



## COMPREHENSIVE PLAN AMENDMENT STAFF REPORT AMENDMENT ROUND 17-C

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DEO TRANSMITTAL, APRIL 26, 2017

### A. Amendment Summary

#### I. General Data

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**Project Name:** Transportation Element Updates  
**Elements:** Transportation, Future Land Use, Intergovernmental Coordination Elements and Map Series  
**Project Manager:** Khurshid Mohyuddin, AICP, Principal Planner  
**Staff Recommendation:** Staff recommends *approval* based on the findings and conclusions presented in this report.

#### II. Item Summary

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**Summary:** This amendment proposes an update to the Transportation Element, and related policies in Future Land Use and Intergovernmental Coordination Elements, and the Map Series. Specifically, the changes include:

- Deletion of most language pertaining to the SR 7 Transit Oriented Corridor;
- Deletion of several Constrained Roadways at a Lower Level of Service (CRALLS) which have expired along with revising the TCEA and CRALLS Map (TE 15.1) to reflect the deletions; and
- Deletion of completed policies and other housekeeping items.

**Assessment:** This amendment proposes to delete Comprehensive Plan policies, language, and CRALLS facilities that are no longer applicable or is obsolete due to changed conditions, expiration, or completion. There are no subsequent ULDC revisions required of this amendment.

### III. Hearing History

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**Local Planning Agency: *Approval***, motion by Sandra Greenberg, seconded by Neil Merin passed in a 11-0 vote at the April 21<sup>st</sup> public hearing. Board discussion included questions regarding the deletion of CRALLS facilities. One member of the public spoke.

**Board of County Commissioners Transmittal Public Hearing: *Transmit***, motion by Commissioner Berger, seconded by Vice Mayor McKinlay passed in a 7-0 vote at the April 26th public hearing. There was minimal board discussion and no public comment.

**State Review Agency Comments:**

**Board of County Commissioners Adoption Public Hearing:**

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## B. Introduction

### I. Intent

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The intent of this amendment is to delete outdated language in the Transportation Element as well as the associated language in other elements. This deletion can be categorized in the following three categories: 1) Language related to the outdated SR 7 Transit Oriented Corridor (TOC); 2) CRALLS which are already expired; and/or 3) the tasks which are completed or no longer applicable.

### II. Background

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The proposed deletions can be grouped in the following categories as presented in this report and in Exhibits 1.A through 1.D.

- **SR7 Transit Oriented Corridor (TOC) Related:** On August 27, 2007, the County adopted an amendment to delete the University Drive and Riverside Drive connections to Broward County. The Department of Community Affairs (DCA), then the state review agency, found this deletion to be not in compliance with the Local Government Comprehensive Planning and Land Development Act, Ch. 163, Part II, Florida Statutes. Subsequently on May 19, 2009, the County adopted several policies pursuant to a settlement agreement with DCA in order to mitigate increased traffic on existing roadways connecting Palm Beach and Broward County resulting from the deletion of University Drive and Riverside Drive connection from the Plan. Designating SR 7 as a Transit Oriented Corridor (TOC), and hence widening existing 6-lane SR 7 to an 8-lane cross section with the additional two lanes dedicated to transit/special use were the basic premises of the settlement agreement. After the deletion, Palm Beach County and the MPO staff were actively involved in the State Road 7 Land Use and Transportation Visioning Study, and the subsequent PD&E Study undertaken by the FDOT to determine needed multimodal improvements to the corridor. The PD&E Study has since been completed but did not support the two additional exclusive transit/special use lanes as was anticipated or envisioned at the time of the settlement agreement as the basis for a TOC.
  - For historical reference, note that with the deletion of the two above referenced connections, a modification of the Palm Beach/Broward County line to include the Wedge area (a 1,949-acre triangular area between the Hillsboro Canal and the then south Palm Beach County line from west of SR 7 to the Loxahatchee National Wildlife Refuge) into Broward County also became effective as the boundary change was contingent upon the removal of these two roadways.
- **CRALLS facilities with a specific expiration date:** Pursuant to the Comprehensive Plan, a Constrained Roadway at a Lower Level of Service (CRALLS), is a facility that is allowed to operate with more congestion than generally allowed by the county-wide adopted Level of Service (LOS) D. The Transportation Element contains a series of CRALLS facilities that contained a specific expiration date, and these are proposed for deletion.
- **Completed Tasks/Coordination:** Several TE and ICE policies call for coordination between various agencies in order to participate in area-wide planning efforts. Several of these coordination items have been fully implemented and/or no longer necessary.

