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# TRANSPORTATION ELEMENT

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## **INTRODUCTION**

~~As per Rule 9J-5.019, of the Florida Administrative Code, every local government which has all or part of its jurisdiction included within the urbanized area of the Metropolitan Planning Organization (MPO), must prepare and adopt a transportation element consistent with the provisions of this rule and Chapter 163 of the Florida Statutes.~~

## **PURPOSE**

~~The purpose of the Transportation Element is to plan for an efficient, safe, and coordinated multimodal transportation system within the City of Pahokee. This Element is developed following the recommendations of the EAR recently adopted in 2007, and in coordination with the Palm Beach County's Transportation Element, the Palm Beach Transportation Planning Agency MPO Long Range Transportation Plan (LRTP), and the Florida Department of Transportation. The Transportation Element, which consists of the Data Inventory and Analysis Report, and the Goals, Objectives, and Policies, sets the overall guidelines for transportation planning.~~

## **PURPOSE**

The purpose of the Transportation Element is to plan for an efficient, safe, and coordinated multimodal transportation system within the City of Pahokee. Because roadways in the City are owned and maintained under state, county and local jurisdiction, it is important for the City to coordinate with Palm Beach County, the Palm Beach Transportation Planning Agency, and the Florida Department of Transportation (FDOT). Funding for roadway projects under FDOT work plans for Fiscal Years 2024 and 2025 are included as Appendix 2A. The Palm Beach County FY 2024 Work Plan is included as Appendix 2B. The City's planned roadway funding is included in the Capital Improvements Element.

## **~~DATA, INVENTORY, AND ANALYSIS~~**

~~This data and analysis provides a comprehensive approach of the City of Pahokee's existing and future needs. For the future analysis, the planning horizon Year 2030 has been used. The Transportation Element, Data, Inventory and Analysis section includes the following:~~

- ~~• An analysis of the existing conditions, existing roadway system, existing and remaining capacities, existing land use, and existing transit services;~~
- ~~• Growth trends including the relationships between land use and transportation systems;~~
- ~~• An analysis of the capital improvements planned by the City of Pahokee, Palm Beach County and the Florida Department of Transportation;~~
- ~~• Projected transportation system level of service;~~
- ~~• An assessment of future needs and funding resources;~~

## **TRANSPORTATION SYSTEM AND NEEDS ANALYSIS**

~~For the Transportation Element, Rule 9J-5.019, F.A.C. requires an analysis of the existing transportation facilities and an evaluation system needs based on an existing conditions analysis, existing land use and the committed developments in the area. For this purpose, all the transportation facilities were analyzed based on the data and information obtained from the Palm Beach County, Palm Beach County MPO and the Florida Department of Transportation. This Element is consistent with the Future Land Use Element, MPO Long Range Transportation Plan (LRTP) and Palm Beach County's Comprehensive Plan.~~

### **EXISTING CONDITIONS**

The *Strategic Intermodal System* (SIS) consists of statewide system of high priority facilities including major interregional and intercity highways, airports, deep water sea ports, freight rail terminals, passenger rail and bus terminals, rail corridors, and waterways. These facilities help to expedite the international, interstate, and interregional travel to maintain the economic growth. ~~Two emerging SIS facilities are identified in Pahokee. SR-15/US-441/US-98 is a non-FHHS Emerging SIS highway and South Central Florida Express Railroad Line is an Emerging freight corridor.~~

#### **Railways**

The South Central Florida Express (SCFE), ~~a Class III rail line also identified by FDOT as an Emerging SIS facility in Palm Beach County.~~ The SCFE provides service from the southwest to northeast portions of Palm Beach County, and transports goods and commodities particularly sugar cane. SCFE runs along both sides of Lake Okeechobee, connects to CSX on both the east and west sides, and the Florida East Coast ~~Railroad~~ Railway (FEC) at Fort Pierce.

