



# Complete Streets Workshop Next Steps

Bicycle Trailways Pedestrian Advisory Committee  
March 7, 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.

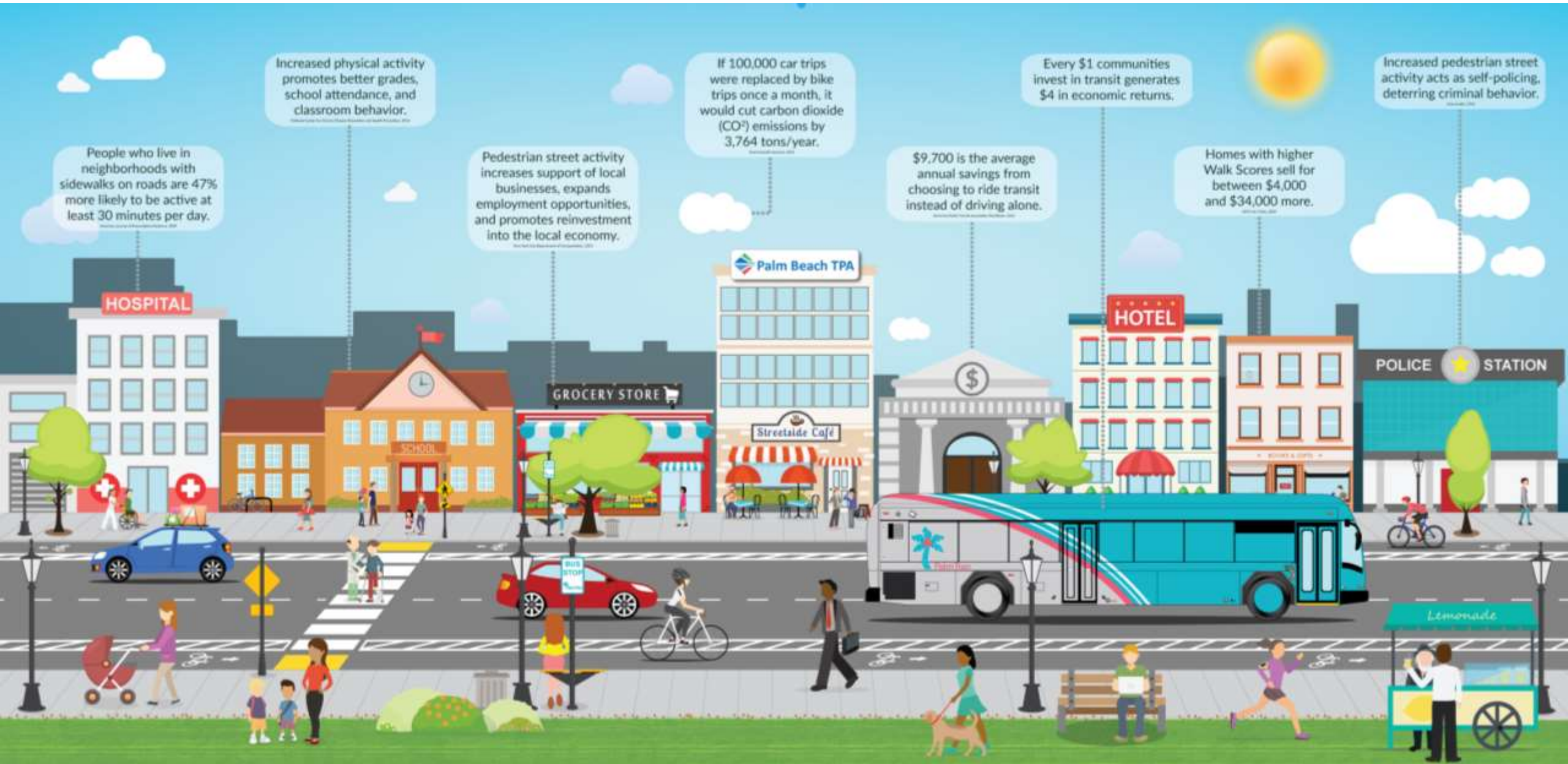


# National Complete Streets Coalition Workshop

- Benefits
- Best Practices
- Recommendations



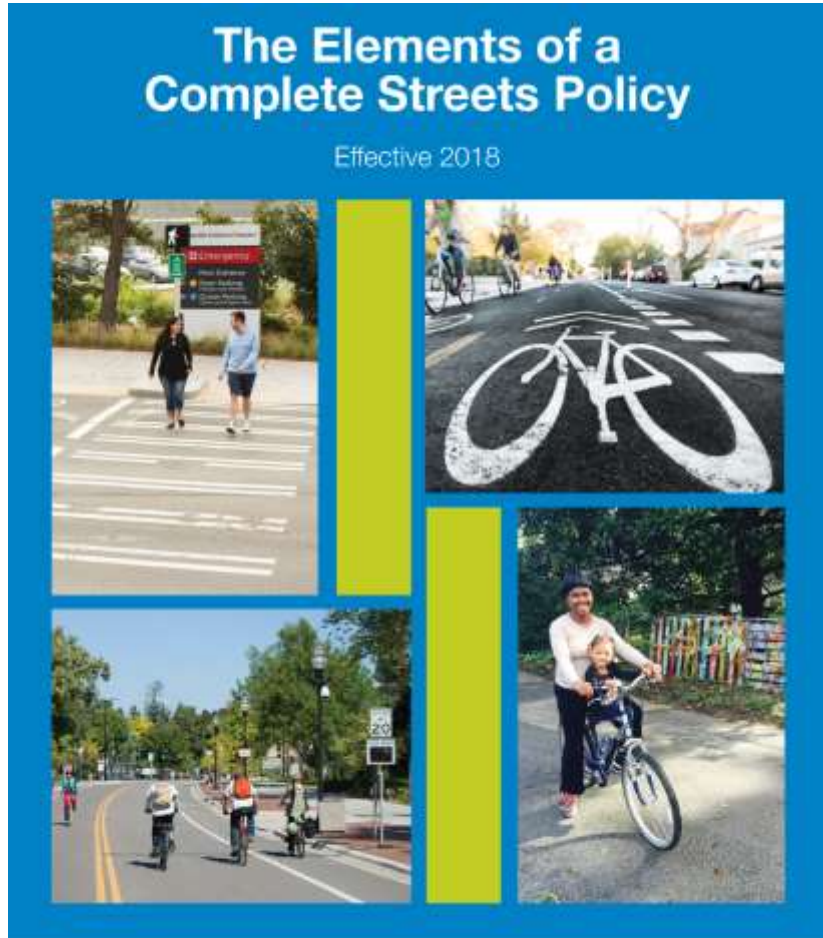
# Benefits of Complete Streets



# 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](http://www.palmbeachtpa.org/completestreets)



## COMPLETE STREETS

### Complete Streets Policy

The Palm Beach TPA Governing Board adopted its Complete Streets Policy on March 17, 2016.

The Palm Beach TPA encourages local municipalities to adopt a Complete Streets Policy and has created a Model Complete Streets Policy and Policy Development Guidance that can be tailored to fit each municipality as appropriate. More information regarding Complete Streets policies can be found on the National Complete Streets Coalition website.

### Complete Streets Design Guidelines

The Palm Beach TPA Governing Board adopted its Complete Streets Design Guidelines on Oct. 19, 2017. These Guidelines were developed with the assistance of a Complete Streets ad hoc working group, consisting of local transportation agency partners and advocates, that met over the period of a year following the adoption of the TPA's Complete Streets Policy to provide input as well as review and identify national best practices.

## Palm Beach Transportation Planning Agency Model Complete Street Policy

"Complete Streets" means a transportation philosophy that calls for streets to be constructed and operated in a way that considers the needs of all users and enables equitable and safe access. 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.

[INSERT MUNICIPALITY] shall construct and operate a comprehensive Complete Streets transportation system that enables safe access, mobility, economic development, attractive public spaces, health, and well-being for all people. This Complete Streets policy recognizes that depending on context, streets may serve diverse activities, functions, and intensity of uses.

### VISION & INTENT

Complete Streets contribute directly to the health, safety, economic vitality, environment, and quality of life in [INSERT MUNICIPALITY]. Through implementation of this Complete Streets Policy, [INSERT MUNICIPALITY] will consistently plan, design, construct, and maintain transportation facilities that are safe, reliable, efficient, convenient and connected and that enable secure and comfortable access and mobility for users of all ages, abilities and transportation modes.

