Steering Committee Members
Complete Streets Policies
Complete Streets Benefits
Safety

Dangerous by Design 2016
States

Pedestrian Danger Index (PDI) by State, 2016

 Lowest PDI scores

 Highest PDI scores

[Map of the United States showing states with varying Pedestrian Danger Index scores]
The most dangerous regions

<table>
<thead>
<tr>
<th>Rank</th>
<th>Metro Area</th>
<th>Total Pedestrian Deaths (2005-2014)</th>
<th>Annual Pedestrian Fatalities per 100k People</th>
<th>2016 Pedestrian Danger Index</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Cape Coral-Fort Myers, FL</td>
<td>165</td>
<td>2.55</td>
<td>283.1</td>
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<tr>
<td>2</td>
<td>Palm Bay-Melbourne-Titusville, FL</td>
<td>142</td>
<td>2.59</td>
<td>235.2</td>
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<td>3</td>
<td>Orlando-Kissimmee-Sanford, FL</td>
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<td>2.58</td>
<td>234.7</td>
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<td>2.74</td>
<td>228.7</td>
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<td>5</td>
<td>Deltona-Daytona Beach-Ormond Beach, FL</td>
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<td>228.2</td>
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<td>Lakeland-Winter Haven, FL</td>
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<td>200.6</td>
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<td>7</td>
<td>Tampa-St. Petersburg-Clearwater, FL</td>
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<td>8</td>
<td>Jackson, MS</td>
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<td>189.6</td>
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<td>Memphis, TN-MS-AR</td>
<td>246</td>
<td>1.84</td>
<td>153.3</td>
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<td>10</td>
<td>North Port-Sarasota-Bradenton, FL</td>
<td>150</td>
<td>2.08</td>
<td>148.2</td>
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<td>11</td>
<td>Miami-Fort Lauderdale-West Palm Beach, FL</td>
<td>1,508</td>
<td>2.61</td>
<td>145.1</td>
</tr>
</tbody>
</table>
Palm Beach: Pedestrian Fatalities

The first plots every pedestrian fatality from 2005-2014. Zoom in and drag, or search for any U.S. address using the address bar box in the top right corner. Clicking any icon will bring up any available details about that fatality.
Maps were generated using data from the Fatality Analysis Reporting System, provided by the National Highway Transportation Safety Administration. A total of 723 fatalities from 2005-2014 were excluded due to poor location data.
Pedestrian crashes

↓ 88% with sidewalks
↓ 69% with hybrid beacons
↓ 39% with medians
↓ 29% with street conversions
COMPLETE STREETS IMPLEMENTATION PLAN
M2D2: Multimodal Development and Delivery
December 2015

The Florida Department of Transportation and Smart Growth America

Palm Beach MPO National Complete Streets Coalition
Economic

- Analyzed 37 built Complete Streets projects
- Examined a subset of projects with economic data (more limited)
- Compared to citywide trends & “control” corridors (where possible)
- Projected cost-savings from averted collisions
Saved Money

Every avoided collision produces cost-savings for individuals.
Encouraged Multimodal Travel

Bicycling increased in 22 of 23 projects.

Walking increased in 12 of 13 projects.

Transit ridership increased in 6 of 7 projects.

Automobiles increased in half of the projects and decreased in the other half.
Streets that were remarkably affordable

- Nearly 75 percent of the projects cost less than the average “normal-cost” arterial.
- Nearly all the projects cost less than the average “high-cost” arterial.
Supported Local Economies

• Communities reported:
  • Higher employment and property values, often outpacing similar unimproved corridors and citywide trends;
  • Net new businesses along 6 projects;
  • Higher retail sales in 4 projects; and
  • Private investment along 8 projects.

Lee's Summit, MO

Orlando, FL
$956,000,000,000

is the 2018 dollar value of the comprehensive cost (lost market productivity, etc.) due to all crashes in 2016, about 2.5 times the total transportation expenditure of all units of government.

USDOT National Highway Traffic Safety Administration, 2016 Quick Facts Sheet
Government Transportation Financial Statistics, 2014 (Bureau of Transportation Statistics)
Livability

Core Values
Why American Companies are Moving Downtown
Livability
Livability

• Changing preferences
• Attracting businesses and talent
• Chronic disease
Complete Streets Policies

Ensure that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users.
Why have a Complete Streets policy?

To make the needs of all users the default everyday transportation planning practices.
Why have a Complete Streets policy?

To shift transportation investments so they create better streets opportunistically and to make streets better each time you touch them, not just via capital planning.
Why have a Complete Streets policy?

To **save money**

– Retrofits cost more than getting it right initially
Why have a Complete Streets policy?

To give transportation professionals political and community support when working with other jurisdictions and the public.
Why have a Complete Streets policy?

To apply solutions across a community and address inequities.
Why have a Complete Streets policy?

To come together on a shared vision that leverages more funding opportunities.

TIGER Grant

On July 27, 2016, the Department of Transportation awarded the City of Mobile a $14.5 million TIGER (Transportation Investment Generating Economic Recovery) grant for the One Mobile: Reconnecting People, Work, and Play through Complete Streets Initiative.

This grant provides the City of Mobile the opportunity to revitalize some of the most widely used corridors with new streets, bicycle lanes, sidewalks, drainage, and landscape architecture. The reconstruction will take place in 4 phases between Broad Street and Dr. Martin Luther King Jr. Avenue over the span of 7 years. The revitalization of over 4 miles of roads with bike and pedestrian paths will allow for increased mobility in the modern era.

The Reconnecting Mobile initiative encompasses many projects that will provide a cohesive street network with strong links to all neighborhoods designed to draw people to the heart of our community. By enhancing sidewalks, greenways, trails, and bike lanes, we will increase opportunity for recreation as well as improve the health and wellness of the entire city.

Project Goals

- Provide safe pedestrian and bicycle friendly access for residents,
Why have a Complete Streets policy?

To gradually create a complete network that serves all users of all abilities.
Complete Streets Workshop
What We Heard (Workshop 3.14)

- Balance Local & State
- Coordinate Across Regions
- How Do We Pay for This?
- Where to Begin?
- Connecting Land Use & Transportation
- Engage the Public
What We Heard (Workshop 3.14)

- *Know the Gatekeepers*
- *Who Leads?*
- *Conflicting Guidance*
- *Develop a Vision*
- *Maintain Public Support*
Recommendations

• Complete Streets policies for the cities and county
• Educating cities on upcoming surfacing projects
• Consider endorsing a clear recommended alternative to the current road impact fee system.