network. The following LOS for roads and streets shall be maintained during peak-hour/peak-direction:

FACILITY TYPE	LOS STD
I-95	D
State principal arterial	D
County minor arterial	D
County collector	D
State minor arterial	D
City collector and arterial	D
Intersections	D

POLICY TRAN 1.1.2

The City shall consider the feasibility of implementing a mobility plan, mobility fee, or other techniques to complement the application of transportation concurrency, to be adopted city-wide or only for specific areas or districts within the City.

OBJECTIVE TRAN.1.2.0

Enhance the safety, efficiency, and travel options of the City's multi-modal transportation system.

POLICY TRAN.1.2.1

The City of Boca Raton shall be comprised of five planning areas. The City shall require redevelopment and new development meet applicable standards such that each development is designed to safely promote increased walking, biking, and transit use while reducing vehicle trip lengths and vehicle miles of travel, as outlined in the Land Use and Transportation Elements of this Plan and implemented by the Land Development Code in the City's Code of Ordinances.

POLICY TRAN.1.2.2

The City shall support mobility by developing land use plans and policies that encourage mixed-use land use patterns, pedestrian-oriented site design, and direct higher density development toward locations served by transit, all of which will also help to reduce greenhouse gas emissions through a reduction in Vehicle Miles Traveled (VMT).

POLICY TRAN.1.2.3

The City establishes the following additional performance measures to be met by 2040:

- a) Increase transit system coverage;
- b) Aide in connecting all major transportation generators and attractors to Palm-Tran and Tri-Rail hubs within the City limits through enhanced Palm-Tran service and the implementation of the Boca Raton Shuttle system;

- c) Construct sidewalks on both sides of the street or shared use pathways on at least one side of the street with a sidewalk on the other streets within ½-mile of schools and parks within the City; and
- d) Provide safe pedestrian crossings with crosswalks, pedestrian-activated signals, median refuges, bulb-outs, and other necessary features along arterial and collector streets within or adjacent to the Downtown. It is the City's goal that at least 70 percent of the linear miles of these streets shall meet a maximum spacing standard of 660 feet between crossings.

POLICY TRAN.1.2.4

The City shall further support pedestrian, bicycle, and transit use by:

- a) Evaluating appropriate residential density and non-residential intensity in locations served by transit;
- b) Planning for an appropriate mix of residential, commercial, educational, recreational, civic, and other complementary uses to allow residents and visitors to meet daily needs more efficiently while minimizing travel distances;
- c) Requiring sites to be designed in a manner that provides preferential, safe, and convenient access for pedestrians, cyclists, and transit users; and
- d) Increasing street connectivity to reduce vehicle trip lengths and create a more walkable system of short blocks.

POLICY TRAN.1.2.5

The City shall collect a road impact fee in accordance with and required by the Palm Beach County Fair Share Contribution for Road Improvements, unless this system is replaced, in whole or in part, by a mobility fee in accordance with Policies TRAN 1.1.2.

POLICY TRAN.1.2.6

The City shall continue to use general funds, transportation funds, special assessments, US and FDOT funds, and other sources to fund multi-modal transportation improvements in the City. By 2021, the City, to the extent feasible, shall define additional dedicated funding sources to finance the cost of proposed transportation and general mobility improvements.

POLICY TRAN.1.2.7

By 2021, the City, to the extent feasible at that time, shall revise the Land Development Code to ensure consistency with the policies contained in this Plan. Development review procedures will be revised to ensure predictable evaluation criteria for assessing site plan design. The highest priority standards will be required, while other secondary standards will be more flexible, allowing trade-offs when meeting these standards. These procedures will include flexibility for applicants to substitute off-site multi-modal mitigation in-lieu of

meeting on-site design criteria in circumstances where site constraints preclude an applicant's ability to reasonably meet all design criteria. The total required multi-modal mitigation will be proportionate to the size, location, and projected traffic impact of the project.

OBJECTIVE TRAN.1.3.0

The City of Boca Raton shall continue to develop intergovernmental coordination strategies to achieve the objectives and policies of this Element. All street, transit, bicycle, and pedestrian improvement plans and programs shall be coordinated with county, state, regional, and local transportation agencies. The City shall coordinate with other entities to resolve any areas of conflict with FDOT, Palm Beach County, Palm Beach TPA, Lake Worth Drainage District, Florida Power and Light, the School District of Palm Beach County, and other units of local government by implementing these strategies.

(SCP 20 (b) 2, 3)

POLICY TRAN.1.3.1

The City shall develop, adopt, and annually update a five-year transportation improvements program that shall include City roads that are currently "over capacity" and facilities that are needed to accommodate projected traffic increases including pedestrian, bicycle, transit, and street projects needed to ease congestion and support mobility.