This policy to direct [INSERT MUNICIPALITY] decision-makers to consider all transportation system users when making decisions regarding transportation and land use planning to advance Complete Streets to the greatest extent possible, prioritizing safe access for vulnerable users and underrepresented and underserved communities and ensuring social equity through improved access to jobs, health care and other community amenities.

This Transportation System may be achieved through projects that fully implement Complete Streets or projects that incrementally implement Complete Streets through a series of smaller improvements over time.

### GOALS

- 1. Safety and Convenience for All Transportation Users**  
Create a transportation system that is designed and operated in ways that ensure the safety, security, comfort, access, and convenience for all users of all ages and abilities, including pedestrians, bicyclists, public transit users, emergency responders, transporters of commercial goods, motor vehicles, and freight providers.
- 2. Connected Facilities that Accommodate All Travel Modes**  
Create a transportation system that includes integrated networks of connected facilities accommodating all modes of travel.
- 3. Increase Walking, Bicycling, and Public Transit**  
Create a transportation system that encourages walking, bicycling and public transit.

## PALM BEACH TRANSPORTATION PLANNING AGENCY COMPLETE STREET POLICY GUIDANCE

### DEFINITION

The Policy should define "Complete Streets" and address all users and modes. It is recommended that the Policy specify at least four modes, two of which must be walking and bicycling. In addition, there may be other specific types of users or modes present in a community that should be highlighted. This could include golf carts, equestrian, scooters, and other modes. Consider your particular community and determining the users and modes to specify.

### VISION & INTENT

The Policy should include an equitable vision for how and why the community wants to complete its streets and specify the need to create a complete, connected network. The Policy should also consider equity and enabling safe access for vulnerable users (ex. children, elderly, disabled, pedestrians and bicyclists) as well as prioritizing Complete Streets improvements in the most underinvested and underserved communities.

### QUESTIONS TO TAILOR VISION:

- What is the municipality's transportation vision? Might need to look in comprehensive plan or multimodal transportation plan.
- How will Complete Streets help your municipality implement its vision?

### GOALS

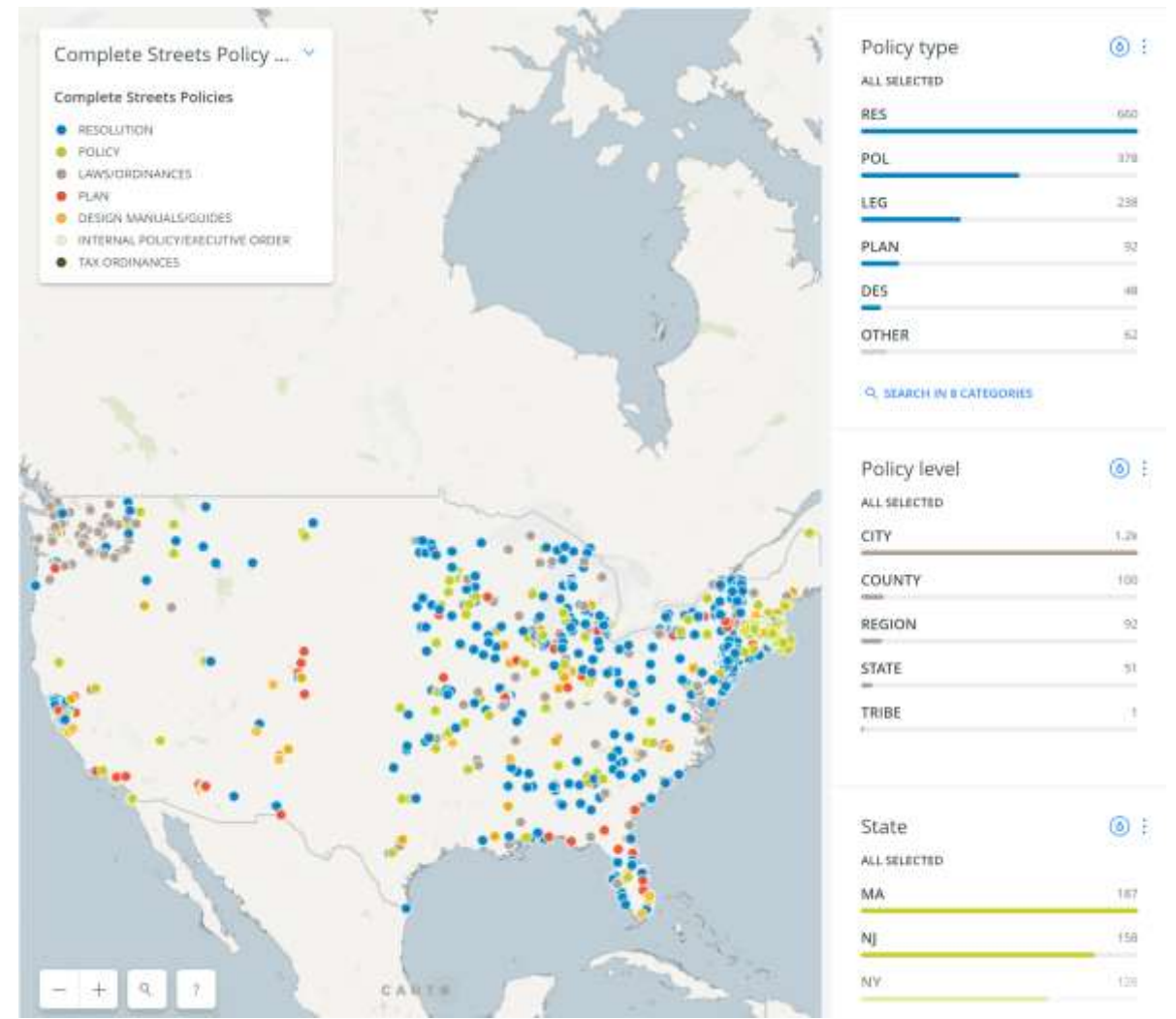
A Complete Streets Policy's goals should be tied directly to the Complete Streets vision or municipality's transportation vision. Consider the answer to the questions below and how they relate to the Palm Beach Transportation Planning Agency (TPA)'s goals. Modify the TPA's goals to your municipality's vision and assess how they can be tied to performance measures.

