

## **4.0 TRAFFIC CIRCULATION TRANSPORTATION**

### **4.1 INTRODUCTION**

The ~~TRAFFIC CIRCULATION~~ TRANSPORTATION element is required to be included within the Comprehensive Plan per requirements of State planning law and rule criteria. Specifically, Chapter 163.3177(6)(b), Florida Statutes establishes the ~~TRAFFIC CIRCULATION~~ TRANSPORTATION element requirement and Chapter 9J5.007, Florida Administrative Code establishes minimum criteria to guide its preparation.

This element contains a summary of the data, analyses and support documentation necessary to form the basis for ~~TRAFFIC CIRCULATION~~ TRANSPORTATION Goal, Objective and Policies established in the Comprehensive Plan. ~~Relevant background data summarized herein are presented in greater detail in the report entitled Support Documentation for the Comprehensive Plan, prepared in September, 1987. Specific chapters of that document are referenced when necessary to embellish any information presented herein.~~

In keeping with the requirements of Chapter 9J5.005 and 9J5.006, Florida Administrative Code, the ~~TRAFFIC CIRCULATION~~ TRANSPORTATION element is structured according to the following format:

- Inventory of Existing ~~Traffic Circulation~~ Transportation System;
- Analysis of Existing Roadway Deficiencies within the System;
- Analysis of Projected Needs;
- Discussion of Traffic Related Issues (and opportunities); ~~and~~
- ~~Traffic Circulation Goal, Objectives and Policies.~~

An essential basis for planning ~~traffic circulation~~ transportation systems within the Town is the FUTURE LAND USE element. Initial traffic volume data is presented on a roadway link basis as a means of targeting potential problem areas or opportunities.

### **4.2 INVENTORY OF EXISTING TRAFFIC CIRCULATION TRANSPORTATION SYSTEM**

In order for the City to responsibly plan for its future, it must assess the capability of its ~~traffic circulation~~ transportation system to serve current demand. The ability of the ~~traffic circulation~~ transportation system and its components to promote movement of people, goods and services while maintaining accessibility among the various land use activities in the City will determine the overall effectiveness of the system.

This inventory of the existing ~~traffic circulation~~ transportation system has been prepared to establish the basis for examining the existing roadway deficiencies and, further, to

initiate plans to serve the Town's future growth and development. Roads within the City include those which are the responsibility of Florida Department of Transportation (FDOT), Palm Beach County (County Road); and the City itself (collector roads, local roads and all the remaining roads not privately owned).

#### **4.2.1 Roadway Classifications**

The City's roadways are identified according to the FDOT Roadway Functional Classification System, as required by Chapter 9J5.007(1)(b), Florida Administrative Code. Therefore, the definitions presented below are based on the FDOT classifications which describe the "functional" terminology used throughout this element of the Plan. The County's classifications are very similar to those devised by FDOT.

Limited Access Facility – Roadways designed for through traffic, and over, from or to which users have no greater than a limited right or easement of access (i.e. an expressway, I-95).

Arterial Roads – Routes providing service which are relatively continuous and of relatively high traffic volume, long average trip length, high operating speed and high mobility importance. In addition, every United States numbered highway is an arterial road.

Urban Principal Arterial Roads – Routes which generally serve the major centers of activity of an urban area, the highest traffic volume corridors and the longest trip purpose and carry a high proportion of the local urban area travel on a minimum of mileage. The routes are integrated both internally and between major rural connections.

Urban Minor Arterial Roads – Routes which generally interconnect with and augment urban principal arterial routes and provide service trips of shorter length and a lower level of travel mobility. Such routes include all arterials not classified as "principal" and contain facilities that place more emphasis on land access than the higher system.

Collector Roads – Routes providing service which are of relatively moderate average traffic volume, moderately average trip length and moderately average operating speed. Such routes also collect and distribution traffic between local roads or arterial roads and serve as a linkage between land access and mobility needs.

Local Roads – Routes providing service which are of relatively low average traffic volume, short average trip length or minimal through-traffic movements and high land access for abutting property.