POLICY TRAN.1.3.2

The City shall continue to maintain consistency between construction of the transportation network and the City's adopted *Thoroughfare Right-of-Way Protection Map*, which also designates the maximum number of lanes.

POLICY TRAN.1.3.3

The Capital Improvements Elements shall include a provision for funds specifically earmarked for use in an advanced corridor right-of-way acquisition program consistent with the *Thoroughfare Right-of-Way Protection Map*.

POLICY TRAN.1.3.4

Development Orders issued by the City shall require dedication of street, intersection, and interchange rights-of-way consistent with the adopted *Thoroughfare Right-of-Way Protection Map* unless dedication shall be contrary to law or constitute a substantial taking.

POLICY TRAN.1.3.5

The City of Boca Raton shall continue to encourage the Palm Beach TPA to support the planned and programmed transportation infrastructure improvements on Glades Road near and adjacent to Interstate 95 in order to increase throughput onto and along Glades Road.

POLICY TRAN.1.3.6

The City shall continue to utilize the TPA as one of the City's coordination mechanisms for transportation planning, including data collection and warehousing, and intergovernmental coordination.

POLICY TRAN.1.3.7

The City shall coordinate with the Intergovernmental Plan Amendment Review Committee (IPARC) to develop criteria for addressing multijurisdictional transportation impacts to ensure maintenance of acceptable levels of service on the transportation network.

(SRPP 7.1.2.9; SCP 20 (b) 2,3)

POLICY TRAN.1.3.8

The City will provide current and future land use and socio-economic data for use by the TPA in developing regional transportation plans.

OBJECTIVE TRAN.1.4.0

The City shall maintain acceptable operating conditions on the street network and minimize traffic impacts to the Statewide Intermodal System (SIS).

POLICY TRAN.1.4.1

Proposed land use changes shall only be approved when traffic impact studies or mitigation measures ensure that adopted street LOS standards will be upheld through street improvements and multi-modal strategies.

POLICY TRAN. 1.4.2

The City shall annually identify backlogged and constrained facilities, which include streets and intersections operating below the adopted LOS. A constrained facility shall mean a street which operates below the LOS standards as identified in Policy 1.1.1 as a result of existing plus approved development traffic and which is constrained from adding at least two additional through-lanes due to physical or policy constraints. Physical constraints refer primarily to intensive adjacent land use development making street expansion cost prohibitive. Policy constraints refer to the maximum through-lane standards being already achieved. A backlogged facility shall mean a street which operates below the LOS standards as identified in Policy 1.1.1 as a result of existing plus approved development traffic, which is not constrained, and which is not scheduled for major capacity improvements in the next five years.

POLICY TRAN.1.4.3

The City shall complete all street projects necessary to maintain or achieve the adopted street LOS on City streets standards as detailed in the Schedule of Capital Improvements in the Capital Improvements Element of this Plan.

POLICY TRAN. 1.4.4

Traffic analyses, methodologies, capacities and other traffic requirements for all new and redeveloped property in the City of Boca Raton shall conform to the standards of the Palm Beach County Traffic Performance Standards (TPS) Ordinance with respect to State and county streets and to the City Concurrency Management System Administrative Manual (which incorporates appropriate provisions of the Palm Beach County TPS Ordinance) with respect to City streets. In order to achieve the City's Goals and Objectives for mobility of people and goods and those mandated by the State, the City will take full advantage of all possible options for flexibility in meeting concurrency standards.

POLICY TRAN. 1.4.5

The City may allow exemptions from the transportation concurrency requirements for not-for-profit medical facilities that otherwise are consistent with the adopted Comprehensive Plan and demonstrate that they will promote public transportation pursuant to Section 163.3180(5) F.S. The following criteria shall be used to determine compliance with the statute for this exception:

1. The proposed development project shall be a not-for-profit medical facility, which is designed to promote transit and other modes of transportation other than single occupant vehicles; and
2. Consideration shall be given to the impacts of the not-for-profit medical facility on the Florida Interstate Highway System; and
3. The not-for-profit medical facility shall implement and maintain trip reduction measures to reduce travel by single-occupant vehicles through a transportation demand management program approved by the City; and
4. The not-for-profit medical facility shall provide street, intersection, or signalization improvements as required by the City; and
5. The not-for-profit medical facility must be located adjacent to i.e., abutting or separated only by other public or governmental rights-of-way the Tri-County Commuter Rail Authority line, or is adjacent to a street which is served by Palm Tran or served by another committed public or private transit service acceptable to the City; and
6. The not-for-profit medical facility shall provide a bus stop large enough to accommodate at least two Palm Tran buses at a time with a covered waiting area of sufficient size to accommodate at least 50 passengers; and
7. If the not-for-profit medical facility has multiple buildings, it shall provide an internal shuttle or tram system (wheel chair accessible with a minimum of twelve (12) seats) to provide passenger service between the Tri-Rail parcel and Palm Tran facility and the other buildings and facilities on the project site; and