## C. Proposed Amendment

### I. Data and Analysis

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This section provides data and analysis, including an examination of consistency with the Comprehensive Plan.

#### A. Proposed Text Amendment

- **SR7 Transit Oriented Corridor (TOC) related:** Designating SR 7 from county line to Glades Road as a TOC, and hence widening existing 6-lane to an 8-lane cross section with the additional two lanes dedicated to transit/special use to implement TOC were the basic premises of the settlement agreement between county and what was then Department of Community Affairs (DCA). After the deletion of University Drive and Riverside Drive Connection, Palm Beach County and the MPO staff were actively involved in the State Road 7 Land Use and Transportation Visioning Study, and the subsequent PD&E Study; both undertaken by the FDOT to determine needed multimodal improvements to the corridor. The PD&E Study has since been completed but did not support the two additional exclusive transit/special use lanes as was anticipated or envisioned at the time of the settlement agreement as the basis to implement TOC. Therefore, it is now appropriate to make the proposed deletions to the most of the language related to the TOC (per settlement agreement) in the Comprehensive Plan. Policy 1.1-q, however, is being retained as the FDOT study calls for transit provision along the corridor. Deleted language is shown in Exhibit 1.A.
- **Constrained Roadways at Lower Level of Service (CRALLS):** These CRALLS are proposed to be deleted (see Exhibit 1.B) because they have expired.
  - Policy 1.2-f (35) refers to those roadways that were expected to be impacted during the construction of several developments in the area. Since then, Atlantic Avenue has been widened from Lyons Road to Starkey Road. The widening between Florida's Turnpike to Jog Road is now on MPO's FY 2018-2022 priority list for needed funding. This policy has expired in 2012, and therefore, is being deleted.
  - Policy 1.2-f (41) was a de minimis policy for those developments with minimal impact on the designated roadways. This policy expired in 2012, and therefore, is proposed to be deleted.
- **Completed Tasks/Coordination:** These policies (see Exhibit 1.C) called for teams to evaluate transportation policies, coordination with the Metropolitan Planning Organization (MPO), the Florida Turnpike Authority, the City of Boca Raton, and the railroad agencies. While coordination will continue with all these agencies, the policies proposed for deletion are linked to specific projects or facilities that have either been implemented, or that simply were not constructed. The policies have been completed or no longer valid, and no future action on them is expected.

#### B. Consistency with the Comprehensive Plan

This proposed amendment, in general, is a housekeeping item that will not be inconsistent with the Plan and furthers provisions in the Transportation Element (TE) of the Comprehensive Plan.

**OBJECTIVE 1.13. General Plan Coordination:** The County shall provide for the coordination of transportation plans and programs among the appropriate land use and transportation planning and implementing organizations on a continuing basis.

**Staff Analysis/Comment:** After adopting the subject language regarding the TOC into the plan, Palm Beach County and the MPO staff was actively involved in the State Road 7 Land Use and Transportation Visioning Study, and the subsequent PD&E Study; both undertaken by the FDOT to determine needed multimodal improvements to the corridor. The PD&E Study, however, did not recommend widening of SR 7 to create the transit/special use lanes as envisioned to implement the TOC.

### **C. Unified Land Development Code Implications**

This proposed amendment will not require changes to the Unified Land Development Code (ULDC).