The City of Pahokee does not have its own airport within the City limits, but Palm Beach County has an airport just south of the City known as Pahokee Airport. The existing and future transportation system, including the roadway system, rail lines and existing generators in the City of Pahokee are shown on Maps TRN-1 and TRN-5.

The freight transportation network plays a very vital role in maintaining the mobility and economic growth within the area. In the City of Pahokee, the freight network consists of the major roadways, and railroad lines. Due to agriculture nature of Pahokee, major roadways within the City are used for the movement of goods movements and access to the railroad rail line.

#### **Roadways**

US-441, US-98, and SR-729 are significant corridors used by the freight including truck traffic. The City of Pahokee continues ~~to~~ to have conflicts between the truck traffic and regular traffic. ~~Some improvements were proposed by the FDOT to rectify the truck traffic problems along US-441. It was suggested that the intersection geometry along US-441 should be revised to provide more turning radius for larger vehicles, and also SR-729 was suggested as by pass route for US-441. To date, none of these improvements are planned in the FDOT five year plans.~~ The City of Pahokee should continue to coordinate with the FDOT ~~regarding~~ to address the truck traffic.

Currently, almost all the roadways in the City are two lane roadways consistent with the rural character of the City. ~~Existing and future number of lanes are shown on Maps TRN-3 and TRN-7.~~

## Functional Classification

The City of Pahokee has local, county and state roads within the City. The roadways are classified based on the purpose they serve, speed of travel, access needs and mobility needs.

The major thoroughfares, categorized into four functional classification groups common to rural and urban roads are the major arterials, minor arterials, collectors, and local streets. The rural or urban designation is part of the complete functional classification based on population. A description of each type of road is described as follows:

### *Major Arterial Road*

This roadway provides service for primarily through high speed and high volume traffic. Major Arterials usually provide service that is relatively continuous and for longer trip lengths. Typical principal arterials include interstates, freeways, and other limited access facilities.

### *Minor Arterial Road*

This type of roadway focuses on through traffic similar to major arterial, but provides greater land access, and distributes traffic to smaller geographic areas than the major arterials.

### *Collector Street*

This roadway provides both land access and traffic circulation between arterials and local roads for moderate trip length at moderate speeds. ~~Conversely, a~~ A collector street system transitions vehicular traffic from local streets onto the arterial system.

### *Local Street*

This roadway permits direct access to abutting property and connections to a higher order roadway. A local street provides service to low-volume and short average trip length or minimal through traffic movements.

The operational and maintenance responsibility of the state and county roadways falls under the jurisdiction of the Florida Department of Transportation and Palm Beach County, respectively. All other roadways belong to the City, and are maintained by the City. Maps ~~TRN-12 and TRN-6~~ identifies ~~y~~ all the ~~existing and future~~ roadway functional classifications.

### *Adopted Roadway Level of Service*

~~Chapter 9J-5 requires that local governments adopt level of service standards at peak hour for roadways. For the facilities on the Florida Intrastate Highway System (FIHS) and the Strategic Intermodal System (SIS), the local governments shall adopt the level of service standards established by the Florida Department of Transportation (FDOT) by rule.~~

~~Table 2-1 sets the level of service standards to be adopted by the City of Pahokee for non-SIS facilities and SIS facilities.~~

~~For facilities within the SIS, the LOS standard shall be as established by the FDOT under Rule 14.94003. Level of service (LOS) is a quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the~~

best operating conditions from the traveler’s perspective and LOS F the worst. (Highway Capacity Manual, Sixth Edition). The City of Pahokee will adopt the following LOS standards described below by incorporating these by reference into the Transportation Element Objectives and Policies.