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8. The not-for-profit medical facility shall provide a financial incentive in the form of a subsidy of a percentage of the annual ticket cost, to persons employed at the project site for riding Tri-Rail or Palm Tran to and from the project site a minimum of 200 working days per year; and
9. The not-for-profit medical facility shall provide a ride-sharing information service to persons employed at the project site; and
10. The not-for-profit medical facility shall provide emergency transportation for those employees using transit, sharing rides, or riding bikes; and
11. The not-for-profit medical facility shall maximize the use of shared access points along constrained streets; and
12. The not-for-profit medical facility shall provide external and internal pedestrian access to the project, including persons with disabilities, and other persons using alternative modes of transportation to the automobile; and
13. The not-for-profit medical facility shall not be located within the Coastal High Hazard Area as identified on the Future Land Use Map.

POLICY TRAN. 1.4.6

The City should consider a framework for exceptions from transportation concurrency for roads under the City's jurisdiction.

GOAL TRAN.2.0.0

Maintain and enhance the existing street network to promote safe and efficient accessibility by all modes of transportation including personal automobile, transit, walking, and cycling by designing a pedestrian-scale, well-connected street network.

OBJECTIVE TRAN.2.1.0

The City shall use design features such as wide sidewalks, street trees, on-street parking, narrow travel lanes, consolidation of driveways and turn lanes, traffic calming, prominent crosswalks, conservative building setbacks, and signal timing, where feasible, to achieve more modest average vehicle speeds in order to create a more balanced and livable street system that supports transportation choice and efficiency.

POLICY TRAN.2.1.1

The City shall adopt design standards for constructing context-sensitive local streets that support walking, biking, and transit use while continuing to accommodate safe vehicular travel. "Context-sensitive" design recognizes that not all streets should be designed to move high-speed traffic, and that many local streets should be designed with a higher priority to calming traffic and promoting multi-modal transportation. Cross-sections will be designed to minimize lane widths to discourage excessive speeds and provide on-street parking,

bicycle lanes, and sidewalks. The City shall encourage FDOT and Palm Beach County to apply these standards for streets within Boca Raton city limits.

POLICY TRAN.2.1.2

Use traffic calming, where appropriate, to reduce the negative impacts of vehicle volume or speed on neighborhood streets and any streets that serve non-motorized travelers.

POLICY TRAN.2.1.3

Intersections, where appropriate, shall be designed to slow vehicular traffic and promote safe pedestrian crossing.

POLICY TRAN.2.1.4

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 or Palm Beach County, or require that developers, make such enhancements.

POLICY TRAN.2.1.5

The street layout of new developments shall be coordinated with the streets and parking scheme of surrounding areas. This shall be implemented by establishing street connections to existing adjacent streets and parking lots, or stub streets for future connection to existing vacant parcels, unless natural features prevent such a connection. Bicycle and pedestrian facilities shall also be designed as part of the street network or exclusive from the network to connect with adjacent uses.

POLICY TRAN.2.1.6

Block lengths in new developments as small as 300 feet in length are recommended and shall not exceed 660 feet in length. Infill of a street network meeting these spacing standards shall be required upon redevelopment, where feasible, to improve the connectivity of the existing street network and relieve traffic from existing, congested facilities.

POLICY TRAN.2.1.7

The City shall develop and apply access management standards to minimize the frequency of individual driveways and intersections through the consolidation of existing driveways, requiring shared access for new development between adjacent parcels, and developing an interconnected network of streets and alleyways that will provide direct access to low-speed, local streets.

POLICY TRAN.2.1.8

On and off-site parking standards shall be designed to minimize the visual and operational impact of parking on the pedestrian environment, encourage the use of on-street parking, where appropriate, and encourage the development of public, shared parking facilities in-lieu of private, on-site parking.

POLICY TRAN.2.1.9

The City shall study the feasibility of the installation of a parking structure with an intermodal terminal within the Southeast Planning Area, specifically within the Downtown Redevelopment Area.

POLICY TRAN.2.1.10

All future development shall make provisions for safe, convenient on-site traffic flow; parking shall be provided and designed so as not to be a detriment to pedestrian, bicycle, and transit access.

OBJECTIVE TRAN.2.2.0

Maintain acceptable operating conditions on the street network, especially with regards to the SIS, through system preservation and enhancement, strategic system expansion, and development of viable pedestrian, cycling, and transit systems.

POLICY TRAN.2.2.1

The City shall use Transportation Systems Management, Transportation Demand Management, and additional strategies to minimize any degradation of operating conditions on SIS roadways below the standards indicated in the table below.

