Complete Streets Workshop Next Steps
Citizens Advisory Committee
March 6, 2019
Complete Streets are...

planned, designed, constructed, operated, and maintained to **safely and comfortably accommodate people of all ages and abilities**, including pedestrians, cyclists, transit users, motorists, as well as freight and service operators.
National Complete Streets Coalition Workshop

- Benefits and
- Best Practices
- Recommendations
Benefits of Complete Streets

- Increased physical activity promotes better grades, school attendance, and classroom behavior.
- People who live in neighborhoods with sidewalks on roads are 47% more likely to be active at least 30 minutes per day.
- 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.
- Every $1 communities invest in transit generates $4 in economic returns.
- $9,700 is the average annual savings from choosing to ride transit instead of driving alone.
- 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.
Complete Streets Recommendations

1. Develop a Model Complete Streets Policy

2. Engage 3Cs: Creative, Cost Effective, Championed

3. Educate Cities on upcoming Resurfacing Projects

4. Endorse an Alternative to Current Road Impact Fee System
Model Complete Streets Policy

1. Vision and intent
2. Diverse users - Equity
3. Commitment in all project phases
4. Clear, accountable expectations
5. Jurisdiction
6. Design
7. Land use and context sensitivity
8. Performance measures
9. Project selection criteria
10. Implementation steps
TPA Model Complete Streets Policy

Model Complete Streets Policy & Guidance available at: www.palmbeachtpa.org/completestreets

Palm Beach Transportation Planning Agency
Model Complete Street Policy

"Complete Streets" means a transportation philosophy that avoids streets to be constructed and operated in a way that ensures the needs of all users are considered equally and fairly addressed. Complete Streets is planned, designed, implemented, maintained, and improved to be inclusive and supportive of all users and activities, including pedestrians, cyclists, motorized and nonmotorized vehicles, and other transportation modes. Complete Streets is inclusive of all users and activities, including people of all ages and abilities, people and activities in all areas and settings, including commercial, public, worship, and public transportation.

VISION AND OBJECTIVE

Complete Streets vision is to create safe, healthy, accessible, equitable, energy and cost-efficient transportation facilities that are safe and accessible for all users. Complete Streets policies, programs and projects will be developed to ensure that all users and activities can safely, comfortably and conveniently access public places and destinations.

GOALS

1. To provide a safe and comfortable environment for all users
2. To encourage healthy communities
3. To encourage participation in all transportation systems
4. To encourage public transportation systems
5. To encourage non-motorized transportation systems
6. To encourage mixed-use development
7. To encourage mixed-use development
8. To encourage mixed-use development
9. To encourage mixed-use development
10. To encourage mixed-use development

Questions to Consider

1. What is the benefit of Complete Streets?
2. How can Complete Streets help your municipality implement its vision?

Goals

1. Complete Streets policies can be tailored to specific needs and goals of each community.
2. Complete Streets policies can be adapted to meet the needs of all users and activities.
3. Complete Streets policies can be integrated into local planning processes.
4. Complete Streets policies can be used to improve transportation systems.
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10. Complete Streets policies can be used to improve transportation systems.
National Complete Streets Policy Inventory

- 1,400+ nationwide
- 1,200+ municipalities
- 100 counties
Complete Streets Policy Inventory - Florida

- Alachua County
- Auburndale
- Bartow
- Bonita Springs
- Brevard County
- Broward County
- Broward MPO
- Bunnell
- Cape Canaveral
- Cape Coral
- Casselberry
- Cocoa Beach
- Cocoa
- Davenport
- Deerfield Beach
- Delray Beach
- Dundee
- Eagle Lake
- Flagler County
- FDOT
- FL-Alabama TPO
- Fort Lauderdale
- Fort Meade
- Fort Myers
- Frostproof
- Grant-Valkaria
- Haines City
- Highland Park
- Hillcrest Heights
- Hillsborough MPO
- Indian River County
- Inverness
- Jacksonville
- Lake Alfred
- Lake Hamilton
- Lake Wales
- Lakeland
- Lee MPO
- Lee County
- Longwood
- Manatee County
- Martin County
- Melbourne
- Miami-Dade County
- Miami
- Mulberry
- Naples
- Neptune Beach
- North Florida TPO
- Orange City
- Orlando
- Palm Bay
- Palm Beach TPA
- Palm Coast
- Palmetto
- Panama City
- Polk City
- Polk County
- Polk County TPO
- Rockledge
- Satellite Beach
- Space Coast TPO
- St. Petersburg
- State of Florida
- Tampa
- Titusville
- West Melbourne
- West Palm Beach
- Winter Haven
- Winter Park
Complete Streets Policy Inventory - Florida

- Florida 79 Total
- Palm Beach County:
  1. City of Delray Beach
  2. City of West Palm Beach
  3. Palm Beach TPA

Don’t see your community on the National Complete Streets Policy Inventory? Email → info@completestreets.org

Does your community have a policy, but it's not on the map?

Let us know! To be added to the list, the Coalition must have a copy of the final, adopted policy language. Staff review the policies to ensure they meet our standard for a policy.
2. Creative, Cost Effective, Championed

Encourage local jurisdictions to execute demonstration projects as an approach to neighborhood building that uses short-term, low-cost, and scalable interventions to catalyze long term change.

Orlando Example: [https://smartgrowthamerica.org/orlando-fl-demonstration-project-curry-ford-road/](https://smartgrowthamerica.org/orlando-fl-demonstration-project-curry-ford-road/)

Tactical Urbanism resources: [http://tacticalurbanismguide.com/](http://tacticalurbanismguide.com/)
2. Creative, Cost Effective, Championed

- Work with local jurisdictions to measure project performance - develop criteria and collect + report before & after data.

- Better integrate Complete Streets into the standard planning and design process - ensure they aren’t an afterthought when planning and designing roads by creating a context-based checklist for all roadway improvements.

- Implement full cost accounting for Complete Streets projects to understand the “full cost” of a project, which includes upfront costs, project maintenance, and indirect costs like the cost to the environment or safety.
2. Creative, Cost Effective, Championed

- Develop local Complete Streets Champions → Elected Officials

**Adopt a Complete Streets Policy.**

Adopting a policy formally establishes a jurisdiction’s commitment to Complete Streets.
3. Resurfacing Projects = Opportunities

- Educate cities on upcoming resurfacing projects (FDOT + County)

- Work with jurisdictions to identify and implement Complete Streets Improvements

- Identify Lane Repurposing Candidates
4. Endorse Alternative to Road Impact Fee

- Status Quo - new development countywide pays a fee to mitigate road capacity impacts. This revenue can only be spent on road capacity projects.

- Encourage replacement of the current road fee system with a mobility fee system that can be spent on multimodal infrastructure projects (ped, bike, transit, and road).
Thank you!

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