### QUESTIONS TO TAILOR GOALS:

- Are there specific safety concerns that are being addressed?
- Has the community recently invested in, or do they have plans to invest in, trails, public transit or other transportation infrastructure whose efficiency and reach would benefit from a system of Complete Streets?
- Does the community have a designated transportation exception area or language in the comprehensive plan supporting multimodal travel?
- Is there an underrepresented community that tends to rely on alternative modes of transportation, such as the elderly, youth, households with income under the poverty line, or households without access to an automobile?

# National Complete Streets Policy Inventory

- 1,400+ nationwide
- 1,200+ municipalities
- 100 counties
- Florida: 79
- Palm Beach County: 3





# Florida Complete Streets Policy Inventory

- ✓ 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 TPO
- ✓ Polk County
- ✓ Punta Gorda
- ✓ Rockledge
- ✓ Satellite Beach
- ✓ Space Coast TPO
- ✓ St. Petersburg
- ✓ State of Florida
- ✓ Tampa
- ✓ Titusville
- ✓ West Melbourne
- ✓ West Palm Beach
- ✓ Winter Haven
- ✓ Winter Park

Don't see your community on the list? Email → [info@completestreets.org](mailto:info@completestreets.org)

## 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's demonstration project on Curry Ford Road added a new mid-block crossing with a painted, protected pedestrian refuge.



Overhead shot of Orlando's demonstration project Curry Ford Road.



Miami NE 3<sup>rd</sup> Ave

Orlando Example: <https://smartgrowthamerica.org/orlando-fl-demonstration-project-curry-ford-road/>

Tactical Urbanism resources: <http://tacticalurbanismguide.com/>

## 2. Creative, Cost Effective, Championed

- Measure project performance -develop criteria and collect + report before & after data.
- Implement full cost accounting for Complete Streets projects to understand the “full cost” of a project

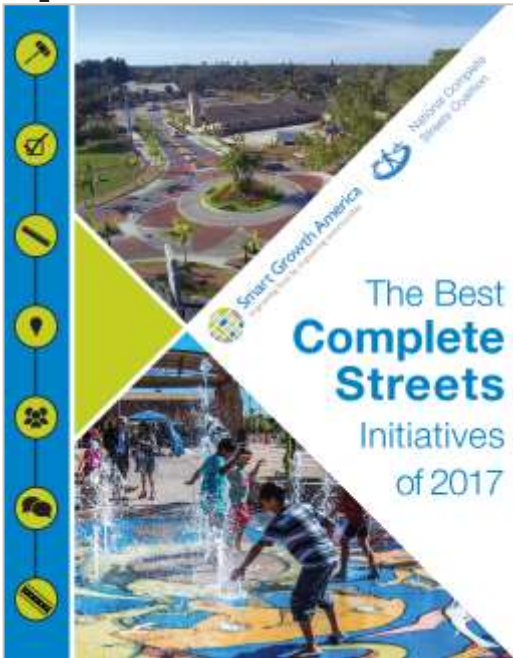
# 2. Creative, Cost Effective, Championed