#### **4.2.2. Roadway Description**

According to the most recent revision to the Florida Department of Transportation Roadway Functional Classification System, the City of South Bay contains ~~only rural~~ principal arterials (U.S. Highway 27 and State Road 80) ~~without any County or City arterial (either principal or minor) or collectors classified, leaving a~~ All the remaining roads categorized as local or private roads. A railroad line (i.e. Florida East Coast Railroad) runs in an east-west direction through the northern portion of the City. However, there are no limited access facilities, ports, airports, high speed rail lines or related facilities found within the City and these will not be considered further herein.

South Bay has approximately three miles of State and Federal highways within the City limits. State Road 80 and SR 25 (U.S. Highway 27) join and form the center of the City. These two highways constitute the primary north-south and east-west access to, from and through various portions of South Bay and are of major economic importance to the City. Also, these two highways provide the residents of the City with the only transportation links to the rest of Florida. They are both classified as ~~rural~~ “principal” arterials with the maintenance of these roads the responsibility of the Florida Department of Transportation (FDOT). SR 80 is a four (4) lane divided highway which runs in a north-south direction within the City and carries the largest volume of traffic through the City.

SR 25 (i.e. U.S. Highway 27) is also a four (4) lane divided highway which runs in generally an east-west direction through the City and carries a slightly less volume of traffic than SR 80.

The remaining roadways within the City are considered “local” streets which constitute approximately nine miles and are maintained by the City. TABLE 4-1 depicts and characterizes the major roads and streets in South /Bay including the roadways State functional classification, location, laneage, maintenance responsibility and right-of-way easements. FIGURE 4-1 is a map identifying the location, laneage and configuration of the existing roadway functional types.

#### **4.2.3 Traffic Volumes**

Traffic counts are taken at selected locations on the principal street system located in Palm Beach County ~~and within the West Palm Beach Urban Study Area (WPBUSA)~~. The primary stations are located at designated north-south and east-west “screenlines”. The volumes aggregated at these locations aid in the determination of laneage requirements necessary to maintain a designated level of service where possible. Counts are also taken selectively at selected “point” locations along major thoroughfares and intersections of interest.

**EXISTING TRANSPORTATION MAP**

**(New Map To Be Inserted)**

**FIGURE 4-1**

**TABLE 4-1**

**EXISTING MAJOR ROADWAY SYSTEM INVENTORY (Revised 1995)**  
**-City of South Bay-**

**(To Be Inserted)**

The actual counting agencies are the Palm Beach County Engineering Department, the Florida Department of Transportation, the City of West Palm Beach, the City of Boca Raton and the Town of Palm Beach. Each maintains its own counting program and cooperates with the Metropolitan Planning Organization (MPO) of Palm Beach County to provide needed data for the long range transportation planning process.

The City of South Bay is located outside the WPBUSA; therefore, the only agency that maintains a routing traffic count program in the South Bay area is the Florida Department of Transportation (FDOT). However, special purpose studies have been performed on an as needed basis by both Palm Beach County and the Palm Beach County Metropolitan Planning Organization.

In an effort to capture seasonal variations that may occur and arrive at an Average Daily Traffic (ADT) volume for a given calendar year, a 24-hour count is taken in the first (peak season) and third (off-peak season) calendar year quarters. All counts, unless otherwise noted, reflect two-way traffic. It should be noted that since 1984, excluding permanent count stations and Florida Turnpike counts, FDOT has been counting only once per calendar year. FDOT utilizes a factoring program to arrive at an annual daily average.

A total of five (5) count stations are either within the City of South Bay or are in close proximity to it's corporate limits to be utilized by the City for planning purposes.

Four (4) count stations are inventoried on State Road 25 or U.S. Highway 27 (SR 25/U.S. 27). One station is located 500 feet west of Bean City Road which is approximately a mile west of the City's corporate limits; the second is located at the northwest corporate limit near the South Bay control levee; the third is located less than a half mile south of the intersection with SR 80; and the fourth is located just north of its intersection with County Road 827.

The fifth count station is located on SR 80 near South Bay's eastern corporate limit.

~~An historical accounting of traffic counts and volumes from 1987 to 1995 is provided in TABLE 4-2 for the count stations described above.~~

**TABLE 4-2**  
**TRAFFIC VOLUMES INVENTORY (AADT'S)**  
**(Delete in Update)**

#### **4.2.4 Other Modes of Transportation**

The City has no full-scale integrated bicycle or pedestrian path system. The bicycle and pedestrian ways are primarily within the residential areas of the City, but have been constructed in a piecemeal manner as development have been built. Consequently, many residential areas may not be totally linked to recreational areas, schools and shopping areas.

