

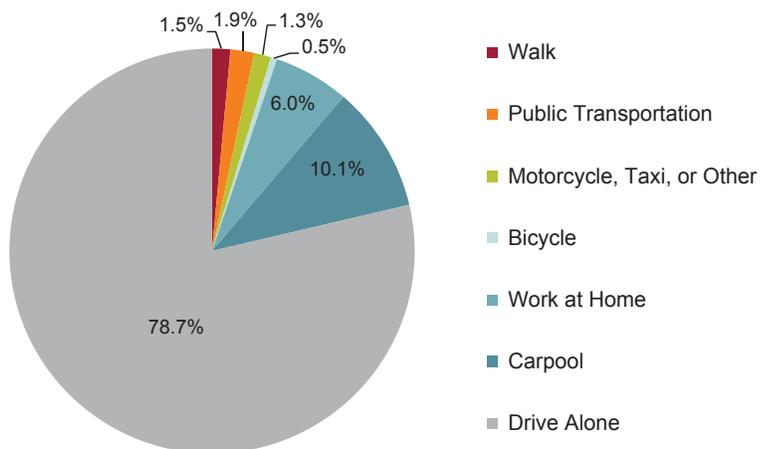
Palm Beach MPO Complete Streets Policy



1. Background

Palm Beach County has a land area of approximately 1,970 square miles and an estimated population of 1,397,710, making it the second largest and third most populous county in Florida. As displayed in Figure 1, the majority of Palm Beach County residents drive alone as a means of transportation to work. The Florida Department of Highway Safety and Motor Vehicles *2014 Traffic Crash Facts Annual Report* ranked Palm Beach County fourth highest in the state of Florida for the total number of bicyclists (513) injured and fifth highest for the total number of pedestrians (564) injured. Furthermore, Palm Beach County ranked fourth highest in the state of Florida for the total number of bicycle (7) and pedestrian (35) fatalities. It is critical to reduce these numbers while promoting active transportation and community health.

Figure 1 – How do we get to work?



Source: American Community Survey 3-Year Estimates, 2011-2013

2. What are Complete Streets?

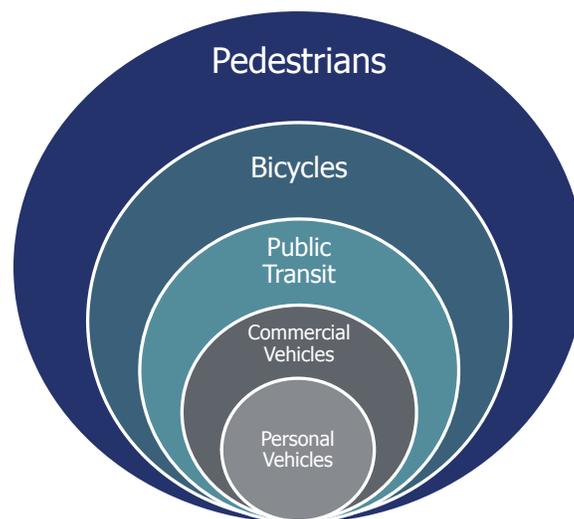
Complete Streets are facilities that are designed and operated to enable safe access for users of all ages and abilities, including pedestrians, bicyclists, transit riders, and motorists.

3. Purpose

The purpose of this Complete Streets Policy is to accommodate the safety and convenience of all surface transportation system users into the planning, design, and construction of state and federally funded transportation projects programmed through the Palm Beach Metropolitan Planning Organization (MPO)'s Transportation Improvement Program (TIP).

This Complete Streets Policy will follow the Transportation User Considerations shown in Figure 2, where pedestrians are considered first during project design followed by bicycles, public transit, commercial vehicles, and finally personal vehicles. The objective of this approach is to create a connected network of facilities to accommodate each mode of travel in a manner consistent with and supportive of each local community. This policy recognizes that every trip begins and ends as a pedestrian and that all streets and users are different.

Figure 2 – Transportation User Considerations



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4. Policy Statement

The Palm Beach MPO aims to achieve a safe and convenient transportation network by implementing Complete Streets within the context of our County's diverse communities. The Palm Beach MPO will seek to promote Complete Streets by prioritizing the funding of Complete Street infrastructure projects, providing educational opportunities, and encouraging local jurisdictions to adopt and implement local Complete Streets policies.

This Complete Streets Policy is consistent with the Palm Beach MPO's adopted Long Range Transportation Plan (LRTP) goals, objectives, and values. Specifically, the LRTP seeks to:

- Improve the safety and security of the transportation system for all users.
- Maximize the efficiency of the existing system before expanding.
- Provide multimodal access to areas with low income and/or traditionally underserved populations.
- Support context-sensitive implementation of Complete Street principles.
- Support economic growth and development through projects consistent with local comprehensive plans and with minimal environmental impacts.
- Prioritize non-motorized facilities at all transit hubs, interchanges, bridges, and railroad crossings.
- Invest in an efficient, convenient, and attractive mass transit system.

5. Implementation

A. Applicability

The Palm Beach MPO Complete Streets Policy shall apply to all state and federally funded transportation projects that are included in the Palm Beach MPO's TIP. Project exemptions will be reviewed on a case by case basis. Locally funded projects are encouraged to comply with this policy or a similar locally adopted Complete Streets Policy.

B. Process

Projects seeking inclusion on the MPO Priority Project List, which are not exempt as defined above, will be required to document how the needs of all users are accommodated by the project. Applications will be scored and prioritized for inclusion in the TIP based on their ability to demonstrate how the project will improve the transportation network's safety and convenience for all users, following the Transportation Hierarchy illustrated above and the goals, objectives, and values in the adopted LRTP. In addition, the MPO will encourage local jurisdictions to adopt a local Complete Streets Policy and actively seek to provide Complete Streets educational opportunities.

C. Evaluation

To evaluate the effective implementation of the policy, the following measurable objectives will be monitored:

Objective	Current Value	2025 Target	2040 Target
Increase the commuter mode share ¹ for...			
Pedestrians	1.5%	3.5%	5%
Bicycle	0.5%	1.5%	3%
Public Transportation	1.9%	3%	5%
Increase the number of local jurisdictions that have an adopted Complete Streets Policy	1	13	20
Provide annual workshops and events to promote Complete Streets and raise awareness of bicycle and pedestrian safety	1	2	4

Notes: 1. Current values obtained from American Community Survey 3 year estimates, 2011-2013

Vision Zero – The MPO will also monitor the number of pedestrian and bicyclist injuries and fatalities over time with the ultimate goal of zero fatalities. Vision Zero is the foundation for ending traffic deaths on our streets and roadways. No level of fatalities on our streets is inevitable or acceptable. There is no silver bullet that will end traffic fatalities. However, a coordinated interdisciplinary approach through the combined efforts of the MPO and its partner agencies will maximize effectiveness.