



# **Palm Beach MPO**

## **Draft Complete Streets Policy**

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February 9, 2016

[www.PalmBeachMPO.org](http://www.PalmBeachMPO.org)

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## What are Complete Streets?

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



## Why Complete Streets? To Improve Safety

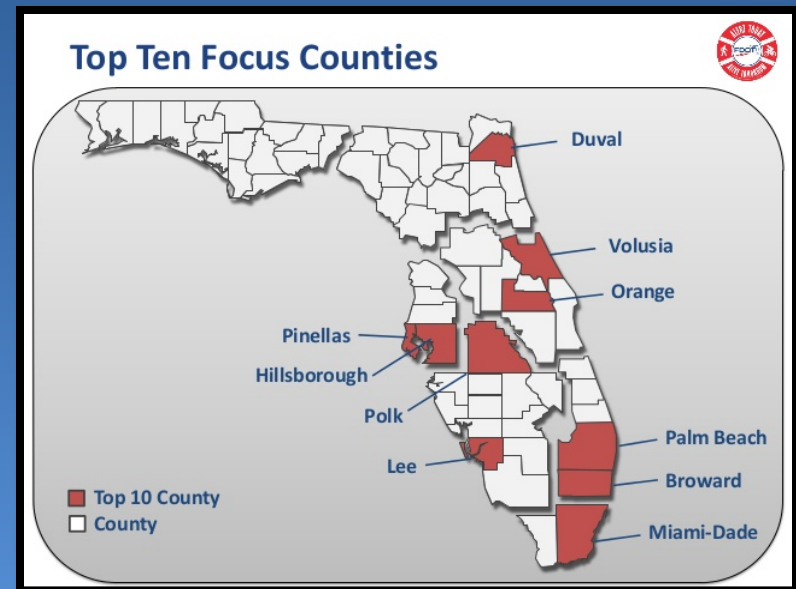
Palm Beach County is in FDOT's top 10 focus counties for pedestrian & bicycle safety.

Florida Department of Highway Safety and Motor Vehicles 2014 Traffic Crash Facts Report ranked Palm Beach County:

**4<sup>th</sup>** Highest in bicyclist injuries (513) & bicyclist fatalities (7)

**4<sup>th</sup>** Highest in pedestrian fatalities (35)

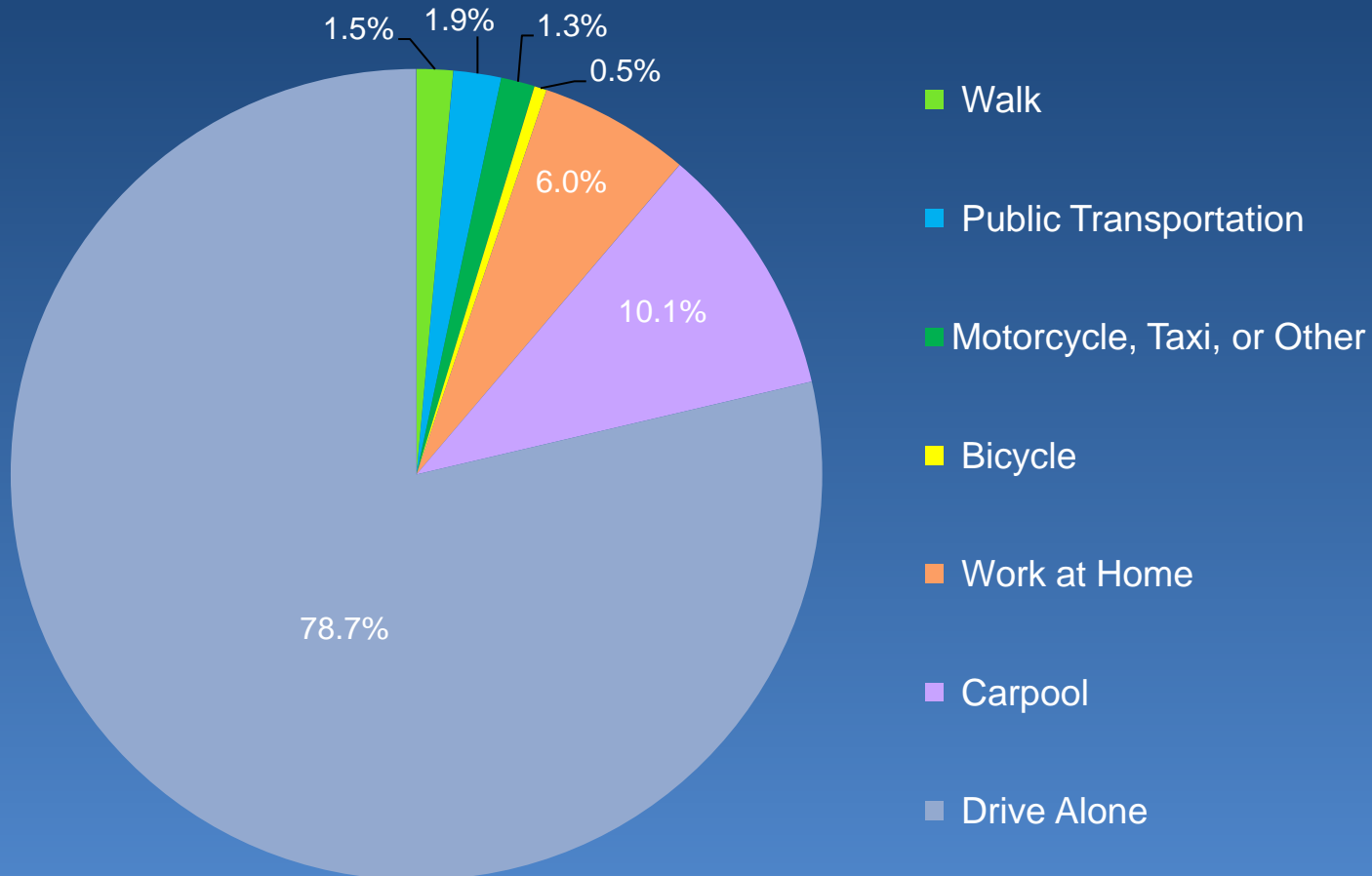
**5<sup>th</sup>** Highest in pedestrian injuries (564)