SIS	LOS Standard
SIS Corridors:	
I-95 (Broward County Line to NW 82nd Street)	D
SIS Roadway Connectors:	
Boca Raton Tri-Rail Station: • Yamato Road between I-95 to the entrance to Boca Raton Tri-Rail Station	D

POLICY TRAN 2.2.2

Minimize the impact of new development on SIS roadways. The City shall promote transit system expansion, bicycle and pedestrian travel, and the development of parallel street corridors to provide options that minimize traffic impacts on these roadways. Developers may be responsible for additional mitigation where transportation impacts of a development are projected to degrade conditions on SIS, regionally significant, or major Palm Beach County thoroughfares.

POLICY TRAN.2.2.3

Require all large employment centers with over 100 employees (over 50 in the Downtown Redevelopment Area) to utilize car pools, transit and other means of transportation to reduce trip generation and peak hour traffic.

SRPP 7.1.3.4; SCP 20(b)10)

POLICY TRAN.2.2.4

Transportation Systems Management strategies which include optimization of traffic signal systems, turning lanes, and other intersection improvements shall be implemented so as to improve operational service levels. The City shall study intersections and streets which are approaching or have exceeded acceptable service levels, and identify and install low-cost improvements to upgrade traffic flow. These improvements shall include, but not be limited to, signal system coordination, adjustments of signal timing, adding turn-lanes, and restriping to achieve additional lanes.

OBJECTIVE TRAN.2.3.0

The City will prioritize street system maintenance and multi-modal system expansion over widening of existing streets, especially where street expansion would have a detrimental impact on environmentally and economically sensitive systems.

POLICY TRAN.2.3.1

Prohibit extensive expansion of streets that would ultimately result in adversely impacting areas that are environmentally and economically sensitive, particularly when substantial public and private investments have been made in the area to preserve and enhance such resources.

POLICY TRAN.2.3.2

The City shall utilize the *Thoroughfare Right-of-Way Protection Map* to assist in determining the number of lanes that should be provided on the City's street facilities, as well as those facilities identified as having important residential neighborhood and/or historic characteristics.

POLICY TRAN.2.3.3

The City shall coordinate with the County and State to optimize the use of County, State, and Federal funds by advance preparation of right-of-way acquisition documents and construction plans for street improvements.

SRPP 7.1.1; SCP 20 (b)(2)

POLICY TRAN.2.3.4

Federal Highway within the Downtown area shall be designated as the "local business corridor" in order to create a pedestrian oriented street in the Downtown, while Dixie Highway shall be designed as the "through traffic corridor" with the primary purpose being the movement of automobile traffic.

OBJECTIVE TRAN.2.4.0

The City has adopted an alternative traffic concurrency standard (ATCS) over streets that are constrained and exceed the adopted LOS as provided in Policy TRAN.1.1.1. Any development approved pursuant to the ATCS shall employ mitigation measures as provided below and must be consistent with all other provisions of the Comprehensive Plan.

Any development approved pursuant to the ATCS shall implement mitigation measures including, but not limited to, the following:

- a. All development shall include on-site and off-site non-vehicular transportation improvements including sidewalks, shared use pathways, transit facilities and/or bike lanes. These improvements shall be constructed to either tie into or expand existing public facilities as a means to provide connectivity to existing regional transit facilities.
- b. All development shall continue to test for concurrency pursuant to the Palm Beach County Traffic Performance Standards Ordinance.
- c. Any required street network improvements, otherwise consistent with the Comprehensive Plan, such as turn lanes and signalization improvements shall be constructed by, and at the expense of, the petitioner.
- d. All development shall include a Transportation Demand Management program, traffic calming techniques, a complementary mix of land uses, appropriate densities and intensities of land, access to transit facilities, access management plans and pedestrian friendly site design.
- e. Any development approved pursuant to this Comprehensive Plan Goal shall enter into an agreement documenting any and all mitigation measures, including any funding necessary to implement mobility improvements (i.e. mitigation measures) proposed to mitigate street LOS impacts.

The City has also designated certain streets as constrained in order to maintain their residential character due to environmental impacts or other considerations.

POLICY TRAN.2.4.1

The City shall adopt appropriate Land Development Regulations prior to the approval of any development pursuant to this Goal.

POLICY TRAN.2.4.2

Any request for development approval pursuant to the ATCS shall be authorized by the City Council.

POLICY TRAN.2.4.3

S.R. A1A shall remain a 2-laned constrained facility due to environmental impacts of widening and the adverse effect 4-laning would have on the dunes and endangered species.

POLICY TRAN.2.4.4

NW 2nd Avenue from Yamato Road to the northern city limits shall remain a 2-lane undivided constrained facility in order to maintain the residential character and provide a pedestrian and bicycle-friendly culture to adjacent neighborhoods.