- Develop local Complete Streets Champions → Elected Officials



## Adopt a Complete Streets Policy.

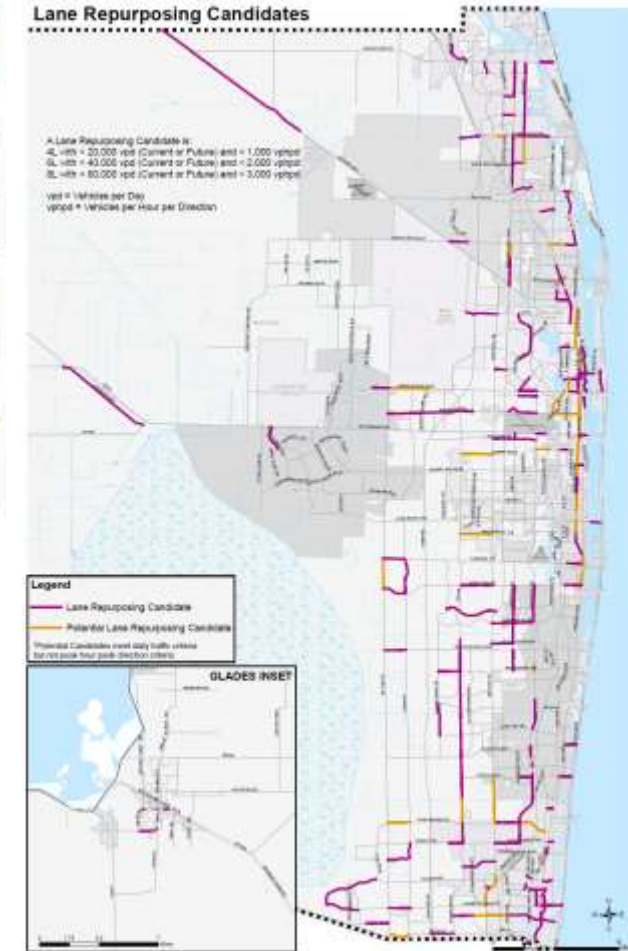
Adopting a policy formally establishes a jurisdiction's commitment to Complete Streets.



Take charge, make CHANGE

# 3. Resurfacing Projects = Opportunities

- Educate cities on upcoming resurfacing projects and potential Lane Repurposing Candidates
- Work collaboratively to identify and implement Complete Streets Opportunities



# 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 (pedestrian, bicycle, transit, & road).

## Florida Communities with Mobility Fees

### CITIES

- 1 - Altamonte Springs Mobility Fee
- 2 - Boca Raton Planned Mobility Developments
- 3 - Destin Multimodal Transportation District (MMTD)
- 4 - Gainesville Transportation Mobility Program\*
- 5 - Jacksonville Mobility Fee
- 6 - Jacksonville Beach Mobility Fee\*
- 7 - Kissimmee Mobility Fee\*
- 8 - Maitland Mobility Fee\*
- 9 - Miami Lakes Mobility Fee
- 10 - Orlando Multimodal Transportation Impact Fee
- 11 - Ormond Beach Mobility Fee
- 12 - Panama City Mobility Fee
- 13 - Plant City Transportation Mobility Fee\*
- 14 - Sarasota Multimodal Fee
- 15 - Tampa Multimodal Impact Fee
- 16 - Tarpon Springs MMTD

### COUNTIES

- 17 - Alachua County Multi-Modal Transportation Mitigation
- 18 - Broward County Transportation Concurrency Assessment
- 19 - Hillsborough County Mobility Fee
- 20 - Nassau County Mobility Fee\*
- 21 - Osceola County Mobility Fee\*
- 22 - Pasco County Multimodal Mobility Fee\*
- 23 - Sarasota County Mobility Fee\*

\* indicates if the jurisdiction has also rescinded transportation concurrency in their Comprehensive Plan, as provided by the Florida Department of Economic Opportunity (4/2016)

# Thank you!

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