### **4.3 ANALYSIS OF EXISTING ROADWAY DEFICIENCIES**

This section is intended to analyze existing traffic circulation levels and systems needs based upon existing design capacities of the major roadway system. Local roads are excluded from this analysis. This analysis also addresses the need for expansion of existing facilities or the need for new facilities, if necessary, to provide safe and efficient operating conditions within the City's roadway network.

#### **4.3.1 Levels of Service**

Levels of Service (LOS) are used to analyze roadway operating conditions. The LOS of a roadway is defined as the maximum number of vehicles that can pass over a given section of roadway or through an intersection during a specified time period while maintaining a given operating condition. A level of service definition generally describes operational conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

The Highway Capacity Manual, ~~Special Report 209~~, prepared by the Transportation Research Board of the National Research Council, defines levels of service for roads and streets and are an accepted state of the art standard.

Six levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from A to F, with Level of Service A representing the best operating conditions and Level of Service F the worst. In general, the various levels of service are defined as follows for uninterrupted flow facilities.

1. Level of Service A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.
2. Level of Service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A, because the presence of others in the traffic stream begins to affect individual behavior.

3. Level of Service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
4. Level of Service D represents high density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experience a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
5. Level of Service E represents operating conditions at, or near, the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
6. Level of Service F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queues are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level of Service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and Level of Service F is an appropriate designation for such points.

It should be noted that these definitions are general and conceptual in nature, and they apply primarily to uninterrupted flow. Levels of service for interrupted flow facilities vary widely in terms of both the user’s perception of service quality and the operational variables used to describe them. Each chapter of the manual contains a detailed description of the levels of service as defined for each facility type.

The capacity of a roadway is often defined as the maximum number of vehicles which have a reasonable expectation of passing over a given roadway section or through a given intersection under prevailing road and traffic conditions during a specified period of time. The Treasure Coast Regional Planning Council (TCRPC) has identified and adopted roadway capacities for various types of roads, and classified them by levels of service.

Even though the TCRPC no longer endorses these standards, these roadway capacities are still used as a general guide. (See TABLE 4-2). These capacities are quantified in terms of Average Annual Daily Traffic (AADT) volumes and are illustrated in TABLE 4-3.

Once roadway capacities are established, the average annual daily traffic volume demand to average annual daily traffic capacities (V/C) ratio can be determined assuming Level of Service E as the maximum acceptable capacity of a roadway. The following V/C ratio ranges were derived for each of the six levels of service from TABLE 4-3.

LOS	Volume/Capacity (V/C) Ratio
A	Less than or equal to 0.28
B	Less than or equal to 0.47
C	Less than or equal to 0.66
D	Less than or equal to 0.79
E	Less than or equal to 1.0
F	Greater than 1.0

Based upon the volume/capacity ratios, the major roadway system (i.e. arterials and collectors) are examined using the FDOT 1994 AADT counts to determine an existing level of service. According to Chapter 9J5.005.4, Florida Administrative Code (FAC), at least two planning periods must be considered. The first being at least the first five year period subsequent to Comprehensive Plan adoption of the five year Evaluation and Appraisal Report (EAR) and the second for an overall ten year period. Since the City's EAR was adopted in 1996, based on the 1994 data, the existing capacity analysis will be based on the 1994 (most current data at time of EAR) AADT counts which will be the base year from which the 2000 five year planning period and a 2005 ten year planning period is established. The methodology used in deriving the projected figures is described in detail in Section 4.4 Analysis of Projected Needs. The results of this capacity analysis by roadway segment are illustrated in Table 4-4.

#### **4.3.2 Analysis of Existing Deficiencies**

It is recommended that LOS C be adopted by the City as the acceptable standard, generally, for all collector and arterial roadways within its jurisdiction. The Treasure Coast Regional Planning Council, the Palm Beach County Metropolitan Planning Organization and Palm Beach County all of which who have adopted LOS D standard. According to Table 4-4, a majority of All the roadway segments analyzed within the City are at level of service A., and only one is operating below LOS "A" and it operates at LOS B.