## **II. Public and Municipal Review**

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The Comprehensive Plan Intergovernmental Coordination Element **Policy 1.1-c** states that *“Palm Beach County will continue to ensure coordination between the County’s Comprehensive Plan and plan amendments and land use decisions with the existing plans of adjacent governments and governmental entities...”*

- A. Intergovernmental Coordination:** Notification of this amendment was sent to the Palm Beach County Intergovernmental Plan Amendment Review Committee (IPARC) for review on April 6, 2017. At the time of the printing of this report, no calls or written requests for information or objections to the amendment had been received.
- B. Other Notice:** No comments have been received to date. Correspondence received is added to the Exhibits during the amendment process upon receipt.

## **III. Conclusion and Recommendation**

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The SR 7 Transit Oriented Corridor (TOC) was designated to mitigate the traffic impacts resulting from the deletion of University Drive and Riverside Drive Connections to Broward County. The TOC was to be implemented in conjunction with widening of SR 7 to eight (8) lanes in the area with the new two (2) lanes dedicated to transit/special use. The PD&E Study subsequently completed by FDOT, however, did not support widening of SR 7 beyond the existing six (6) lanes. Therefore, the language related to implementing SR 7 TOC is no longer necessary. Policy 1.1-q, however, is being retained as the FDOT study calls for transit provision along the corridor.

Some of the CRALLS that have already expired are being deleted as they are no longer valid.

Some of the completed policies/tasks are also being deleted as they are no longer valid.

As such, staff recommends **approval** of this amendment.

### **Attachments**

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Exhibit 1 – Proposed Text and Map Series Amendments

E - 1

## Exhibit 1

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### A. Future Land Use Element, Transportation Element Updates, Transit Oriented Corridor

**REVISIONS:** To delete the SR7 Transit Oriented Corridor (TOC) related language. The deletion is shown below in strikethrough.

#### A.1. ~~DELETE 4.4.9 Transit Oriented Corridor~~

**A.2. ~~DELETE Policy 4.4.9-a:~~** ~~SR 7 shall be designated a Transit Oriented Corridor from the Broward County line to Glades Road. A Transit Oriented Corridor shall facilitate the use of mass transit by providing for improved local access to transit stops and shall be considered for implementation of premium transit service. The Corridor shall be further defined and implemented considering the recommendations of the SR 7 Transit Supportive Land Use Planning and Urban Design Study. Palm Beach MPO has prioritized this Study for funding and Palm Beach County will strongly encourage the completion of the Study by the end of March 2010, and will coordinate with other parties to effectuate the completion of the Study by that date.~~

### B. Transportation Element, Transportation Element Updates, Transit Oriented Corridor

**REVISIONS:** To delete the Transit Oriented Corridor (TOC) related language. The deletion is shown below in strikethrough.

#### B.1 ~~DELETE Policy 1.1-p: SR 7 Transit-Oriented Corridor~~

~~**Applicability.** The requirements of this Policy shall apply to all Projects located in any Palm Beach County municipality or the unincorporated area of Palm Beach County with significant Project Traffic on SR 7 between the Broward County line and Glades Road ("SR 7 Transit Oriented Corridor") or Project Traffic on a SR 7 Transit Oriented Corridor roadway segment not eligible for de minimis within the Project's Radius of Development Influence. Projects subject to this Policy shall be required to meet Test One as set forth in Policy 1-1.b for Project Traffic impacting the SR 7 Corridor. The requirements of this Policy 1.1-p are supplemental and shall be required in addition to Traffic Performance Standards set forth in Palm Beach County Comprehensive Plan, Policy 1-1.b, [NOTE: "significant Project traffic" and "Radius of Development Influence" are defined terms in Palm Beach County's land development regulations]~~

~~**Standard.** No Development Order shall be issued by any Palm Beach County municipality or unincorporated Palm Beach County that adds significant Project Traffic or Project Traffic on a SR 7 Transit Oriented Corridor roadway segment not eligible for de minimis within the Project's Radius of Development Influence unless it can be shown to meet the requirements of this Policy.~~

~~The applicable vehicular LOS standard for the segment of SR 7 from Broward County line to Glades Road shall continue to be LOS D. Appropriate phases leading to construction shall be supported by Palm Beach County for inclusion in FDOT's 5-Year Work Program for widening to an 8-lane section (2 dedicated transit/ special use lanes and 6 general use lanes). However, when it is projected that the vehicular LOS standard shall be exceeded within 5 years, no further traffic concurrency approvals (per Test 2 of the County's Traffic Performance Standards) impacting the SR 7 Transit Oriented Corridor with significant~~

