



MOBILITY



GOALS, OBJECTIVES, AND POLICIES

GOAL MBL 1 Mobility System

GOAL MBL 2 Mobility Infrastructure

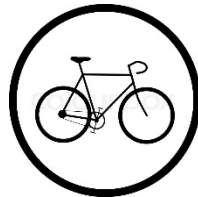
GOAL MBL 3 Maximize Investment & Retrofitting



MOBILITY ELEMENT

WHAT IS THE MOBILITY ELEMENT?

COMING SOON!



MOBILITY GOALS

GOAL MBL 1

MOBILITY SYSTEM

PLAN FOR AND PROVIDE A SAFE AND EFFECTIVE MOBILITY SYSTEM THAT IS ACCESSIBLE TO ALL USERS AND MEETS THEIR NEEDS TO ACCESS EMPLOYMENT, GOODS, SERVICES, AND RECREATIONAL AND CULTURAL ACTIVITIES, WHILE PRESERVING NEIGHBORHOODS, PROTECTING NATURAL RESOURCES, AND PROMOTING ECONOMIC DEVELOPMENT.

GOAL MBL 2

MOBILITY INFRASTRUCTURE

PROVIDE FOR THE EXISTING AND FUTURE MOBILITY AND ACCESSIBILITY NEEDS ALL USERS BY PROVIDING MULTIMODAL PROJECTS TO MAINTAIN AND ENHANCE A COMPLETE STREET SYSTEM WITH SUPERIOR PEDESTRIAN, BICYCLE, AND PUBLIC TRANSPORTATION FACILITIES.

GOAL MBL 3

MAXIMIZE INVESTMENT & RETROFITTING

ACCOMMODATE FUTURE GROWTH THROUGH PROJECTS THAT MAINTAIN AND ENHANCE THE CITY'S MOBILITY SYSTEM, DIRECTED TOWARD ENHANCING WALKABILITY AND ACCESSIBILITY.



GOAL MBL-1 MOBILITY SYSTEM

PLAN FOR AND PROVIDE A SAFE AND EFFECTIVE MOBILITY SYSTEM THAT IS ACCESSIBLE TO ALL USERS AND MEETS THEIR NEEDS TO ACCESS EMPLOYMENT, GOODS, SERVICES, AND RECREATIONAL AND CULTURAL ACTIVITIES, WHILE PRESERVING NEIGHBORHOODS, PROTECTING NATURAL RESOURCES, AND PROMOTING ECONOMIC DEVELOPMENT.

Performance Measure: Success in addressing Objectives and Policies of **GOAL MBL 1** shall be measured utilizing the following performance indicators:






 TBD

Objective MBL-1.1

Provide facilities to support the use of all modes of travel by developing and implementing a citywide Mobility Plan and implementing a Mobility Fee based upon the Mobility Plan.

Policy MBL 1.1.1

Develop a Mobility Plan to determine the city's overall mobility needs. The Mobility Plan will:

-  Outline a range of mobility projects identified to provide facilities for all users.
-  Include evaluation measures to assess the mobility impacts of development.
-  Identify opportunities for new transit, bicycle and pedestrian infrastructure.
-  Identify opportunities to reinvest in existing roadway infrastructure without increasing laneage.
-  Provide a mechanism to calculate funding contributions by development. Development shall refer to both new development and redevelopment or expansion of existing development.

Policy MBL 1.1.2

Prioritize the mobility-oriented projects needed to offset the impact of development. When a development is required to directly provide mobility projects to offset the development's mobility impacts, the City's adopted list of mobility projects shall provide guidance for developer mitigation in the form of in-kind project contributions.

Policy MBL 1.1.3

Except as identified in Policy MBL 1.1.7, coordinate with Palm Beach County to incorporate the County's transportation concurrency needs, including proportionate fair-share funding and road impact fees, into

the Mobility Plan while maintaining the City's mobility needs, as included in Policy MBL-1.1.1.