These findings indicate that the existing system needs (e.g. "local" streets) are currently adequate and the City of South Bay has no immediate roadway capacity improvements to consider.

TABLE 4-3

GENERALIZED ANNUAL AVERAGE DAILY VOLUMES  
RURAL UNDEVELOPED AREAS AND CITIES OR DEVELOPED  
AREAS LESS THAN 5,000 POPULATION

Class 1a1 (up to 1.50 signalized intersection per mile)

<u>Lanes</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>
<u>2 Undiv/No Bays</u>		<u>9,800</u>	<u>11,000</u>	<u>11,900</u>	<u>12,100</u>
<u>2 Undiv/Bays</u>		<u>12,400</u>	<u>13,900</u>	<u>15,100</u>	<u>15,300</u>
<u>2 Div/Bays</u>		<u>13,000</u>	<u>14,600</u>	<u>15,900</u>	<u>16,100</u>
<u>4 Undiv/No Bays</u>		<u>20,200</u>	<u>22,400</u>	<u>24,100</u>	<u>24,200</u>
<u>4 Undiv/Bays</u>		<u>25,600</u>	<u>28,400</u>	<u>30,500</u>	<u>30,600</u>
<u>4 Div/No Bays</u>		<u>27,000</u>	<u>29,900</u>	<u>32,100</u>	<u>32,200</u>
<u>4 Div/Bays</u>		<u>41,300</u>	<u>45,300</u>	<u>48,300</u>	<u>48,300</u>

\*\*\* Volumes are comparable because intersection capacities are reached.

Source: Table E-3 Florida Department of Transportation 1995 LOS Manual.

TABLE 4-2

GENERALIZED ROADWAY CAPACITIES

( ADD - Ref. Haverhill Support Docs.)

**TABLE 4-4**

**SOUTH BAY CAPACITY ANALYSIS FOR EXISTING ROADWAY SYSTEM  
(1987 Traffic Volumes)**

**(Delete in Update)**

**(See Craig Smith Update )**

### **4.3.3 Accident Data Analysis**

As a result of Palm Beach County establishing an accident records data base in the early 1970's, most public safety agencies (i.e. Florida Highway Patrol, Palm Beach County Sheriff's Department and Municipal Police and Public Safety Departments) voluntarily submit all accident reports within the County to the Traffic Records Section within the Emergency Medical Services Division of the Palm Beach County Public Safety Department. The Sheriff's South Bay Police Department servng South Bay participates in this program.

~~While accident incidence is minor in the City (60+/- per year), the majority continue occur on major arterial roadways. During the period between January, 1995 to July, 1995, 6 accidents (20%) occurred at the intersection of SR 80 and U.S. Highway 27. The next highest incidence was 2 at any given intersection.~~

~~Since ~~the~~ Florida Department of Transportation is responsible for maintaining both SR 25 and SR 80. it was determined after reviewing FDOT's five year Transportation Improvement Program that no improvements to either SR 25 or SR 80 within the vicinity of South Bay are scheduled. Since both of these roads are under the jurisdiction of FDOT, it is important that the City monitor, review and participate with FDOT and the County to alleviate or reduce the accident hazard at the intersection of these two roads.~~

Improvements that have the potential to reduce or alleviate accident hazards entail traffic signalization, improved roadway maintenance and additional signage. These types of improvements are relatively small in scale and require expenditure of less than Five Thousand Dollars (\$5000) per project. Only the improvements of relatively large scale require an expenditure by the City in excess of Five Thousand Dollars (\$5000) will be included in the CAPITAL IMPROVEMENTS element of this Comprehensive Plan.

### **4.4 ANALYSIS OF PROJECTED NEEDS**

Pursuant to the requirements of Chapter 9J5, FAC, projections of the future traffic circulation levels of service and systems needs are prepared based upon the future land uses shown on the Future Land Use ~~series~~ Maps included in the FUTURE LAND USE element of ~~this~~ the City of South Bay Comprehensive Plan. ~~as well as anticipated development projects.~~

The City of South Bay is located within an agricultural area and is, therefore, outside the Palm Beach County Metropolitan Planning Organization (MPO) jurisdiction. As a result, the West Palm Beach Urban Area Transportation Study, Recommended 2010 2030 Transportation Plan which projects future roadway laneage from which future traffic volumes can be projected in the year ~~2010-2030~~ is not applicable in this area and an alternative methodology has to be developed in order to derive future roadway volume projections.