Effective April 19, 2017, the Florida Department of Transportation has adopted a Level of Service Target for the State Highway System. It is the Florida Department of Transportation’s intent to plan, design and operate the State Highway System at an acceptable level of service for the traveling public. The automobile mode level of service targets for the State Highway System during peak travel hours are “D” in urbanized areas and “C” outside urbanized areas. The Florida Department of Transportation shall work with local governments to establish appropriate level of service targets for multimodal mobility and system design. The targets shall be responsive to all users, for context, roadway function, network design, and user safety.

Strategic Intermodal System (SIS) Roadways:

1. ~~SR 15/US 441/US 98~~ C

**TABLE 2-1  
ADOPTED LEVEL OF SERVICE STANDARDS**

<b>FACILITY TYPE</b>	<b>ADOPTED PEAK HOUR LEVEL OF SERVICE STATE, COUNTY &amp; CITY</b>
Local Road	D
Collector Roadway	D
Minor Arterial	D
Major Arterial	D
SIS Facility	C

~~The description of level of service standards in transportation planning is defined as follows:~~

~~**LOS A**-Represents ideal condition of primarily free flow traffic conditions at average travel speed with minimal delay. Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.~~

~~**LOS B**-Represents unimpeded traffic flow at average travel speed, the maneuver ability is a little restricted within the flow. Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from other users.~~

~~**LOS C**-Represents traffic flow is stable but drivers are more restricted in their choice of speeds and ability to maneuver as compared to LOS B. Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.~~

~~**LOS D**-Represents traffic flow is unstable, speeds are tolerable for short periods of time but subject to sudden variance. High-density flow in which speed and freedom to maneuver are severely restricted~~

and comfort and convenience have declined even though flow remains stable.

LOS E-Represents traffic flow is unstable and flow rates variable. This flow is characterized by significant delays and lower operating speeds. Unstable flow at or near capacity levels with poor levels of comfort and convenience.

LOS F-Represents traffic flow at extremely low speeds, congested roadways, high approach delays, and driving comfort is very low. Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.

### Existing Roadway Level of Service

To assess the existing capacity of existing roadways to serve the existing land use, a level of service analysis was performed.

The Annual Average Daily Traffic (AADT) volumes were obtained from the FDOT 2007 Traffic Information DVD to conduct the peak hour peak direction level of service analysis. The AADT bi-directional volumes were converted into peak hour peak direction by multiplying the hourly ‘K’ and directional ‘D’ factors. The values for K and D factors were obtained from the FDOT 2007. Then, the existing level of service was determined using ‘FDOT Generalized Peak Hour Directional Volumes for Florida Urbanized areas’ (Table 4-7). The level of service calculated for state highways and major roadways using this method is listed in Table 2-2.

**TABLE 2-2  
EXISTING PEAK HOUR PEAK DIRECTION LEVEL OF SERVICE**

Roadway Name	Location	Roadway Classification	Lanes	Adopted LOS	LOS Capacity <sup>1</sup>	2007 AADT <sup>2</sup>	K <sup>3</sup>	D <sup>4</sup>	Pk-Hr Pk-Dir <sup>5</sup>	LOS
SR-15/US-441	S. of S JCT @ SR-729/State Market Road	Class I State Two-Way Arterials/SIS Facility	2	C	720	4,500	0.0943	0.6225	264	C
SR-15/US-441	E. of SR-715/Bacom Point Road	Class I State Two-Way Arterials/SIS Facility	2	C	720	4,300	0.0943	0.6225	252	C
SR-15/US-441	W. of SR-729/State Market Road	Class I State Two-Way Arterials/SIS Facility	2	C	720	7,000	0.0943	0.6225	411	C
SR-729/State Market Road	N. of CR-717	Class I State Two-Way Arterials	2	D	860	3,600	0.0943	0.6225	211	B
SR-15/US-441	S. of SR-729/State Market Road	Class I State Two-Way Arterials/SIS Facility	2	C	720	7,300	0.0943	0.6225	429	C

Note:

- 1) The values for the adopted level of service are directly taken from the FDOT 2007 Quality/Level of Service Handbook (Table 4-7) for Generalized Peak Hour Directional Volume.
- 2) The Annual Average Daily Traffic (AADT) volumes are directly taken from the FDOT 2007 Traffic Information DVD.
- 3) K Peak Hour Factor are directly taken from the FDOT 2007 Traffic Information DVD.
- 4) D Peak Hour Direction Factor are directly taken from the FDOT 2007 Traffic Information DVD.
- 5) The peak hour peak direction volume is calculated from multiplying 2007 AADT with K and D factors.