Policy MBL-1.1.4

Address mobility principles and transportation issues, such as but not limited to the following, within the Mobility Plan:

-  Pedestrian and Bicycle Master Plans (see also MBL 2.1.1 and MBL 2.2.1)
-  Transit opportunities through Tri-Rail, Brightline, Palm Tran, and other providers
-  Complete Streets Policy and implementation guide
-  Interconnected street network
-  Access management
-  Freight mobility
-  Transportation Demand Management
-  Historic neighborhood character considerations
-  Parking
-  Equity

Policy MBL 1.1.5

Identify metrics for measuring overall mobility in the Mobility Plan rather than using conventional vehicular level of service. Establish measures for pedestrian, bicycle and vehicular levels of service within the Mobility Plan [e.g., persons per mile or other measure].

Policy MBL 1.1.6

Upon adoption of a Mobility Plan and Mobility Fee, coordinate with Palm Beach County to adjust or repeal the Transportation Concurrency Exception Area (TCEA) and amend the County's Comprehensive Plan as needed. The TCEA as adopted shall remain in effect until a Mobility Plan is adopted.



Policy MBL 1.1.7

The Mobility Plan may be implemented City-wide or may be applied to certain areas of the City. For areas within the City not encompassed by part of the Mobility Plan, traditional Countywide Concurrency standards, including proportionate fair share and impact fees, shall be applicable. Until such time as the City adopts the Mobility Plan, and associated Mobility Fee, for either city-wide or for a specific geographic area, any area not within the boundaries of the Mobility Plan shall be regulated by the Palm Beach County Transportation Concurrency.

Policy MBL 1.1.8

Prioritize overall mobility over conventional vehicular level of service.

Objective MBL 1.2

Address mobility through a multimodal transportation system that includes facilities for pedestrians, bicycles, transit, and motor vehicles.

Policy MBL 1.2.1

Prioritize mobility with consideration to sustainability, environmental, social, accessibility and equity factors using the following hierarchy as a guideline for prioritizing projects based on transportation mode. Where adequate facilities exist for all modes, enhancing the quality and integration of the facilities will be prioritized based on the hierarchy of modes.

Sustainable Mobility Hierarchy

1. Walking
2. Bicycling and Nonmotorized Vehicles
3. Public Transit (bus and rail)
4. Service & Freight
5. High Occupancy Vehicles
6. Taxi, Car Sharing, Private Transit
7. Registered Low Speed Vehicles (LSV)
8. Single-occupancy Automobiles

Policy MBL 1.2.2

Implement complete streets principles in the planning, programming, and construction of all new City roadways, redesigns, and resurfacing of existing roadways to address the needs of all users, including motorists, bicyclists,

transit riders, and pedestrians of all ages and abilities.

Policy MBL 1.2.3

Coordinate with FDOT and Palm Beach County to implement complete streets principles in the planning, programming, and construction of all new FDOT and County roadways, redesigns, and resurfacing of existing roadways to address the needs of all users.

Objective MBL 1.3

Expand and Augment transit options that provide connections between the commuter rail-based transit stations and employment centers, high density residential developments, and recreational facilities.

Policy MBL 1.3.1

Coordinate with Palm Tran, South Florida Regional Transportation Authority (SFRTA), and other transit providers to provide and enhance service to all users.

Objective MBL 1.4

Enhance the safety, effectiveness, and travel options of the City's mobility system.

Policy MBL 1.4.1

Establish acceptable Quality Level of Service (QLOS) thresholds. The QLOS methodologies and measures are outlined in the 2013 FDOT Quality/Level of Service Handbook, as amended. The City shall periodically measure levels of service for motorists, pedestrians, and bicyclists on facilities throughout the City. The City shall strive to maintain balance of QLOS for all users.

Policy MBL 1.4.2

Implement land use strategies that support "park once environments", increase vehicular trip capture, reduce vehicle dependence, promote non-vehicular travel, and decrease VMT, through development of mixed-use projects by requiring vehicular and pedestrian interconnection between adjacent properties, and by providing connections to transit facilities.