~~project traffic shall be granted until the construction phase of the 8-lane cross section is included in the applicable FDOT's 5 Year Work Program.~~

~~After construction of the 8-lane cross section for SR 7 has commenced, the vehicular LOS standard shall be the CRALLS volume as specified in Policy 1.2-f (43) of the Transportation Element.~~

~~The applicable vehicular LOS standards for the segment of Lyons Road from Broward County line to Palmetto Park Road and the segment of Palmetto Park Road from Lyons Road to Florida's Turnpike shall continue to be LOS D.~~

**B.2. DELETE portion of Policy 1.2-f:**

~~43. The following arterial segment is hereby designated as CRALLS facility only for those Projects that add Project Traffic within their radius of development influence to the SR 7 Transit Oriented Corridor, as defined in Policy 1.1-p. This standard shall apply at such time as the arterial segment is widened to the stated cross section below. This standard (including the CRALLS) may be adjusted as necessary based upon the results of the SR 7 Transit Supportive Land Use Planning and Urban Design Study to be completed by the Treasure Coast Regional Planning Council:~~

- ~~1) SR 7 from Broward County line to Glades Road as 6 lanes plus 2 transit/special use lanes~~

~~Peak hour peak direction standard: 3010 vehicles per hour~~

~~The following CRALLS Mitigation Measures are to be implemented in conjunction with this CRALLS:~~

- ~~a) Multi-modal LOS as identified in Policy 1.1-p.~~
- ~~b) Implementation of Exclusive Transit/ special use lanes on SR 7.~~

~~County Engineer shall annually monitor and project the need for improvements (within next 5 years) to Lyons Road and Palmetto Park Road. County shall develop a plan for interim capacity improvements and shall consider including in the County's 5-year Road Program appropriate phases leading to construction of such improvements once projected to be needed.~~

**B.3. DELETE Policy 1.4-y:** ~~The County, through MPO, shall support and encourage Florida's Turnpike Authority during the on-going Project Development and Environmental (PD&E) study to add a northbound auxiliary lane on Turnpike from the Sawgrass Expressway to either Glades Road or to the potential new Palmetto Park Road interchange. Palm Beach County shall also initiate quarterly meetings with Florida's Turnpike Authority for this purpose.~~

**B.4. DELETE Policy 1.4-z:** ~~After the completion of the SR 7 PD&E study, PBC shall reevaluate the adopted transit LOS and the required funding for the SR 7 Transit Corridor.~~

**B.5. DELETE Policy 1.4-aa:** ~~Following the completion of the Glades Road PD&E Study and the adoption of the Boca Raton MMTD, the County will review the PD&E Study and Boca Raton MMTD and will incorporate recommendations from the PD&E Study and Boca~~

~~Raton MMTD that the County determines to be appropriate into the comprehensive plan in order to support transit alternatives on Glades Road.~~

**C. Intergovernmental Coordination Element, Transportation Element Updates, Transit Oriented Corridor**

**REVISIONS:** To delete the Transit Oriented Corridor (TOC) related language. The deletion is shown below in strikethrough.

**C.1. DELETE Policy 1.1.u:** ~~The County supports widening of Lox Road to 4 lanes and will coordinate to the extent possible with Broward County, Broward MPO, and City of Parkland to accomplish the same.~~

**C.2. DELETE Policy 1.1.v:** ~~Palm Beach County will coordinate with Broward County, Palm Tran, Broward Mass Transit, and SFRTA as necessary to provide transit services across the County line along the SR 7 corridor. Palm Beach County will recommend the necessary funds be programmed into the Transit Development Programs of each County after the type of service has been identified by the PD&E Study and determined to be appropriate by the respective County.~~