Peak hour factors and directional factors are generally used to convert AADT to peak hour peak direction volumes for planning purposes. K<sub>100</sub> is the factor for the 100<sup>th</sup> highest traffic volume hour of the year to the AADT. The 100<sup>th</sup> highest traffic hour of the year is used in FDOT’s LOS rule. The 100<sup>th</sup> highest hour is representative of typical weekday peak hour traffic during the peak travel season. K<sub>100</sub> or K is used to convert AADT to peak hour or vice versa. D, the Directional Distribution Factor, is the proportion of an hour’s total volume occurring in the higher volume direction. The D factor is

used in converting AADT to directional peak traffic.

Based on the existing level of service analysis, all the roadways within the City are operating within the adopted level of service standards and meeting City needs. Map TRN-4 shows the City's existing level of service.

The map below shows the FDOT Level of Service Assessment report for roadways within the City of Pahokee.



Table 2.2 provides information on roadway classification, adopted level-of-service, and annual average daily trips.

**Table 2.2 Roadways within City**

**(Classification, Level of Service, Annual Average Daily Trips)**

<u>Roadway Name</u>	<u>Roadway Classification</u>	<u>LOS</u>	<u>2023 AADT</u>
<u>BACOM POINT RD</u>	<u>Urban Minor Arterial</u>	<u>B</u>	<u>4300</u>
<u>S Lake Ave</u>	<u>Urban Minor Arterial</u>	<u>B</u>	<u>6000</u>
<u>BARFIELD HWY</u> From: SR15/US441 To: E MAIN ST	<u>Urban Minor Collector</u>	<u>C</u>	<u>3200</u>
<u>LARRIMORE RD</u> From: SR-15 To: SR-729/STATE MRKT RD	<u>Urban Minor Collector</u>	<u>C</u>	<u>2500</u>
<u>E MAIN ST</u> From: E FIRST ST	<u>Urban Minor Arterial</u>	<u>B</u>	<u>6000</u>

<u>STATE MARKET RD</u> <u>From: S LAKE AVE</u> <u>To: US 441/SR 15/E MAIN</u>	<u>Urban Minor Arterial</u>	<u>C</u>	<u>6100</u>
<u>MUCK CITY RD</u> <u>From: MARKET RD</u> <u>To: SR-700/CONNERS HWY</u>	<u>Urban Minor Collector</u>	<u>B</u>	<u>3200</u>

Source: FDOT

### Concurrency Management System

The City of Pahokee has a tracking spreadsheet to monitor traffic impacts. The computer monitoring and tracking spreadsheet (database), will be maintained to account for all trips assigned by link and by inventory. The existing spreadsheet contains all existing traffic and trips generated by existing or proposed projects to the main arterial and collector roads.

### Future Roadway Level of Service

~~The Treasure Coast Regional Planning Model (TCRPM) was developed based on a travel demand modeling software known as the Florida Standard Urban Transportation Modeling Structure (FSUTMS). To obtain the future 2030 volumes, FSUTMS was consulted, but no future modal output volumes were available within the City of Pahokee. For the purpose of conducting the future level of service analysis, historical data obtained from the FDOT DVD was used to determine the anticipated growth in the area. The FDOT approved trend line method was employed to determine future volumes based on either linear growth, exponential growth or decaying growth.~~