POLICY TRAN. 2.4.5

NE 5th Avenue from Palmetto Park Road to North Federal Highway shall remain a 2-lane undivided constrained facility in order to maintain the residential character and provide a pedestrian and bicycle-friendly culture to adjacent neighborhoods.

POLICY TRAN. 2.4.6

Palmetto Park Road from NW/SW 12th Avenue to S.R. A1A shall remain as a 4-lane constrained facility in order to maintain the residential and historical character of the area to the west of Crawford Boulevard and the pedestrian continuity in the Downtown to the area east of Crawford Boulevard.

POLICY TRAN. 2.4.7

SW 18th Street from Dixie Highway to the CSX railroad shall remain a 2-lane constrained facility in order to maintain the residential character and pedestrian and bicycle-friendly culture to adjacent neighborhoods.

POLICY TRAN. 2.4.8

West Palmetto Park Road between Military Trail and NW/SW 12th Avenue shall remain as a 6-lane constrained facility to maintain the residential character of the area and to preserve and protect the environmentally sensitive areas in the Cypress Knee Slough property on the north side of West Palmetto Park Road; and public recreation, open space, and oak hammock habitat located in Sugar Sand Park, on the south side of West Palmetto Park Road.

POLICY TRAN. 2.4.9

Federal Highway from Glades Road to the northern city limits shall remain a 4-lane divided facility in order to maintain the adjacent roadside culture, consisting of small strip commercial development.

GOAL TRAN.3.0.0

Provide a safe, convenient, efficient, continuous, and aesthetically pleasing transportation environment that is conducive to walking, cycling and transit.

OBJECTIVE TRAN.3.1.0

Integrate sidewalks, bikeways, greenways and trails, within the street system, as an alternative to automotive transportation and to optimize the comfort and safety of pedestrians and bicyclists. Pedestrian and cycling facilities shall be designed to safely connect residences, workplaces, shops, parks, schools, and transit stops.

POLICY TRAN.3.1.1

The City shall continue to promote the installation of bicycle and pedestrian facilities in accordance with this Comprehensive Plan.

POLICY TRAN.3.1.2

The City shall identify and take advantage of opportunities to use streets, utility corridors, canals and railroad corridors as locations for bicycle and pedestrian facilities.

POLICY TRAN.3.1.3

The City shall continue to support the construction of bicycle and pedestrian facilities located on all local, collector, and arterial streets under City jurisdiction where right-of-way is

available, emphasizing sidewalks on both sides of the street; wide curb lanes; bike lanes; and/or paved shoulders as the desired facility type.

POLICY TRAN.3.1.4

The City shall continue to coordinate and incorporate the bicycle and pedestrian system with other public street improvement projects, including: street widening, bridge construction, street tree planting, resurfacing projects, among others, where right-of-way is not a constraint.

POLICY TRAN.3.1.5

The City shall provide funding within the CIP for paths for pedestrians and cyclists within and between residential areas; schools; employment, retail, and recreation centers as identified in the City's updated pedestrian & bicycle maps. The budget shall be allocated towards the development of bicycle and pedestrian enhancements providing (but not limited to) sidewalks, bike lanes, shared use pathways/trails, extended shoulders, and extended curbs.

POLICY TRAN.3.1.6

The City will continue to cooperate with adjacent communities and Palm Beach County to establish and equitably finance an interconnected bicycle, pedestrian, greenways and trails network system.

(SRPP Natural Resources 6.1.1.3, 6.1.1.4)

POLICY TRAN 3.1.7

The City shall consider implementing a City-wide bicycle sharing system that promotes cycling as a viable mode of alternative transportation around the City.

OBJECTIVE TRAN.3.2.0

Design pedestrian and bicycle facilities and the surrounding environment to ensure the safety of non-motorized travelers and encourage increased use of these systems.

POLICY TRAN.3.2.1

Sidewalks shall be a minimum of 6 feet in width in non-residential districts, with widths of 10 feet or more encouraged in locations of significant pedestrian activity or to provide additional space for sidewalk cafés, displays, sales, or other pedestrian-oriented activities.

POLICY TRAN.3.2.2

Sidewalks shall be lined with street trees, seating areas, pedestrian-scaled lighting, awnings, and other pedestrian-oriented features to provide for an aesthetically pleasing environment with protection from the sun and rain.

POLICY TRAN.3.2.3

Utilities, street trees, poles, and all other objects shall be located off of the sidewalk or along the edge of the sidewalk and shall be designed at widths that provide unobstructed

clear space for the entire length of the sidewalk. Street trees shall be located between the edge of sidewalk and the street, where possible, to provide a physical barrier to further separate pedestrians from vehicular traffic.

POLICY TRAN.3.2.4

Crosswalks should be provided at all signalized or stopped controlled intersections, and pedestrian signals shall be installed at all signalized intersections and any other locations where high pedestrian volumes or other conditions warrant a signalized crossing.

