

TO: ALL COUNTY PERSONNEL
FROM: ROBERT WEISMAN
COUNTY ADMINISTRATOR
PREPARED BY: ENGINEERING AND PUBLIC WORKS,
PALM TRAN, and PLANNING, ZONING & BUILDING
SUBJECT: DEVELOPMENT ORDER CONDITIONS TO RESERVE
PARK-AND-RIDE SPACES WITHIN NONRESIDENTIAL
DEVELOPMENTS
PPM #: CW-O-087

ISSUE DATE
January 3, 2013

EFFECTIVE DATE
January 3, 2013

PURPOSE:

The intent of this PPM is to:

1. establish criteria for staff to consider when determining whether to recommend conditions requiring designated park-and-ride spaces; and,
2. provide a methodology for determining a reasonable number of park-and-ride spaces.

DEFINITION:

“Park and Ride spaces” the designated number of parking spaces within a non-residential development for use by commuters and other people desiring to leave their vehicles and transfer to public transportation, carpool, or vanpool for the remainder of their journey. At the time of development order approval and based upon the guidelines in this PPM, the Board of County Commissioners will determine if park and ride spaces need to be designated and the number of spaces to be designated.

UPDATES:

The County Engineer will co-ordinate with the Executive Directors of Palm Tran and Planning, Zoning & Building to evaluate the effectiveness of this PPM after it has been in place for a minimum of 2 years from the EFFECTIVE DATE above. The evaluation will include a recommendation to the Board of County Commissioners (BCC) to maintain, discontinue or modify the program.

AUTHORITY:

The authority to implement this PPM, includes, but is not limited to:

- the Board of County Commissioners’ directives
- the Palm Beach County Comprehensive Plan, Transportation Element, Policy TE.1.5-d

PROCEDURE:

1. Engineering staff shall coordinate with Palm Tran and Zoning staff in the review of development order applications for all nonresidential projects and determine whether there is a rational nexus between the impacts of the proposed development and the need for park-and-ride spaces pursuant to the criteria and methodology set forth below. In reviewing applications for amendments to development orders approved before the effective date of this policy, staff will only consider additional impacts created by the proposed amendments to determine whether a rational nexus exists.
2. Once staff has determined there is a need for the park-and-ride spaces, staff shall notify the property owner/applicant of the recommended condition of approval prior to the certification of the application for the Board of County Commissioners’ (BCC) public hearing.
3. Staff shall include a justification for designation of the park-and-ride spaces in the Staff Report for the development order application’s BCC public hearing and recommend applicable condition(s) of approval.

CRITERIA:

Staff may consider the following criteria in determining whether to recommend a condition of approval to require designation of park-and-ride spaces:

1. Development is subject to a BCC approval and has or will have 200 or more required off-street parking spaces.
2. Development is adjacent to an existing or planned Palm Tran route;
3. Development is located on an arterial street leading to an I-95 interchange, Turnpike interchange, Tri-Rail Station, or employment concentration of at least 2,000 employees per square mile. In the case of a Tri Rail Station and employment concentration, the development should preferably be located at least 5 miles away in order to encourage significant ridesharing to the destination. In the case of an interchange, the development can be located on the street at any distance from the interchange, but preferably within 0.5 mile.

4. If park-and-ride spaces are required to be designated, they shall be included in the parking requirement for the development and are not in addition to the standard Unified Land Development Code (ULDC) parking requirement for the land use(s). The designation allows for these spaces to be used for parking of vehicles by carpoolers or transit riders, as well as site-related users.

METHODOLOGY:

The methodology for calculating the number of park-and-ride spaces is found in Attachment A to this PPM. If a need for park and ride spaces is determined, then the minimum number of spaces required to be designated shall be 10, in order to provide potential users some assurance of the availability of spaces. The maximum number of park and ride spaces required to be designated generally shall not exceed 5% of the total number of parking spaces on the site.

The number of park-and-ride spaces may vary under the following cases:

1. If a park-and-ride facility will serve a Palm Tran Express or a Palm Tran bus route of ten (10) or more miles in length; or,
2. If a park-and-ride facility will be located with 0.5 miles of a Turnpike or Interstate 95 interchange.

In these cases, parking spaces exceeding the 5% maximum may be required due to the unique park-and-ride demand associated with these locations. Reduction in this number due to the availability of existing park-and-ride spaces within a 2.5 mile radius of the site shall not be allowed unless the spaces are located immediately adjacent to the site or at the same intersection.

GUIDE AND LOCATION SIGNS:

The property owner shall be responsible for the cost of installing appropriate guide signs and location signs identifying the park-and-ride spaces. The guide signs shall conform to the D4-2 standard in the **Manual on Uniform Traffic Control Devices** (MUTCD) <http://mutcd.fhwa.dot.gov/> (see Attachment B to this PPM). The location signs shall be as shown in Attachment B to this PPM.



ROBERT WEISMAN
COUNTY ADMINISTRATOR

Attachment "A" Methodology

The methodology assumes that parking demand is a function of the amount of traffic on roadways which are adjacent to the park-and-ride facility. It requires consideration of only morning peak period traffic volumes on those roadways providing access to the park-and-ride lot. The methodology was developed for the Florida Department of Transportation (FDOT) using data for a number of Florida urban fringe area lots and was found to produce reasonable results. More information can be found under the subsection entitled "Sketch Planning for Urban Fringe Facilities" in Chapter 4 of the State Park and Ride Lot Program Planning Manual [as revised by FSU College of Business for Florida Department of Transportation (FDOT), September 1996]

The equation for estimating demand for the number of park-and-ride (PnR) spaces required at a proposed location is as follows:

$$\text{PARK-N-RIDE SPACES} = [(0.03 \times P_v + 0.01 \times S_v) * \text{Design Period Factor}] - \text{Existing PnR Spaces within 2.5 miles}$$