Policy MBL 1.4.4

Concurrently develop a Pedestrian Master Plan and a Bicycle Master Plan that identify



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existing bicycle routes and facilities, pedestrian paths and establishes a network of interconnected paths and trails that link residential neighborhoods with parks, open spaces, schools, recreation opportunities, and key destinations.

Policy MBL 1.4.5

Collaborate with residents, regional agencies, school districts, community planning groups, community activists, public health professionals, developers, law enforcement officials, and others to better realize the mobility, environmental, and health benefits of a walkable and bikeable community through educational outreach activities.



GOAL MBL2 INFRASTRUCTURE

ACCOMMODATE THE EXISTING AND FUTURE MOBILITY AND ACCESSIBILITY NEEDS OF ALL USERS BY PROVIDING MULTIMODAL PROJECTS TO MAINTAIN AND ENHANCE A COMPLETE STREET SYSTEM, WITH SUPERIOR PEDESTRIAN, BICYCLE, AND PUBLIC TRANSPORTATION FACILITIES.

Performance Measure: Success in addressing Objectives and Policies of **GOAL MBL 2** shall be measured utilizing the following performance indicators:

 TBD

Objective MBL 2.1

Develop a Pedestrian Master Plan incorporating the locations and physical characteristics of existing pedestrian facilities and determine the location and characteristics of future facilities.

Policy MBL 2.1.1

Engage and collaborate with Strategic Partners, including residents, local bike-ped advocacy groups, neighborhood associations, homeowner associations, civic associations, the Palm Beach TPA, the School District of Palm Beach County, and other stakeholders to create the Pedestrian Master Plan. The Pedestrian Master Plan shall identify needed projects to enhance the pedestrian network to provide continuous, safe, and accessible routes to schools, transit, employment centers, and neighborhoods.

Objective MBL 2.2

Develop a Bicycle Master Plan incorporating the locations and physical characteristics of existing facilities and determine the location and characteristics of future facilities.

Policy MBL 2.2.1

Engage and collaborate with Strategic Partners, including residents, local bike-ped advocacy groups, neighborhood associations, civic associations, the Palm Beach TPA, the School District of Palm Beach County, and other stakeholders to create the Bicycle Master Plan. The Bicycle Master Plan shall identify needed projects to enhance the bicycle network to provide continuous safe and accessible routes to schools, transit, employment centers, and neighborhoods.

Policy MBL 2.2.2

Provide support and coordinate with Strategic Partners, including local and regional agencies, the Palm Beach Transportation Planning Agency (TPA) Bicycle Trails, and Pedestrian Advisory Committee, Palm Beach County, the FDOT Office of Greenways and Trails, and the East Coast Greenway Alliance to assist in the development of local and regional trail networks that integrate the Southeast Florida Regional Greenways and Trails Plan.

Policy MBL 2.2.3

Create bicycle/pedestrian paths along canal, rail, and public corridor rights-of-way as part of an interconnected network of greenways, parks, and open spaces, for non-motorized transportation.

Policy MBL 2.2.4

Pursue grants and other funding available for implementation of pedestrian, bicycle, and trail facilities, including land acquisition.

Objective MME 2.3

Develop a system of transit options that provide connections between the commuter rail-based transit stations and major transportation generators and attractors.

Policy MBL 2.3.1

Integrate local transit stops into existing and future development to provide convenient access to destinations, safe and comfortable waiting areas, and other amenities to improve the rider experience and increase transit ridership in the City.

Policy MBL 2.3.2

Require future developments make provisions for public transit facilities and amenities, such



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as covered bus shelters, benches, and bus bays, and coordinate closely with transit agencies to promote transit facilities and amenities that are consistent with short and long-range plans of those agencies.

Policy MBL 2.3.3

Incorporate adequate public facilities, such as sidewalks and bike routes into the transit network to provide access to all users and to provide connectivity.

Policy MBL 2.3.4

Support transit service for intra-City transit corridors, such as but not limited to, trolley service or point to point service connecting the Tri-Rail Station with business along Atlantic Avenue.