POLICY TRAN.3.2.5

Bicycle lanes shall be designed at widths that provide cyclists adequate space to operate their bicycles with an acceptable level of comfort.

POLICY TRAN.3.2.6

Multi-use trails, shared use pathways, and/or greenways shall be designed at widths that allow users to safely pass in opposing directions.

POLICY TRAN.3.2.7

Sidewalks, bicycle lanes, shared-use pathways, and greenways shall be regularly maintained to clear obstructions and trim landscaping that encroach onto the facility.

POLICY TRAN.3.2.8

The City shall continue to provide an alternative to automotive transportation that optimizes the comfort and safety of bicyclists by implementing bicycle transportation to the work place, and requiring new multi-family and non-residential developments and additions to non-residential developments, based on square footage calculation, to include bicycle amenities (e.g., secure bike lockers, well placed bike racks, shower and locker facilities).

POLICY TRAN 3.2.9

The City shall consider the feasibility of implementing Vision Zero City-wide, with the goal of eliminating all pedestrian, bicyclist, and motorist deaths associated with automobile accidents on all streets within the City.

OBJECTIVE TRAN.3.3.0

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.

POLICY TRAN 3.3.1

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 TRAN 3.3.2

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. Consideration shall be given toward ensuring that the streets have American with Disabilities Act (ADA) compliant curb ramps at pedestrian crossings.

POLICY TRAN 3.3.3

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

POLICY TRAN 3.3.4

As part of the development of Complete Streets, the City may evaluate the possibility of eliminating lanes on certain streets in order to provide adequate facilities for pedestrians and bicyclists, and to help improve safety by reducing vehicular speeds.

POLICY TRAN 3.3.5

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), FDOT, the Institute of Transportation Engineers (ITE), the National Association of City Transportation Officials (NACTO), ADA, the Public Right-of-Way Accessibility Guidelines (PROWAG), and the Model Design Manual for Living Streets.

POLICY TRAN 3.3.6

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.

GOAL TRAN.4.0.0

It is the goal of the City of Boca Raton to coordinate with the Boca Raton Airport Authority to ensure proper and orderly development of the Boca Raton Airport, consistent with the Airport Master Plan, and to minimize negative impacts from airport activities upon adjacent residents, lands, natural systems, and public facilities.

OBJECTIVE TRAN.4.1.0

Operating conditions on ground access routes to the Airport will be properly preserved and access will be integrated with other modes of transportation.

POLICY TRAN.4.1.1

The City will ensure that all ground access routes to the Airport within its jurisdiction will be properly maintained.

POLICY TRAN.4.1.2

The City shall coordinate with the Boca Raton Airport Authority to install an intermodal terminal at the Boca Raton Airport which will tie Tri-Rail and Palm Tran together with the Airport.

POLICY TRAN.4.1.3

The City shall coordinate with the Boca Raton Airport Authority to construct pedestrian and bicycle facilities and to provide transit service to and through the Boca Raton Airport property as permitted by applicable laws and security considerations.

OBJECTIVE TRAN.4.2.0

All aviation and non-aviation development at the Boca Raton Airport shall be made with proper consideration for the adjacent population, environment and the Future Land Use Element of this plan. Development shall proceed based upon the Boca Raton Airport Master Plan as amended, subject to the Memorandum of Agreement approved in Boca Raton City Council Ordinance No. 5023 and any amendments thereto, as approved by the City of Boca Raton, which are consistent with this Plan.

POLICY TRAN.4.2.1

The City will coordinate with the Boca Raton Airport Authority on matters relating to development and land use compatibility at the Airport and development in the surrounding areas, including complete streets, and the protection and conservation of natural resources.

POLICY TRAN.4.2.2

Non-aviation Property. All development construction on non-aviation property, as designated in the Airport Layout Plan (within the Airport Master Plan, as amended), as amended, shall obtain building permits from the City. Non-aviation property designated in the Airport Master Plan as amended, shall be developed consistent with all applicable City, County, State and Federal regulations.

POLICY TRAN.4.2.3

Aviation Property. Development of land designated for aviation use is subject to the Memorandum of Agreement approved in Ordinance No. 5023 and any amendments thereto which are consistent with this Plan and which empowers the Airport Authority with the responsibility of siting aviation facilities on Airport property provided such determination shall be in compliance with all applicable federal or state law regarding activity on Airport property designated for aviation uses. All plans submitted to the City shall meet or exceed the provisions of the Code of Ordinances, the Florida Building Code and the Life Safety Code unless other federal or state laws, codes, or regulations are controlling.

POLICY TRAN.4.2.4

The City shall provide copies of development proposals that are located within the 55 through 70 DNL noise zone to the Boca Raton Airport Authority for review and comment prior to scheduling for public hearing before Planning and Zoning and/or City Council consideration.