~~It must be noted that Pahokee is experiencing some negative growth in some of the areas. Based on the historical trends, a peak hour peak direction level of service analysis was performed. The AADT volumes were converted into peak hour by multiplying the peak hour ‘K’ and peak direction ‘D’ factors. The K and D factors were also obtained from the most recent FDOT Traffic Information 2007, DVD. However, the historical growth trends shows negative growth on some of the roadways; to perform a conservative analysis, a minimum of 0.5% growth rate was used to project the existing traffic volumes. The level of service for 2030 network is displayed in Table 2-3 and listed in Map TRN-8.~~

~~Based on the analysis, no level of service improvements are needed if the traffic growth follows the same historical trends. The roadways also have adequate reserve capacity if growth pattern change unexpectedly.~~

**TABLE 2-3  
FUTURE PEAK HOUR PEAK DIRECTION LEVEL OF SERVICE**

Roadway Name	Location	Roadway Classification	Lanes	Adopted LOS	LOS Capacity <sup>1</sup>	2030 AADT <sup>2</sup>	K <sup>3</sup>	D <sup>4</sup>	Pk-Hr-Pk Dir <sup>5</sup>	LOS
SR-15/US-441 <sup>6</sup>	S. of S JCT @ SR-729/ State Market Road	Class I State Two-Way Arterials/ SIS Facility	2	C	720	5,018	0.0943	0.6225	295	C
SR-15/US-441 <sup>6</sup>	E. of SR-715/ Bacoem Point Road	Class I State Two-Way Arterials/ SIS Facility	2	C	720	4,795	0.0943	0.6225	281	C
SR-15/US-441 <sup>6</sup>	W. of SR-729/ State Market Road	Class I State Two-Way Arterials/ SIS Facility	2	C	720	7,805	0.0943	0.6225	458	C
SR-729/ State Market Road	N. of CR-717	Class I State Two-Way Arterials	2	D	860	4,014	0.0943	0.6225	236	C



SR-15/US-441	S. of SR-729/ State Market Road	Class I State Two-Way Arterials/ SIS Facility	2	C	720	9,097	0.0943	0.6225	534	C
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Note:

- 1) The values for adopted level of service are directly taken from the FDOT 2007 Quality/Level of Service Handbook (Table 4-7) for Generalized Peak Hour Directional Volume.
- 2) The Annual Average Daily Traffic (AADT) volumes for 2030 are calculated from Historical Trend Analysis.
- 3) K Peak Hour Factor are directly taken from the FDOT 2007 Traffic Information DVD.
- 4) D Peak Hour Direction Factor are directly taken from the FDOT 2007 Traffic Information DVD.
- 5) The peak hour peak direction volume is calculated from multiplying 2007 AADT with K and D factors.
- \*) The historical growth trend shows low growth or negative growth, a 0.5% growth rate was used to calculate the future volumes.

## Parking

There are no existing or future significant parking facilities in the City. Many uses have their own small parking lots.

## Pedestrian and Bicycle Facilities

The City has an extensive sidewalk system. The City will continue to support construction of sidewalks in new development and redevelopment. ~~Existing and future sidewalks can be found on Map TRN-9. Pedestrian Facilities are shown on map TRN-4.~~

Bicycle facilities include bikeways, bike paths, paved shoulders and multi-use paths. Currently, there are very few bicycling facilities that exist in the City of Pahokee. Existing facilities are shown on map TRN-3, Bicycle Facilities and Multi-use trails. ~~include a bike path along Bacom Point Road and the Lake Okeechobee Scenic Trail. (See Map TRN-3 Existing and Future Bicycle and Multiuse Trail Facilities.) No other bike facilities are currently planned.~~

## Public Transit Facilities

In terms of public transportation, Pahokee is currently served by Palm Tran. There are two routes provided between the Glades area and the eastern communities (Routes 40 and 47). There are three Palm Tran bus stops in the City: Lola York Library, Pahokee City Hall, and Pahokee Community Center. There is also a park and ride location at West Tech in Belle Glade. The single trip fare is \$2 (half rate for qualified riders) and there are several multi-day, unlimited trip passes available that provide a significant savings to frequent commuters.