**C.3. DELETE Policy 1.1.w:** ~~Palm Beach County will engage in ongoing intergovernmental agency coordination with the Palm Beach and Broward MPOs, Broward County, local municipalities, and the FDOT that will encourage timely implementation of the common vision for SR 7, including land use issues, and will coordinate and encourage agreement upon transportation network improvements. Efforts to engage in intergovernmental agency coordination may include, but not be limited to, the preparation of lists of projects for inclusion in the cost feasible plan provisions of the LRTPs for the Palm Beach MPO and local five-year schedule of capital improvements and encouragement to the Broward MPO and the Broward County to do the same.~~

**D. Transportation Element, Transportation Element Updates, Expired CRALLS**

**DELETED:** To delete the CRALLS that have expired. The deletion is shown below in strikethrough.

**D.2. DELETE portions of Policy 1.2-f:**

~~35) The following segments of Atlantic Avenue are hereby designated temporarily as Constrained Roadways at a Lower Level of Service (CRALLS) facilities:~~

~~a. Atlantic Avenue from SR 7 to Lyons Road  
Peak Hour, Peak Direction Level of Service standard: 1,271~~

~~b. Atlantic Avenue from Lyons Road to Starkey Road  
Peak Hour, Peak Direction Level of Service standard: 1,850~~

~~c. Atlantic Avenue from Florida's Turnpike to Hagen Ranch Road  
Peak Hour, Peak Direction Level of Service standard: 2,615~~

~~d. Atlantic Avenue from Hagen Ranch Road to Jog Road  
Peak Hour, Peak Direction Level of Service standard: 3,045~~

~~One of the projects utilizing this CRALLS is Kenco Communities development on Brookside Nursery property, and adjacent properties that are part of the same development order, as part of the land swap with Palm Beach County for the Delray Holdings 282 property on SR 7. As a mitigating factor for this CRALLS, this developer shall participate in the land swap for the purpose of reducing vehicle-miles traveled on SR7 and Lyons Road. In case the land swap does not materialize, as a mitigation for this CRALLS, the project must enter into a funding agreement to the satisfaction of County Engineer, to pay for the construction of the 6-laning of West Atlantic Avenue from Florida's Turnpike to Jog Road and the 4-laning of West Atlantic Avenue from Lyons Road to Starkey Road.~~

~~The temporary CRALLS is also available for the benefit of developments already approved on the Appolonia, Dubois, Montage, Terra Nova PUD, Terra Nova MUPD, Tivoli Isles, Atlantic Commons, Delray TMD, and Mizner Country Club properties as well as for the Hyder PUD development which has already been approved for concurrency but has not yet received a development order. As a mitigation for this CRALLS, any of the above-referenced developments utilizing this CRALLS, must enter into a funding agreement to the satisfaction of County Engineer, to pay for the construction of the 6-laning of West Atlantic Avenue from Florida's Turnpike to Jog Road and the 4-laning of West Atlantic Avenue from Lyons Road to Starkey Road.~~

~~The temporary CRALLS shall expire on December 31, 2012.~~

- ~~41. The following roadways are hereby temporarily designated as a CRALLS facility exclusively for those projects with insignificant impact (less than 1% of the LOS D volume) on the applicable roadways.~~
- ~~a) Atlantic Ave from Turnpike to Hagen Ranch Rd as 4 lanes  
Peak hour, peak direction standard: 2,672 vehicles per hour~~
  - ~~b) Belvedere Rd from Drexel Rd to Haverhill Rd as 4 lanes  
Peak hour, peak direction standard: 2,711 vehicles per hour~~
  - ~~c) Belvedere Rd from I-95 to Parker Ave as 4 lanes  
Peak hour, peak direction standard: 1,742 vehicles per hour~~
  - ~~d) Cain Blvd from Everglades Pump Rd. to Glades Rd as 2 lanes  
Peak hour, peak direction standard: 948 vehicles per hour~~
  - ~~e) Community Dr from Military Tr to Village Blvd as 3 lanes  
Peak hour, peak direction standard: 1,239 vehicles per hour~~
  - ~~f) Congress Ave from Palm Beach Lakes Blvd to Presidential Way as 5 lanes  
Peak hour, peak direction standard: 2,706 vehicles per hour~~
  - ~~g) Dixie Hwy from Okeechobee Blvd to Park Pl as 3 lanes  
Peak hour, peak direction standard: 1,585 vehicles per hour~~
  - ~~h) Federal Hwy from 20th St NW to Glades Rd as 4 lanes  
Peak hour, peak direction standard: 1,885 vehicles per hour~~
  - ~~i) Forest Hill Blvd from I-95 to Parker Ave as 4 lanes~~