Since 9J5.005, Florida Administrative Code requires that both a five year (2000) and a ten year (2005) planning period be analyzed, the methodology utilized will be based on the impact of anticipated development with the most recent traffic volumes (1994) as shown in TABLE 4-2. The anticipated impact of proposed development will be applied to the 1994 traffic volumes to project traffic volumes for 2000 and 2010 respectively. From this point, the method used for analyzing the City's projected systems needs will be the same as that utilized for evaluating the existing roadway deficiencies in the previous section. Assuming a desired LOS C for all traffic volumes on arterial and collector roadways, V/C ratios were calculated for each of the roadway segments using projected traffic volumes for 2000 and 2005. The results of these capacity analyzes are illustrated in TABLES 4-7 and 4-8.

Due to the relatively stagnant growth rates the City has experienced during the 1989-1995 planning period, the City has chosen to utilize the above referenced methodology (combination of projected impacts of anticipated development with the 1994 existing traffic levels) to project future traffic levels. The following TABLE illustrates the anticipated development within the City as well as the projected impact on future traffic levels.

PROJECTED IMPACTS OF ANTICIPATED DEVELOPMENT  
UPON TRAFFIC LEVELS

<u>PROJECT NAME</u>	<u>EFFECTED ROADWAY</u>	<u>DATE OF IMPACT</u>	<u>ANTICIPATED IMPACT</u>
Rogers Truck Stop	SR 27/U.S.25	1995 2000	1.829 TPD
South Bay Park of Commerce & Vicinity			
— South Bay Park of Commerce		1995 2000 (20% of total)	3.340 TPD
— Villages of South Bay	SR 27/U.S. 25	2000 2005 (50% of total)	8.350 TPD
— Everglades Nature Center		2005 2015 (100% of total)	16.703 TPD
			(Total Impact)
Industrial Parcel Adjacent to Park of Commerce	SR 27/U.S. 25	2005 2010	684 TPD

Source: Craig A. Smith and Associates, 1997.

As can be seen on TABLES 4-7 and 4-8, the projected impacts to traffic levels from all anticipated development will not decrease the LOS below LOS "C", therefore, the City's traffic circulation system is deemed to have adequate capacity to accommodate future growth.

TABLE 4-6

SOUTH BAY CAPACITY ANALYSIS FOR PROJECTED ROADWAY  
TRAFFIC VOLUMES – 2000

**(Delete in Update)**

**(Use p. 13 from Craig Smith Update)**

TABLE 4-7

SOUTH BAY CAPACITY ANALYSIS FOR ROJECTED 10 YEAR  
ROADWAY TRAFFIC VOLUMES – 2005

(Delete in Update)

(Use p.14from Craig Smith Update)

### **4.3 ISSUES AND OPPORTUNITIES**

The transportation serving the City of South Bay has been generally efficient in circulating traffic in and through the City. As previously identified, the “principal” arterial roadways running in and through South Bay are U.S. Highway 27 and State Road 80. All other roads in City are classified as “local streets”. They are the maintenance responsibility of the City. Any capital improvements to either the principal arterial roadways or the local roadway system identified by the City will be identified in the Short-Range and Long Range (10 Year) Schedules of Improvements in the Capital Improvements element of the Comprehensive Plan.

~~According to the State’s (FDOT) Roadway Functional Classification System only SR 25 (U.S. 27) and SR 80 are classified within the City as rural principal arterials (Ref: TABLE 4-1) with no state, county or city collector roadways identified which leaves all the remaining roadways within the city classified as local roads. These two State maintained highways constitute major north-south and east-west traffic routes and are of major economic importance to the City. These two highways provide the residents of the City with the only transportation links to the rest of Florida. The local streets are maintained by the City, and capital improvements to the system need to be planned well in advance. The City has continued to work with other levels of government regarding roads that are under jurisdiction other than South Bay. These cooperative and coordinated efforts, in conjunction with local programs, have provided an adequate road and street system in South Bay. However, the construction/maintenance of roadway improvements is one of the City’s largest annual fiscal challenges. Therefore, the need for roadway capacity improvements, as indicated in the previous section entitled “Analysis of Existing Deficiencies” and “Analysis of Projected Needs”, is foreseen as the State’s responsibility to maintain and improve.~~

