Best Practices and Lessons Learned
Local Initiatives Program

Online competitive application process (w/ equity scoring)
Locally identified (Complete Streets, transit, adaptive traffic control)
~$20 M/year in STP funds
44 projects programmed
Online competitive application process w/ equity scoring
Locally identified
Non-motorized facilities
~$3.1 M/year in STP TA set-aside funds
16 projects programmed since 2015
5th Avenue greenway in Lake Worth
NE 2nd Ave complete streets in Delray Beach
FEC Supplemental Safety Measures

Collaborative Effort between TPA, FDOT, Brightline, County and Cities

Focused Safety Messaging

$7.7M in STP Funds

Built by Brightline Contractor

• More efficient/less disruptive

Municipal coordination/support

• City-by-city quiet zone designation
• Gearing up for phase 2 now
Strategic Plan - est. 2016

6 Goals, Strategic Objectives, Annual Reports

2.A Create and consistently apply new MPO brand
Completion of new branding materials and strategies

3.C Create map of Complete Street Opportunity Corridors
Complete Street infographic map

4.C Prepare and maintain comprehensive map identifying status of all funded transportation projects within the planning area
Provide funded projects map

July 2017

July 2018

July 2017, annually thereafter
Agency Rebranding - est. 2017

Old

Transportation Planning for the Palm Beaches

New

Palm Beach Transportation Planning Agency

Connecting Communities
Palm Beach TPA Mission

To collaboratively plan, prioritize, and fund the transportation
A safe, efficient, and connected multimodal transportation system
Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.
Benefits of Complete Streets

- Increased physical activity promotes better grades, school attendance, and classroom behavior.
- Pedestrian street activity increases support of local businesses, expands employment opportunities, and promotes reinvestment into the local economy.
- If 100,000 car trips were replaced by bike trips once a month, it would cut carbon dioxide (CO₂) emissions by 3,764 tons/year.
- $9,700 is the average annual savings from choosing to ride transit instead of driving alone.
- Every $1 communities invest in transit generates $4 in economic returns.
- Homes with higher Walk Scores sell for between $4,000 and $34,000 more.
- Increased pedestrian street activity acts as self-policing, deterring criminal behavior.

People who live in neighborhoods with sidewalks on roads are 47% more likely to be active at least 30 minutes per day.
Complete Streets Efforts

- Complete Streets Policy & Template
- Design Guidelines
## Roadway Design Tables

### ROW established in County Comprehensive Plan

<table>
<thead>
<tr>
<th>Type</th>
<th>Frontage Zone (m)</th>
<th>Pedestrian Zone (m)</th>
<th>Furnishing Zone (m)</th>
<th>Curb Zone (m)</th>
<th>Bicycle Facility (m)</th>
<th>Through Lane (m)</th>
<th>Through Lane (m)</th>
<th>Half of Center Median (m)</th>
<th>Total ROW Width (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Typical</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Constrained</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban Core</td>
<td>1</td>
<td>6</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>10</td>
<td>10</td>
<td>5</td>
<td>80</td>
</tr>
<tr>
<td>Urban General</td>
<td>3 (1)</td>
<td>8</td>
<td>4</td>
<td>2</td>
<td>8 (4)</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>110 (80)</td>
</tr>
<tr>
<td>Suburban</td>
<td>3 (1)</td>
<td>10</td>
<td>5 (2)</td>
<td>2</td>
<td>8</td>
<td>11</td>
<td>11</td>
<td>10</td>
<td>120 (80)</td>
</tr>
<tr>
<td>Rural Town</td>
<td>3</td>
<td>12</td>
<td>9</td>
<td>2</td>
<td>8</td>
<td>11</td>
<td>N/A</td>
<td>15</td>
<td>120</td>
</tr>
<tr>
<td>Rural</td>
<td>1</td>
<td>6</td>
<td>2</td>
<td>15</td>
<td>8</td>
<td>11</td>
<td>N/A</td>
<td>15</td>
<td>120</td>
</tr>
<tr>
<td>Natural</td>
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<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Attitudes towards Cycling