OBJECTIVE TRAN.4.3.0

The City will coordinate with the Boca Raton Airport Authority to ensure that plans for airport development or other airport activities are in coordination with all other agencies having jurisdiction.

POLICY TRAN.4.3.1

Development of the Boca Raton Airport may proceed subsequent to compliance with applicable laws, statutes, ordinances, rules, regulations or policies of the following agencies:

- a) Any applicable Federal, State, or local law; or
- b) Activities of the United States Military, including the Army Corps of Engineers; or
- c) Any rule, regulation, or policy in the Code of Federal Regulations, the Florida Administrative Code, or local administrative regulation or Comprehensive Plan; or
- d) Any Federal or State agency policy, regulation, or Functional Plan; or
- e) Plans, studies, or other activities of the TPA; or

Any plans prepared and approved under Chapter 380, F.S., including but not limited to Developments of Regional Impact, Florida Quality Development, description of Areas of Critical State Concern should one ever be designated in Boca Raton, or any other plan for the management of land and/or water resources.

POLICY TRAN.4.3.2

The City will coordinate with the Boca Raton Airport Authority on aviation issues that are determined to be mutually beneficial.

GOAL TRAN.5.0.0

Provide an efficient, interconnected system of public transit services for residents and visitors to increase transportation choices and reduce automobile congestion, and therefore greenhouse gas emissions. Coordinate with FDOT, Palm Tran, South Florida Regional Transportation Authority, Broward County Transit, and other agencies to ensure effective coordination and provision of transit planning and operations.

OBJECTIVE TRAN.5.1.0

The City of Boca Raton, with the cooperation of transit providers, developers, and local employers will provide for expanded transit services to encourage the use of transit to alleviate street congestion and improve mobility.

POLICY TRAN.5.1.1

The City shall strive to develop vibrant, mixed use communities including residential development surrounding transit stations and stops to provide more opportunities to use public transit, cycling, and walking to serve multiple daily needs.

POLICY TRAN.5.1.2

The City shall ensure that buses, transit stops, transit stations, and key locations in activity centers are equipped with route and system information and timetables that are easy to understand.

POLICY TRAN.5.1.3

The City shall coordinate with transit providers to improve reliability, frequency, operating hours and coverage area of transit services and the comfort and cleanliness of transit vehicles.

POLICY TRAN.5.1.4

The City shall prepare and distribute marketing materials in a manner that will encourage people who have transportation choices, including using transit services, to use transit instead of single-occupancy vehicles.

POLICY TRAN.5.1.5

The City will strongly encourage transit providers and local employers to provide mass transit opportunities during business commuting hours to help alleviate peak hour street congestion.

POLICY TRAN.5.1.6

The City will promote ride sharing by public and private sector employees. Information regarding ride sharing benefits will be provided on the City cable access channel and website/internet.

POLICY TRAN.5.1.7

The City will require all large employment centers to contribute towards mass transit through the implementation of additional mobility strategies determined by the City.

OBJECTIVE TRAN.5.2.0

The City will coordinate with all transit providers to expand public transportation services to the elderly, adolescents, disabled individuals, low-income persons, and others classified as transportation disadvantaged.

POLICY TRAN 5.2.1

The City, to the extent feasible, will coordinate with all transit providers in the marketing of services to transportation disadvantaged individuals through pamphlets to senior centers, organizations providing disabled services, low-income neighborhoods, and development and redevelopment of transit stops through information disseminated through all City facilities.

POLICY TRAN 5.2.2

The City will coordinate with all transit providers in the marketing and provision of additional methods of transportation.

POLICY TRAN.5.2.3

The City shall promote the availability of specialized transportation. The City, to the extent feasible, will advertise on the City cable access channel and website/internet by providing information on availability of special transportation needs including, but not limited to, names of companies, fare rates, telephone numbers, and schedules.

POLICY TRAN 5.2.4

The City will coordinate with all transit providers to provide transportation for not only wheelchair-bound individuals, but also for those who are of limited ambulatory ability. The City will continue to request that Palm Beach County provide transportation for wheelchair-bound individuals and persons with limited ambulatory ability.

POLICY TRAN 5.2.5

In order to have a diverse workforce, the City shall encourage the construction of affordable housing located in proximity to mixed use areas, major transportation generators and attractors, and along transit corridors consistent with the Housing Element to provide easier access to public transit services.

OBJECTIVE TRAN.5.3.0

The City will continue to coordinate with Palm Tran to provide demographic, economic, and engineering data necessary for effective transit planning, and to ensure that development in Boca Raton is designed to allow for safe and efficient operation by Palm Tran buses along existing or proposed routes. The City shall encourage Palm Tran to maintain routes in Boca Raton unless alternative routes, acceptable to Palm Tran, the City, and the TPA are available.