The City adopted a Proportionate Fair-Share Ordinance and Program in 2006. The primary purpose of this Program is to provide a mechanism to allow for proportionate share contribution from developers toward concurrency requirements, should such development occur in the future. Amendments to the State of Florida’s growth management legislation in 2005 directed all local governments to adopt, by Ordinance, a methodology for assessing proportionate fair-share options which developers would be required to satisfy in order to comply with traffic concurrency requirements. Due to the near built-out status in South Bay, it is highly unlikely that this Ordinance will ever be implemented; however, a Policy should be added to the Transportation element of the Comprehensive Plan that stresses that such an Ordinance and Program should be maintained by South Bay in the unlikely event that circumstances would merit its implementation.

#### **4.5.1 Florida Department of Transportation (FDOT) Five Year Transportation Improvement Program**

No projects are included for improvements to either SR 25 or SR 80 within or in the vicinity of South Bay according to the FY 88-92 FDOT Transportation Improvement Program, May 1987, distributed by the Metropolitan Planning Organization of Palm Beach County.

#### **4.5.2 Palm Beach County Five Year Road Improvement Program**

Only one project is scheduled in the vicinity of South Bay in the County's Five Year Road Improvement Plan (1988-1992). The project is for two lane reconstruction of a 2.5 mile segment of County Road 827 (Bolles Canal Road) from SR 27 eastward which is less than two miles south of the corporate limits of South Bay.

#### **4.5.31 Intergovernmental Coordination**

Intergovernmental coordination is essential for the development of a cost efficient approach to obtaining traffic circulation system improvements within the City. Since the arterial streets in the City of South Bay are under the jurisdiction of FDOT, it is clear that the City does not possess the resources nor is it fiscally responsible for correcting the traffic system transportation needs identified in this element. Therefore, it is necessary for the City to review transportation improvement plans and programs prepared by the County and FDOT. In this way, the dollars expended by the City to improve its traffic circulation system may be complemented or even enhanced by the activities of FDOT and the County.

#### **4.5.42 Future Right of Way Protection**

One area of coordination should include the preservation and protection of rights-of-way for future roadway improvements and construction where possible. With the escalating value of land and costs of right-of-way acquisition, it becomes essential that the City protect roadway corridors to the extent possible in advance of building encroachment. Increased right-of-way costs reduce funds available for construction. FDOT has indicated in its the 1987 Florida Transportation Plans that it will consider, as part of its project priority analysis, the availability and protection of rights-of-way and will place a higher funding priority on projects located where right-of-way preservation and protection measures have been implemented. Therefore, it would be advantageous for the City to utilize such techniques as setback requirements, zoning restrictions, right-of-way protection regulations and official traffic-way maps to preserve and protect existing and future rights-of-way.

#### **4.5.53 Mass Transit**

Public transportation/mass transit was not considered, at this time, as an appropriate solution for improving the level of service on the City's roadways due mainly to its population size. The population was found to be of neither sufficient magnitude nor density to ensure cost-effectiveness. According to 9J5.008, a mass transit element needs to be prepared when the population reaches 50,000 or more which is far above the City's ~~2005~~ five year projected population.

While the City has no internal system of mass transit due to its small size, opportunities for use of bus services to and from the City are abundant. The City is served by two bus lines. Trailways has several buses per day stopping in South Bay and these provide service to West Palm Beach, Tampa, Fort Myers, Miami and Orlando. Palm Beach Transit Authority operates a County bus system which provides service between South Bay and the nearby cities of Pahokee and Belle Glade as well as to West Palm Beach. The Florida East Coast Railroad runs through the center of the City and provides freight service to the City but has no passenger service. There is no air service available to the South Bay area. Palm Beach International Airport is located approximately 40 miles to the east of South Bay.

~~A regional public transportation system does not exist, but the~~ City continues to support the County public transportation system and a regional concept that fits the County needs.