Policy MBL 2.3.5

Develop, through the land development code, mechanisms to encourage and provide opportunities for infill and redevelopment that improves ridership along transit corridors, including but not limited to, nodes of higher density, mixed use development, and Transit Oriented Developments.

Objective MBL 2.4

Maintain safe and effective operation of the transportation network through optimization of connectivity.

Policy MBL 2.4.1

Unless superseded in an adopted Mobility Plan, the Level of Service (LOS) for City streets is LOS "E". The overall mobility of users is prioritized over maintenance of vehicular LOS. The City Commission shall retain the right to adopt alternative Level of Service thresholds on City streets for specific roadways based on unique overriding circumstances, such as limited right-of-way, preservation of historic character of neighborhoods, environmental considerations, or other social and/or equity considerations.

Policy MBL-2.4.2

Ensure safe vehicular, pedestrian, and bicycle operations on all City streets, including at driveway entrances and at intersections.

Policy MBL-2.4.3

Establish connectivity between transportation modes as an integral part of providing overall mobility.

Policy MBL 2.4.4

Require all development to provide accessible routes from the entry points of publicly-accessible buildings to the sidewalk network in accordance with the Americans with Disabilities Act (ADA).

Policy MBL 2.4.5

Seek opportunities to provide an interconnected roadway network, especially in areas of the City where the network of streets is disconnected (such as area generally west of I-95). Require development to provide pedestrian, bicycle, and vehicular interconnections to adjacent properties.

Policy MBL 2.4.6

Coordinate with FDOT and Palm Beach County to identify locations on roadways within the City with a high incidence of crashes and develop a plan to reduce incidences of crashes.

Policy MBL 2.4.7

Support traffic calming, based upon the adopted city policy, in residential neighborhoods to reduce incidences of high-speed crashes and to promote bicycle and pedestrian activity.

Objective MBL 2.5

Provide for the acquisition and protection of existing and future public rights-of-way for pedestrian pathways, transit facilities, and roadways in the City's policies, standards and regulations.

Policy MBL-2.5.1

Ultimate right-of-way shall be provided per the schedule in Table MBL-1 "Street Network and Classification and Improvements". [insert table]

Policy MBL 2.5.2

Conduct a detailed assessment of the needs for future roadway widths, sidewalk widths, bike lanes and right-of-way to accommodate public utilities. Conduct a review of existing



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public right-of-way widths and ultimate right-of-way requirements to determine if the required widths are sufficient or if excess right-of-way is required to provide the basis for updating Table MBL-1. [Complete by 2021]

Policy MBL 2.5.3

Maintain the existing vehicular laneage and character of SR A1A. Oppose the widening of SR A1A for the purpose of enhancing vehicular flow.

Policy MBL 2.5.4

Maintain the existing vehicular laneage and character of Lawson Boulevard. Oppose the widening of Lawson Boulevard for the purpose of enhancing vehicular flow, and prohibit obstacles from free-flow movement such as lane reductions or traffic calming.

Policy MBL-2.5.5

Maintain no more than two travel lanes on Swinton Avenue between the north City limits and SW 10th Street (excluding the segment between NE 1st Street and SE 1st Street) and restricting acquisition of new right-of-way for the purposes of increasing the public right-of-way to 60 feet in width or greater.

GOAL MBL-3 MAXIMIZE INVESTMENT & RETROFITTING

ACCOMMODATE FUTURE GROWTH THROUGH PROJECTS THAT MAINTAIN AND ENHANCE THE CITY'S MOBILITY SYSTEM, DIRECTED TOWARD ENHANCING WALKABILITY AND ACCESSIBILITY.

Performance Measure: Success in addressing Objectives and Policies of **GOAL MBL 2** shall be measured utilizing the following performance indicators:

 TBD

Objective MBL 3.1

Encourage growth in the downtown core development area, nodes of higher density along major corridors, transportation hubs, transit-oriented developments, urban redevelopment and infill, and suburban redevelopment patterns that support the City's vision to provide mobility options for accessibility.