## Why Complete Streets? Change mode split

How do we get to work?



## Why Complete Streets? Local Economy

### Walkable urban regions produce more

U.S. walkable regions have a **41%** higher GDP over non-walkable regions

### Walkable communities are more affordable

Walkable communities spend **43%** on housing and transportation  
Non-walkable areas spend **48%**

### Complete Streets create strong communities

- + Increase support of local businesses
- + Expand employment opportunities
- + Spur reinvestment into the local economy



## Why Complete Streets? Health & Environment

### Complete Streets promote physical activity

People who live in neighborhoods with sidewalks on streets are 47% more likely to be active at least **30** minutes a day



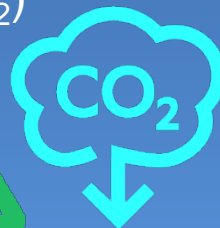
### Complete Streets improve academic performance

Increased physical activity promotes better grades, school attendance, cognitive performance, and classroom behavior



### Complete Streets reduce emissions

If each resident of an American community of **100,000** replaced one car trip with one bike trip just once a month, it would cut carbon dioxide (CO<sub>2</sub>) emissions by **3,764 tons** of per year in the community



## Florida Complete Streets Policies

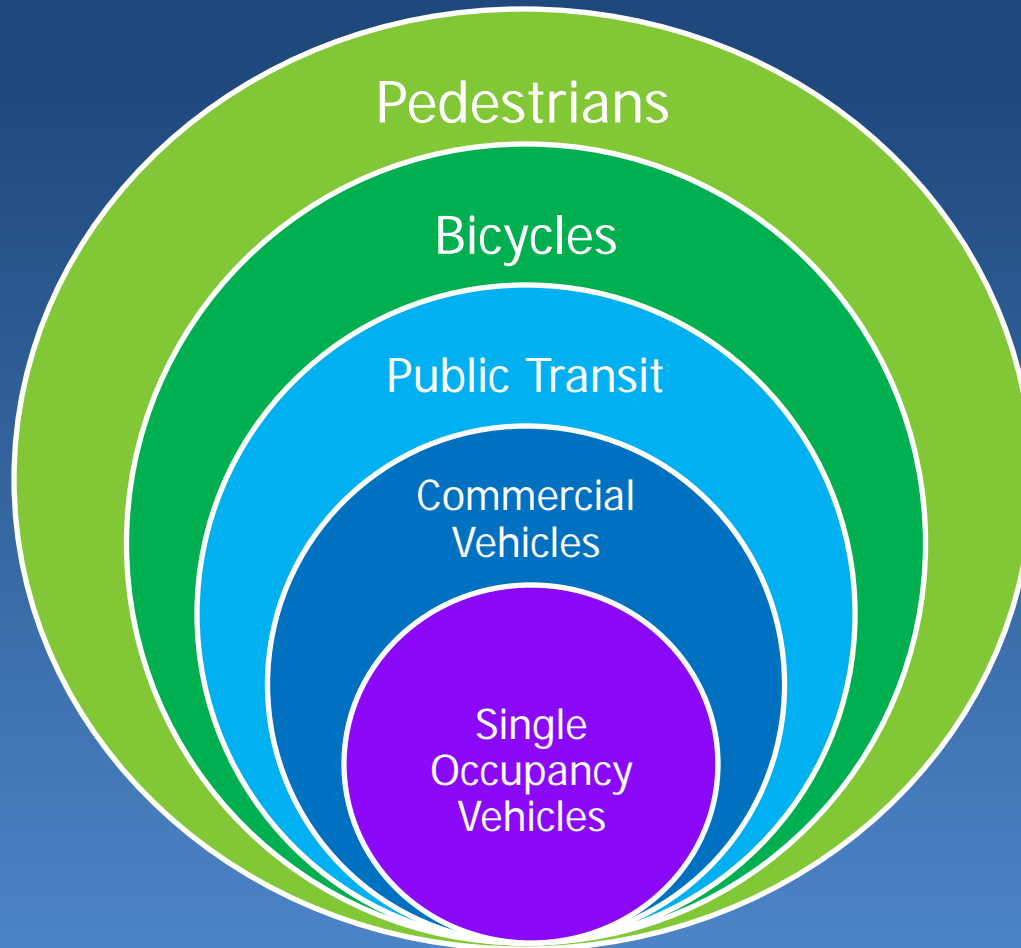
1. Auburndale
2. Bartow
3. Bonita Springs
4. Broward County
5. Cape Canaveral
6. Cocoa
7. Davenport
8. Deerfield Beach
9. Dundee
10. Eagle Lake
11. FDOT
12. Fort Lauderdale
13. Fort Meade
14. Fort Myers
15. Frostproof
16. Grant-Valkaria
17. Haines City
18. Highland Park
19. Hillcrest Heights
20. Hillsborough County  
MPO
21. Jacksonville
22. Lake Alfred
23. Lake Hamilton
24. Lake Wales
25. Lakeland
26. Lee County MPO
27. Lee County
28. Martin County
29. Miami-Dade County
30. Miami
31. Mulberry
32. Orange City
33. Palm Bay
34. Palmetto
35. Florida-Alabama TPO
36. Polk City
37. Polk County TPO
38. Polk County
39. Rockledge
40. State of Florida (Florida  
Statute 335.065)
41. Tallahassee
42. Tampa
43. Titusville
44. Space Coast TPO
45. West Palm Beach
46. Winter Haven
47. Winter Park