In 2018, Palm Tran began operating the Go Glades service in partnership with FDOT. This service provides smaller vehicles to respond to specific needs of the more rural, low density Glades area. In April 2020, to better meet the needs of the communities, this service was made into a dial-a-ride service based solely on demand from scheduled rider trips. This service operates within the cities of Belle Glade, South Bay, and Pahokee. Fares are \$2.00 for the general public, and \$1.00 for seniors or persons with disabilities.

Palm Tran Connection provides transportation services for eligible individuals unable to ride the fixed route bus. This service provides paratransit service for persons with disabilities; who live more than ¼ mile from a fixed route and have a qualifying conditions (e.g., physical or mental disability, income status, or age); and age 60 or older to senior centers and meal sites on weekdays. One-way trip fares are \$3.50 with no charge for children under 8, personal care attendants, and clients of the Division of Senior Services.

~~Palm Beach County Transit which provides two North-South Routes through the City (48, 47). These routes have timed connections on SR 80/US441/Hooker Highway in Belle Glade to (40) which goes~~



~~to West Palm Beach. Currently, there are thirty minute headways for Palm Tran buses on Route 40 between Belle Glade and West Palm Beach. Hourly service now exists between South Bay, Belle Glade, Pahokee and Canal Point. Service currently exists between Belle Glade and Clewiston, in Hendry County every two hours. Since one out of five families in the Glades Region do not own or have access to a car, transit is vital to the economic viability and mobility of Pahokee residents. It is recommended that the condition of the bus stops should be improved to meet the needs of the residents. Existing and future mass transit facilities are shown on Maps TRN 11 and TRN 12.~~

### **Paratransit**

~~The Palm Tran Connection is a shared ride, door to door, paratransit service that provides transportation for residents and visitors in Palm Beach County under the following programs: Americans with Disabilities Act (ADA) Program, Division of Senior Services (DOSS) Program, Transportation Disadvantaged (TD) Program, MV Transportation (provider for Medicaid).~~

### **Hazard Mitigation and Evacuation Plans**

Lake Okeechobee is centrally located in Florida’s Everglades area. The dike at Lake Okeechobee, known as the Herbert Hoover Dike, ~~is deteriorating~~ has deteriorated from decades of high water and battering from the hurricanes. In May, 2006, the South Florida Water Management District (SFWMD) examined and concluded that the dike was in extreme danger, and it may collapse. In the event of dike collapse, it was estimated that not only it can cause severe damage to the properties surrounding the Lake Okeechobee area, but could be a life threatening event too. It may also break the water supply to Southeast Florida. On January 25, 2023, the United States Army Corps of Engineers project to improve the Dike’s resiliency was completed and the Dike’s safety has been recertified.

Herbert Hoover Dike Emergency Evacuation Transportation Analysis (HHDEETA) was undertaken and a Dike Safety Plan was prepared. The document analyzes the 143 mile long Herbert Hoover Dike under two scenarios- either Hurricane/rain event or sunny day scenarios. The sunny day scenario is the scenario where a sudden unexpected breach of the Herbert Hoover Dike System occurs without any warning on a day considered neither “pre-hurricane” nor “post-hurricane”. Palm Beach County Division of Emergency Management with the help of Martin, Hendry, Glades and Okeechobee counties and the Federal Emergency Management Agency (FEMA) developed an emergency management plan to assign the roles and responsibilities of each government agency if a catastrophic event happens.

Palm Beach County Division of Emergency Management with Pahokee, Belle Glade and South Bay jointly created a document known as “Herbert Hoover Dike Emergency Evacuation Guidance Document”. The document discusses all possible scenarios and prepares plans for evacuation routes and alternate routes in case of disaster event happens.

