Palm Beach MPO Complete Streets Policy

Bicycle-Greenways-Pedestrian Advisory Committee
March 3, 2016
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:

4th Highest in bicyclist injuries (513) & bicyclist fatalities (7)

4th Highest in pedestrian fatalities (35)

5th Highest in pedestrian injuries (564)
Why Complete Streets? To Improve Mode Split

How do we get to work?

- Drive Alone: 78.7%
- Work at Home: 10.1%
- Carpool: 6.0%
- Bicycle: 1.3%
- Motorcycle, Taxi, or Other: 1.9%
- Public Transportation: 1.5%
- Walk: 0.5%

Source: American Community Survey 3-Year Estimates, 2011-2013
Why Complete Streets? To Improve Economy, Health, and Environment

- Complete Streets support local economy
- Complete Streets promote physical activity
- Complete Streets reduce emissions
## 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
Timeline

• Draft Complete Streets Policy Presented to MPO Board & Committees
  – Sept. 2015

• Complete Streets Workshop for Key Stakeholders
  – Dec. 2015

• Complete Streets Working Group Meeting

• Revised Complete Streets Policy Presentations
Complete Streets Policy Purpose

• Accommodate the safety and convenience of all surface transportation system users into the planning, design, and construction of state and federally funded transportation projects programmed through the MPO’s TIP

• Provide a framework for the creation of a connected complete street network

• Recognize that every trip begins and ends as a pedestrian and that all streets and users are different

• Establish Transportation User Considerations
Transportation User Considerations

- Pedestrians
- Bicycles
- Public Transit
- Commercial Vehicles
- Personal Vehicles
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.
Consistency

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

Vision Zero for Fatalities

To evaluate the effective implementation of the policy, the MPO will monitor the number of pedestrian and bicyclist injuries and fatalities over time with the ultimate goal of zero fatalities.

Vision Zero is the foundation for ending traffic deaths on our streets and roadways.
Performance Measures

The MPO will aim to achieve the following objectives and targets:

<table>
<thead>
<tr>
<th>Objective</th>
<th>Current Value</th>
<th>2025 Target</th>
<th>2040 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase the commuter mode choice(^1) for...</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrians</td>
<td>1.5%</td>
<td>3.5%</td>
<td>5%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>0.5%</td>
<td>1.5%</td>
<td>3%</td>
</tr>
<tr>
<td>Public Transportation</td>
<td>1.9%</td>
<td>3%</td>
<td>5%</td>
</tr>
<tr>
<td>Increase the number of local jurisdictions that have an adopted Complete Streets Policy</td>
<td>1</td>
<td>13</td>
<td>20</td>
</tr>
<tr>
<td>Provide annual workshops and events to promote Complete Streets and raise awareness of bicycle and pedestrian safety</td>
<td>1</td>
<td>2</td>
<td>4</td>
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</tbody>
</table>

Notes: 1. Current values obtained from American Community Survey 3 year estimates, 2011-2013
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.
Next Steps

• Final MPO Complete Streets Policy to MPO Board for Adoption – March 2016

• MPO encourages jurisdictions to adopt a local Complete Streets Policy – Ongoing

• MPO Complete Streets Working Group – Ongoing
Questions?