## Complete Streets Policy Purpose

- Accommodate all users in state and federally funded transportation projects programmed in the Transportation Improvement Program (TIP)
- Create a connected complete street network
- Recognize that every trip begins and ends as a pedestrian and that all streets and users are different
- Establish a Transportation Hierarchy for project design



## Transportation User Consideration



## **Draft Complete Streets 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.***



Complete Streets Policy is consistent with MPO's adopted Long Range Transportation Plan (LRTP) Goals, Objectives and Values

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

Objective	Current Value	2025 Target	2040 Target
<b>Reduce the number<sup>1</sup> of...</b>			
Pedestrian injuries	564	400	200
Pedestrian fatalities	35	17	10
Bicyclist injuries	513	350	250
Bicyclist fatalities	7	3	2
<b>Increase the commuter mode choice<sup>2</sup> for...</b>			
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	0	2	4

Notes: 1. Current values obtained from Florida Dept. of Hwy Safety and Motor Vehicles, 2013 Annual Report

2. Current values obtained from American Community Survey 3 year estimates, 2011-2013

# Palm Beach Metropolitan Planning Organization

*Transportation Planning for the Palm Beaches*



## Applicability

State and federally funded transportation projects that are included in the Palm Beach MPO's TIP. Project exemptions will be considered on a case by case basis.



## Timeline & Next Steps

- Draft Complete Streets Policy Presented to MPO Board & Committees – Sept. 2015
- Complete Streets Workshop for Key Stakeholders – Dec. 2015
- Working group meets to refine MPO draft policy & determine next steps – Jan. 2016
- Final MPO Complete Streets Policy to MPO Board for Adoption – March 2016
- Palm Beach MPO Complete Streets Working Group – Ongoing
- Municipalities are encouraged to adopt local Complete Streets Policy - Ongoing



**Palm Beach**  
**Metropolitan Planning Organization**  
*Transportation Planning for the Palm Beaches*



**Questions?**

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