~~There are two shelters in Western Palm Beach County that can accommodate Pahokee residents in nearby Belle Glade:~~

- ~~1. Lakeshore Middle School  
425 W. Canal Street N, Belle Glade~~
- ~~2. Glades Central High School  
1001 SW Avenue M, Belle Glade~~

These shelters and evacuations routes are shown on Map TRN \* Evacuation Routes and Shelters.

~~If full evacuation of the Glade area is necessary, shelters will be available at the following locations:~~

- ~~1. Palm Beach Central High School  
8499 Forest Hill Blvd, Wellington~~
- ~~2. Discovery Key Elementary School  
3550 Lyons Rd., Lake Worth~~
- ~~3. Heritage Elementary School  
5100 Melaleuca Lane, Lake Worth~~

~~For residents that choose public transit to evacuate, Palm Tran will pick up evacuees at Pahokee Middle/Senior High School, 900 Larrimore Road, the Pahokee Park and Recreation Building at 360 E. Main Street, or the Church of God at 245 W. 3<sup>rd</sup> Street.~~

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## Transportation Element Goals, Objectives, and Policies

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***GOAL 2.1 - Provide safe and efficient motorized and non-motorized circulation systems for use by residents, businesses, and visitors that are adequate to serve the projected needs of the City at a minimum detriment to the environment.***

**Objective 2.1.1** – Continue to provide roadway facilities at or above the level of service standards established in this element through a continuous roadway improvement program.

Policy 2.1.1.1 - The following peak hour level of service standards, as defined in this element, shall be met or exceeded on the following roadways within the City:

Local Street	LOS D
Urban Collector	LOS D
Minor Arterial	LOS D
Major Arterial	LOS D
SIS Facility	LOS C

Policy 2.1.1.2 - Road expansions and improvement shall be coordinated to accommodate the land uses indicated on the Future Land Use Map at the level of service standards established in the Transportation Element.

Policy 2.1.1.3 - Development orders and permits shall not be issued if a proposed development would cause the level of service of a facility to fall below the standards established in Policy 2.1.1.1. However, development orders and permits may be issued if facility improvements needed to maintain or exceed the adopted level of service standards are provided concurrent with the impacts of the development in a manner consistent with the goals, objectives and policies of this element and the Capital Improvements Element.

Policy 2.1.1.4 - The City shall obtain from the FDOT and make available annual traffic counts and levels of service assessments for all federal, state and county roads within the City. All traffic studies required for development approval shall incorporate these counts plus the traffic created by all approved but unbuilt developments in their background calculations.

Policy 2.1.1.5 - All traffic studies required for development approval may include future facility improvements in their impact analysis only if they appear in the Capital Improvements budget for funding in the fiscal year in which the development is approved.

**Objective 2.1.2** - Provide well-maintained and safe roadways through a coordinated effort with the state and private land owners.

Policy 2.1.2.1 - The City shall annually evaluate and prioritize areas of deficient signage, signalization and/or striping. Based on the availability of funds, all deficient areas identified in the road survey shall be scheduled to meet the standards outlined in the current version of the Manual of Uniform Traffic Control Devices in effect in Florida.

Policy 2.1.2.2 - The City shall continue to maintain a list of high accident crash areas and work to evaluate and address the factors involved in the causes of the accidents crashes to increase the safety of these areas and reduce the number of crashes accidents.

Policy 2.1.2.3 - The City shall coordinate with the FDOT to place on the FDOT five-year improvement program the design improvement of problem intersections as needed.

Policy 2.1.2.4 - The city shall coordinate with the FDOT to place on the FDOT five-year improvement program the design improvement of problem railroad crossings as needed.

Policy 2.1.2.5 - The City shall work to construct maintenance improvements upon roadway facilities as needed in order to maintain the provision of an adequate level of service.

Policy 2.1.2.6 - The City shall continue to implement programs to repave, rebuild, and maintain all public streets within the City as needed.