- ~~\_\_\_\_\_ Peak hour, peak direction standard: 1,587 vehicles per hour~~
- ~~j) \_\_\_\_\_ Glades Rd from Turnpike Entrance to Jog/Powerline Rd as 6 lanes  
\_\_\_\_\_ Peak hour, peak direction standard: 3,951 vehicles per hour~~
- ~~k) \_\_\_\_\_ Glades Rd from St. Andrews Blvd to I-95 as 6 lanes  
\_\_\_\_\_ Peak hour, peak direction standard: 3,267 vehicles per hour~~
- ~~l) \_\_\_\_\_ Glades Rd from I-95 to Perimeter Rd as 6 lanes  
\_\_\_\_\_ Peak hour, peak direction standard: 4,113 vehicles per hour~~
- ~~m) \_\_\_\_\_ Lantana Rd from Lyons Rd to Hagen Ranch Rd as 4 lanes  
\_\_\_\_\_ Peak hour, peak direction standard: 2,300 vehicles per hour~~
- ~~n) \_\_\_\_\_ Lyons Rd from Broward County Line to 18th St SW as 4 lanes  
\_\_\_\_\_ Peak hour, peak direction standard: 2,611 vehicles per hour~~
- ~~o) \_\_\_\_\_ Lyons Rd from Lantana Rd to Lake Worth Rd as 2 lanes  
\_\_\_\_\_ Peak hour, peak direction standard: 1,586 vehicles per hour~~
- ~~p) \_\_\_\_\_ Ocean Ave from SR A1A to US-1 as 2 lanes  
\_\_\_\_\_ Peak hour, peak direction standard: 1,213 vehicles per hour~~
- ~~q) \_\_\_\_\_ Okeechobee Blvd from E Rd to Crestwood Blvd as 2 lanes  
\_\_\_\_\_ Peak hour, peak direction standard: 1,749 vehicles per hour~~
- ~~r) \_\_\_\_\_ Palmetto Park Rd from Boca Rio Rd to Powerline Rd as 6 lanes  
\_\_\_\_\_ Peak hour, peak direction standard: 3,663 vehicles per hour~~
- ~~s) \_\_\_\_\_ SR-7 from Forest Hill Blvd to Pioneer Rd as 8 lanes  
\_\_\_\_\_ Peak hour, peak direction standard: 3,915 vehicles per hour~~
- ~~t) \_\_\_\_\_ SR-7 from Pioneer Rd to Southern Blvd as 8 lanes  
\_\_\_\_\_ Peak hour, peak direction standard: 4,420 vehicles per hour~~

~~Projects utilizing this CRALLS must employ one or more mitigation strategies. The nature and combination of mitigation strategies will be roughly proportional to the impact of the Project on the Roadway. This CRALLS shall not take effect until the methodology for arriving at an acceptable mitigation strategy is provided for in the ULDC. The mitigation strategies may include but not be limited to the following:~~

- ~~1) \_\_\_\_\_ Pay a mitigation fee at a sliding scale proportional to the impact on the affected roadway (number of peak-hour trips) to improve mobility on the affected Roadway.~~
- ~~2) \_\_\_\_\_ Prepay Traffic Impact Fees within 6 months of Development Order approval or at issuance of the first building permit, whichever shall first occur.~~
- ~~3) \_\_\_\_\_ Coordinate with Palm Tran to provide enhanced bus stops and shelters as needed.~~
- ~~4) \_\_\_\_\_ Provide an integrated pedestrian system that connects the buildings to public sidewalks and Palm Tran bus stops.~~