Policy MBL 3.1.1

Include cross access between properties to reduce vehicular trips on the roadway network. Cross-connectivity shall include bicycle and pedestrian accommodations except where infeasible due to natural or environmental constraints.

Policy MBL-3.1.2

Implement a gridded, fine-grain network of pedestrian and roadway connections in areas where an interconnected street network does not exist by requiring development to make accommodations for new pedestrian, bicycle and vehicular links in the network.

Policy MBL-3.1.3

Limit dead-end streets and cul-de-sacs and encourage connectivity of vehicular, pedestrian and bicycle routes.

Policy MBL-3.1.4

Future development shall provide right-of-way for the trail network described in Policies MBL-2.2.2, MBL-2.2.3 and MBL 2.2.4. Pedestrian and bicycle connections to the trail network shall be provided.

Objective MBL 3.2

Take measures to reduce the number of vehicular trips, reduce trip length, and reduce vehicle miles travelled through interconnectivity principles and through

Transportation Demand Management principles.

Policy MBL 3.2.1

Require office development to participate in Transportation Demand Management strategies such as carpooling, vanpooling, parking management, flexible work hours, or provision of pedestrian, bicycling, and transit facilities.

Policy MBL 3.2.2

Prioritize vehicle-miles-travelled reduction over reduction in delay at intersections when reviewing the mobility impacts of developments and City-initiated transportation projects.

Objective MBL 3.3

Utilize Transportation System Management principles to effectively maximize the operations in the existing transportation system while simultaneously reducing emissions and reducing the need for increased laneage on roadways.

Policy MBL-3.3.1

Coordinate with and support efforts by FDOT, Palm Beach County and other strategic partners to implement Transportation System Management principles on roadways within the City, including optimization of traffic signal systems, transit prioritization, and technologies benefiting pedestrian and bicyclist movement at signalized intersections.

Objective MBL 3.4

Continue to develop and refine policies that adjust parking requirements to account for changes in car ownership trends, the growth of ride-sharing, connected vehicles, and vehicles automation.



Policy MBL-3.4.1

Regularly analyze, assess, and update parking requirements in the Land Development Regulations to reflect actual parking trends and needs. Parking requirements may be customized for various parts of the City (e.g. Downtown, West of Congress Avenue).

Policy MBL-3.4.2

Calculate future parking requirement needs for development considering the development and growth of ride-sharing, connected vehicles, and vehicle automation.

Policy MBL-3.4.3

Prepare an updated Parking Management Plan identifying parking strategies and future locations of parking structures and lots in the downtown area to provide adequate parking for the downtown users. [Completed by 2021.]

Policy MBL-3.4.4

Implement shared parking principles for mixed use developments and for adjoining properties, where feasible, and allow for reduction in the projected parking demand for development (or specific uses) based on professionally accepted standards.

Objective MBL 3.5

Integrate mobility into future land use decisions by implementing policies that promote development compatible with transit, bicycle and pedestrian modes, and by creating and enforcing pedestrian and transit-oriented development standards and site design within the City's Land Development Regulations.

Policy MBL 3.5.1

Identify right-of-way needs based on future land use impacts on transit corridors and develop a priority schedule.

Policy MBL 3.5.2

Coordinate with private land owners, the TPA, FDOT, and Palm Beach County to identify funding sources for potential acquisition of right-of-way.

Policy MBL 3.5.3

Consider the social, equity, and environmental impacts of any land acquisition for right-of-way.

Policy MBL 3.5.4

Coordinate evacuation planning efforts with Palm Beach County and FDOT.

Objective MBL 3.6

Allow increased development intensity in specific areas served by multiple high-frequency transit services.

Policy MBL 3.6.1

Identify the areas within a half (quarter?)-mile surrounding commuter rail transit stations as Transit Oriented Development districts (overlays?).

Policy MBL 3.6.2

Continue to offer and develop new incentives for development within identified Transit Oriented Development districts, such as reduced parking requirements, increased density, or reduced development fees.