Policy 2.1.2.7 - ~~In accordance with section 163.3202, F.S.,~~ The city shall review and revise local land development regulations to ensure adequate and safe off-street parking and circulation is provided by all new development within the city.

Policy 2.1.2.8 - ~~In accordance with section 163.3202, F.S.,~~ The city shall review and revise local land development regulations to require all redevelopment activities involving more than a 5% increase in square footage to comply with the adopted off-street parking requirements for new development. Exemptions from this requirement may be granted by a finding of the City Commission that the proposed expansion is in the public interest and the reduced number of parking spaces will not create a hazard or inconvenience to neighboring property owners.

Policy 2.1.2.9 - ~~In accordance with section 163.3202, F.S.,~~ The city shall review and revise local land development regulations to provide for the safe and efficient location and design of curb cuts and driveways. Curbscut and driveway spacing requirements shall apply to all new development and redevelopment activities.

Policy 2.1.2.10 - In order to ensure an interconnected network of streets and efficient vehicular and pedestrian movement, the City shall encourage the provision of cross-connections between commercial properties which allow movement among properties without having to access external roadways. New development projects which abut more than one public road shall provide access points onto each public road where feasible.

**Objective 2.1.3 -** ~~By 2010,~~ The City shall adopt and maintain a thoroughfare right-of-way protection and acquisition program to ensure adequate rights-of-way are available in accordance with the projected needs of the City, county and state.

Policy 2.1.3.1 The City shall prepare and adopt a Thoroughfare Right-of-Way Protection and Acquisition Map depicting the ultimate rights-of-way identified by the City, county, and state to ensure that existing and future needed right of way remain free from encroachment and/or their values are not excessively increased due to their being developed.

Policy 2.1.3.2 The City shall coordinate all applications for proposed development or redevelopment with the adopted Thoroughfare Right-of-Way Protection and Acquisition Map and require the dedication of additional right of way as depicted on the adopted map to ensure that the ultimate right of way remains free from encroachment.

**Objective 2.1.4** - The City shall provide non-motorized circulation systems which reduce the need for automobiles, reduce greenhouse gas emissions, provide recreational opportunities and improve access to existing cultural and recreational facilities.

Policy 2.1.4.1 –The City shall continue to support the efforts of the FDOT, SFWMD, the State of Florida and the Army Corps of Engineers to construct bike paths on the Lake Okeechobee Dike, as per the Florida Scenic Trail System.

Policy 2.1.4.2 – The City shall apply for bike path improvement grants from the state and other relevant agencies to construct bike paths within the City.

Policy 2.1.4.3 – The City shall commit funds, where financially feasible, to improve the existing and construct new pedestrian and bike paths within the City.

Policy 2.1.4.4 – The City shall continue to coordinate with Palm Tran on public transit and encourage and ensure redevelopment is transit-ready along major transportation corridors.

**Objective 2.1.5** - The City shall coordinate with the Palm Beach County Division of Emergency Management regarding hurricane evacuation plans.

Policy 2.1.5.1 – The City shall coordinate with the County in disseminating information concerning the need of residents to evacuate at various hurricane threat levels. The City shall coordinate with the County Emergency Management Director in assisting the implementation of the county campaign to educate the general citizenry regarding emergency preparedness plans.

Policy 2.1.5.2 - The City shall coordinate with the County in annually updating hurricane evacuation shelter assignments as well as other policy formulation surrounding emergency preparedness.

Policy 2.1.5.3 - The City shall include criteria in the 5-year schedule of Capital Improvement Projects to ensure structural transportation improvements to maintain sufficient evacuation routes.

Policy 2.1.5.4 - The City shall identify critical infrastructure and roadway segments where monitoring equipment and modified traffic signal timings could reduce the need for physical presence to conduct traffic control during evacuations.

Appendix 2A has been updated and moved to new Appendix Section of Comprehensive Plan.