Strong & Fearless
I’ll ride ANYWHERE! 7%

Enthused & Confident
I’ll ride in the road if there’s space between me and the cars. 5%

Interested, but Concerned
I need a barrier between me and the cars. 51%

No Way, No How
You will never see me on a bicycle! 37%

Complete Street Opportunity Corridors
Statewide Complete Streets Efforts

- MPOAC Complete Streets Best Practices Committee
  1. Creating Policies and Building Support
  2. Measuring Activity Levels
  3. Planning a Connected Network
  4. Documenting Project Performance
  5. Creating Design Guidelines
  6. Prioritizing Projects and Funding
  7. Innovative Projects and Implementation
  8. Incorporating Health and Equity
Nationally between 2008 and 2017: 49,340 pedestrians killed by cars

Florida: 8 of 10 most dangerous areas

According to *Dangerous by Design 2019*, Orlando-Kissimmee-Sanford is the most dangerous metro area in the country (in the most dangerous state in the country) for people walking.
Vision Zero Action Plan

Zeroed in on Fatalities and Serious Injuries

Data Driven Analysis of 6,760 Crashes from 2011 to 2017

24 specific actions
- Policy
- Funding
- Culture
Vision Zero Action Plan

Lighting and Time of Day

Age and Equity

**FATAL AND SERIOUS INJURY CRASHES BY TIME OF DAY**

<table>
<thead>
<tr>
<th>Time Period</th>
<th>All Causes</th>
<th>Fatals</th>
<th>Serious Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:00 am - 9:00 am</td>
<td>613</td>
<td>66</td>
<td>47</td>
</tr>
<tr>
<td>9:00 am - 12:00 pm</td>
<td>582</td>
<td>77</td>
<td>139</td>
</tr>
<tr>
<td>12:00 pm - 3:00 pm</td>
<td>802</td>
<td>140</td>
<td>132</td>
</tr>
<tr>
<td>3:00 pm - 6:00 pm</td>
<td>845</td>
<td>158</td>
<td>132</td>
</tr>
<tr>
<td>6:00 pm - 9:00 pm</td>
<td>611</td>
<td>157</td>
<td>123</td>
</tr>
<tr>
<td>9:00 pm - 12:00 am</td>
<td>303</td>
<td>65</td>
<td>64</td>
</tr>
<tr>
<td>12:00 am - 3:00 am</td>
<td>331</td>
<td>14</td>
<td>14</td>
</tr>
</tbody>
</table>

**FATAL AND SERIOUS INJURY CRASHES BY AGE**

- AGE UNKNOWN: 4%
- 0-9: 8%
- 10 and UNDER: 16%
- 10-19: 25%
- 20-29: 14%
- 30-49: 14%
- 50-64: 16%
- 65+: 17%
- 40-49: 16%

**Traditionally Underserved Census Tracts**
- Population: 14.3%
- All Fatal and Serious Injury Crashes: 16.2%
- Pedestrian/Bicycle Fatal and Serious Injury Crashes: 21.2%

**Low Income Census Tracts**
- Population: 12.6%
- All Fatal and Serious Injury Crashes: 19.0%
- Pedestrian/Bicycle Fatal and Serious Injury Crashes: 24.8%
Pedestrian and Bicycle Safety Study

Pedestrian & Bicycle Count Program

School Hazardous Walking Conditions
Training Workshop for Partners

- Complete Streets Workshops
- FHWA Lane Repurposing Workshop
Safe Streets Summit

- Regional Partnership
- National Speakers
- ~500 Attendees
PBC Commuter Challenge

- 68,000+ miles logged
- Schools walk/bike 1,000 miles
- 90% took an alternate mode
  - Walk
  - Bicycle
  - Transit
  - Carpool
Pedestrian and Bicycle Initiatives

- National Walk & Bike to School Days
- Florida Bicycle Month
- Web Page and Event Calendar
- FHWA National Bicycle Facility Inventory - Data Advisory Committee