(SRPP 7.1.3.4)

POLICY TRAN.5.3.1

The City shall consult with Palm Tran through the TPA before abandonments of any street on which a Palm Tran route exists, or is planned to exist, during the planning period.

POLICY TRAN.5.3.2

The City shall not abandon any right-of-way which would result in the non-attainment of Objective TRAN.1.2.0

POLICY TRAN.5.3.3

The City shall, through the TPA, advise Palm Tran of any planned street construction in the City's 5-Year Capital Improvements Program, as well as the approximate construction dates when known. The City shall work cooperatively with Palm Tran to plan alternative temporary transit routes.

POLICY TRAN.5.3.4

The City will, in the site plan review process and where recommended by Palm Tran and the City, require developer dedications of bus pullover lanes, shelters, shade trees, lighting, benches, or other transit stop amenities.

POLICY TRAN.5.3.5

The City will coordinate with Palm Tran to review site plan proposals to ensure that the design of streets, buildings, and other features will allow for safe and efficient operation by Palm Tran buses and City shuttle buses.

OBJECTIVE TRAN.5.4.0

The City will coordinate with regional rail-based transit providers, such as South Florida Regional Transportation Authority (SFRTA), to provide demographic, economic, and engineering data necessary for effective rail transit planning and to improve the efficiency and interconnections to local transit services and destinations.

POLICY TRAN.5.4.1

The City, to the extent feasible, will provide to the SFRTA staff demographic, economic, and engineering data and citizen input on existing rail operations.

POLICY TRAN.5.4.2

The City shall encourage SFRTA to provide a satisfactory system of feeder transportation services.

POLICY TRAN.5.4.3

The City shall coordinate with SFRTA on public/private development proposals surrounding the Boca Raton Tri-Rail station to encourage new residences and destinations within walking distance of the Tri-Rail station.

POLICY TRAN.5.4.4

The City shall continue to coordinate with SFRTA regarding the feasibility of constructing an additional Tri-Rail station in the Southwest Planning Area, near the Town Center Mall.

OBJECTIVE TRAN.5.5.0

Develop a system of shuttle routes that provide connections between the commuter rail-based transit stations and major transportation generators and attractors. Local transit stops shall be integrated into existing and future development with convenient access to destinations, safe and comfortable waiting areas, and other amenities to improve the user experience and increase transit ridership in the City.

POLICY TRAN.5.5.1

Design the Boca Raton shuttle system to connect transit users to key local destinations such as Downtown, Town Center Mall, Florida Atlantic University (FAU), Boca Raton Regional Hospital, Park at Broken Sound, Peninsula Corporate Center, and other transportation generators and attractors.

POLICY TRAN.5.5.2

Coordinate with regional rail-based and vehicular transit operators to ensure that the operations of the Boca Raton shuttle system, SFRTA Tri-Rail, Broward County Transit, Palm-Tran and SFRTA shuttle service are interconnected as efficiently as possible.

POLICY TRAN.5.5.3

Provide shelters, benches, trash receptacles, and transit route and system information, where feasible, at stops in the City's shuttle network.

POLICY TRAN.5.5.4

Provide bicycle parking at transit stops and bicycle racks on shuttle buses as a means to interface bicycle travel with public transit.

POLICY TRAN.5.5.5

Continue to utilize a color scheme and identifiable logo so that the shuttle system can be easily recognizable and visually engaging.

POLICY TRAN.5.5.6

Equip shuttles with wireless internet access, live news broadcasts, and other technology forward integration, where feasible, to market the shuttles towards choice-riders.

OBJECTIVE TRAN.5.6.0

Encourage the Florida Transportation Commission (FTC), the FDOT, and the Florida East Coast Railway (FEC) to develop passenger transit services along the rail corridor adjacent to Dixie Highway.

POLICY TRAN.5.6.1

Promote the development of local or regional passenger transit service along the rail corridor adjacent to Dixie Highway.

POLICY TRAN.5.6.2

Reserve land for transit stations at appropriate locations along the transit corridor, and develop the area surrounding each station at an appropriate density and intensity and transit-oriented design to support rail service in the future.

POLICY TRAN.5.6.3

Examine the feasibility of a transit station at the intersection of North Dixie Highway and NW 20th Street and/or Glades Road surrounded by development to serve future passenger transit service along the FEC rail corridor.

POLICY TRAN.5.6.4

Examine the feasibility of a transit station at the intersection of North Dixie Highway and Yamato Road surrounded by development to serve future passenger rail service along the FEC transit corridor.

POLICY TRAN.5.6.5

Examine the feasibility of a transit station at the Northeast Planning Area to serve future passenger transit service along the FEC rail corridor.

POLICY TRAN.5.6.6

Examine the feasibility of a transit station in the vicinity of Palmetto Park Road to serve future transit service along the FEC rail corridor.