Where: P_v = AM peak hour, peak direction traffic volume on the primary (higher volume) adjacent street

S_v = AM peak hour, peak direction traffic volume on the secondary (lower volume) adjacent street

Design Period Factor = 1 if average daily traffic (ADT) on primary street > 50,000, 0.77 if ADT > 35,000, and 0.55 otherwise

Existing PnR Spaces = number from the list in Attachment "C" to this PPM, as periodically updated by Palm Beach County/Palm Tran

It is assumed that any existing park-and-ride spaces within a 2.5 mile radius of the proposed new location can be deducted from the projected demand because this radius is generally accepted as the commuter shed for 50% of the demand for a park-and-ride lot within a suburban environment (which would be typical of most of Palm Beach County). If any other park-and-ride spaces are required to be designated pursuant to a valid approved development order within the same radius of the proposed new lot, these can also be deducted with appropriate documentation. If the resultant demand for park-and-ride spaces is determined to be less than 10 but more than 0, then 10 should be used as the minimum requirement for the proposed new lot.

Attachment "B"
MUTCD, excerpts from page 171

Section 2D.48 PARK - RIDE Sign (D4-2)

Option:

01 PARK - RIDE (D4-2) signs may be used to direct road users to park - ride facilities.

Standard:

02 The signs shall contain the word message PARK - RIDE and direction information (arrow or word message).

Option:

03 PARK - RIDE signs may contain the local transit pictograph and/or carpool symbol on the sign.

Standard:

04 If used, the local transit pictograph and/or carpool symbol shall be located in the top part of the sign above the message PARK - RIDE. In no case shall the vertical dimension of the local transit pictograph and/or carpool symbol exceed 18 inches.

Guidance:

05 *If the function of the parking facility is to provide parking for persons using public transportation, the local transit pictograph should be used on the guide sign. If the function of the parking facility is to serve carpool riders, the carpool symbol should be used on the guide sign. If the parking facility serves both functions, both the pictograph and carpool symbol should be used.*

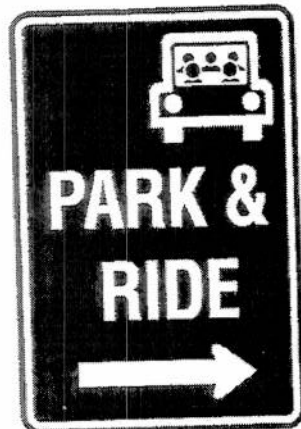
Standard:

06 These signs shall have a retro-reflective white legend and border on a rectangular green background. The carpool symbol shall be as shown for the D4-2 sign. The color of the local transit pictograph shall be selected by the local transit authority.

Option:

07 To increase the target value and contrast of the local transit pictograph, and to allow the local transit pictograph to retain its distinctive color and shape, the pictograph may be included within a white border or placed on a white background.

The D4-2 guide signs shall be placed on the adjacent arterial roadway(s) in advance of the driveway(s) which most directly lead to the park and ride spaces. One or more additional D4-2 guide signs shall be placed along the driveway/drive aisle(s) inside the site at location(s) that will help direct drivers to the park and ride spaces. The sign locations shall be subject to approval by the County Engineer and shall be shown on the development's site plan.



D4-2

The location signs shall measure 24"x 30" in size, with green lettering on a white background, and shall be placed at each end of the parking aisle(s) designated for the park and ride spaces. The signs shall contain the message "Park and Ride Parking allowed between these signs" and have an arrow pointing in the direction of the spaces, see example below:



Attachment "C"

EXISTING PARK-AND-RIDE LOT INVENTORY FOR PALM BEACH COUNTY --- July 2012

Name	Address	City	ZipCode	Spaces	Bus Stop
Baywinds	9861 Okeechobee Blvd	West Palm Beach	33411	46	Yes
Boca Raton Tri-Rail Stn	601 NW 53rd St	Boca Raton	33487	164	Yes
Boynton Beach Tri-Rail Stn	2800 High Ridge Rd	Boynton Beach	33426	326	Yes
Delray Beach Tri-Rail Stn	345 S Congress Ave	Delray Beach	33445	130	Yes
Gardens Mall	3101 PGA Blvd	Palm Beach Gardens	33410	25	Yes
Indiantown Rd (FL TRNPK)	7733 W Indiantown Rd	Jupiter	33478	38	No
Lake Worth Rd (FL TRNPK)	7905 Lake Worth Rd	Lake Worth	33467	76	Yes
Lake Worth Tri-Rail Stn	1703 Lake Worth Rd	Lake Worth	33460	155	Yes
Mangonia Park Tri-Rail Stn	1415 45th St	West Palm Beach	33407	271	Yes
PBG (FL TRNPK)	7143 PGA Blvd	Palm Beach Gardens	33410	44	No
Palms West Hospital	13001 Southern Blvd	Wellington	33470	25	Yes
Shops @ Southern Palms	8551 Southern Blvd (on Sansbury)	West Palm Beach	33411	25	Yes
W Jupiter Recreation Ctr	6401 Indiantown Rd	Jupiter	33467	12	Yes
Wellington Green PNR	2176 Wellington Green Dr	West Palm Beach	33414	138	Yes
West Tech	2625 SR-715	Belle Glade	33430	40	Yes
WPB Fire Rescue #7	8101 Okeechobee Blvd	West Palm Beach	33411	20	Yes
WPB Intermodal Ctr	150 Clearwater Dr	West Palm Beach	33401	147	Yes
WPB Tri-Rail Stn	201 S Tamarind Ave	West Palm Beach	33401	139	Yes

TOTAL: 1,821

SOURCE: So FL Commuter Svc and PBC Traffic Division