- 5) ~~Provide inter-connectivity between complementary neighboring land uses for both vehicular and pedestrian cross-access.~~
- 6) ~~Develop a low generation traffic sensitive Project, with the intent of reducing traffic congestion on affected facilities.~~
- 7) ~~Provide a bicycle rack to accommodate commuters using alternative modes of transportation.~~
- 8) ~~Provide transit passes to employees using mass transit.~~
- 9) ~~Provide an on-going ride-sharing information service to persons employed by the project.~~

~~This CRALLS will no longer be in effect after December 31, 2012.~~

## **E. Transportation Element, Transportation Element Updates, Completed Tasks**

**REVISIONS:** To delete the language related to completed tasks. The deletion is shown below in strikethrough.

### **I. INTRODUCTION, B. Assessment and Conclusions**

- E.1. REVISE: 3. Transit System** - With the increase in revenue devoted to mass transit, Palm Beach County has instituted a complete upgrading of infrastructure. This has resulted in significant increases in the number of buses and the number and extent of bus routes. Palm Tran is increasing ridership as a result of these improvements.

Nevertheless, the County has a transit modal split of less than one percent. Therefore, this element provides policies that promote additional mobility alternatives to automobile use. These include Palm Tran and Palm Tran Connection services, Tri-Rail, ridesharing coordination programs which result in car and van-pooling, High Occupancy Vehicle (HOV) lanes designed for car pooling, park-and-ride lots, and designated bikeways.

~~The State owned South Florida Rail Corridor (formerly owned by CSX) which runs from West Palm Beach to Miami, has an on-going program to add a second track (double track) to the current single line system. A Double Track Master Plan has been developed by the State to identify where the second track is to be constructed.~~

It is recognized that public transit provides additional benefits, such as decreased traffic congestion and reduced impacts to the environment, beyond solely being able to recoup its costs.

- E.2. DELETE Policy 1.3-a:** ~~The Board of County Commissioners shall establish a Task Force to evaluate the County's current transportation planning techniques, recognizing that existing procedures may not adequately meet future multimodal transportation needs. The Task Force shall make recommendations to the Board of County Commissioners for possible modifications to the established procedures and/or guidelines. The Task Force shall be comprised at a minimum of representatives from the Palm Beach County Planning and Traffic Divisions, Department of Airports, Palm Tran, the Port of Palm Beach, and the Metropolitan Planning Organization, along with representatives from local municipalities, private interests, FDOT, and other governmental agencies involved in transportation planning for Palm Beach County.~~

- E.3. ~~DELETE Policy 1.4-j:~~** ~~The County shall continue to explore alternatives to resolve capacity limitations in the central east/west corridor and shall initiate actions in a timely manner to implement the chosen alternatives.~~
- E.4. ~~DELETE Policy 1.4-k:~~** ~~The County shall make the Palm Beach International Airport-Interstate 95 direct connection a priority through the continued pursuit of Federal and State funding.~~
- E.5. ~~DELETE Policy 1.5-l:~~** ~~Palm Beach County shall seek to achieve consistency and coordination between the South Florida Rail Corridor's Double Track Master Plan and this Comprehensive Plan.~~
- E.6. ~~DELETE Policy 1.5-n:~~** ~~Upon FDOT's submittal of the Corridor Management Report for the South Florida Rail Corridor, the County shall adopt a Corridor Management Ordinance in accordance with subsection 337.273(6), F.S., which shall provide the framework for corridor management including notice to District IV, FDOT, of substantial land use changes or permits that would substantially impair the viability of the corridor for future transportation uses.~~
- E.7. ~~DELETE Policy 1.5-o:~~** ~~Development Orders issued by the County shall require conveyance of rights-of-way consistent with the adopted South Florida Rail Corridor's Double Track Master Plan when there is a rational nexus between the required dedication of land and the needs of the community because of the Development.~~

F. **Transportation Element, Transportation Element Updates, Map Series Updates**

**REVISIONS:** To delete CRALLS that have expired. The deletion is shown below in ~~strikethrough~~.

