Healthier Communities & Better Economies through Complete Streets

Presented by Treasure Coast Regional Planning Council
The Question of Safety

Eight of the ten most dangerous places in the U.S. to be a pedestrian are in Florida, according to a study released today.
It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of “Complete Streets.” While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

• Cyclists
• Motorists
• Freight handlers
• Transit riders
• Pedestrians

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This Complete Streets Policy will be integrated into the Department’s internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.

Ananth Prasad, P.E.
Secretary
WHAT IS FDOT'S APPROACH TO COMPLETE STREETS?

In September 2014, the Florida Department of Transportation (FDOT) adopted the Statewide Complete Streets Policy (Topic No. 000-625-017-a). The policy captures three core concepts in its approach to Complete Streets:

- Complete Streets serve the transportation needs of transportation system users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight handlers.
- Complete Streets are context sensitive, and the approach provides transportation system design that considers local land development patterns.
- A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

Implementing Complete Streets is an FDOT department-wide priority. The Complete Streets approach builds on flexibility and innovation in roadway planning and design to put the right street in the right place.

Innovative, Collaborative & Locally-Determined “Context”

www.flcompletestreets.com
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, transit riders, and motorists of all ages and abilities.
What Are the Elements That Make a Street *Complete*?

<table>
<thead>
<tr>
<th>Building or Setback</th>
<th>Opportunity Zone</th>
<th>Pedestrian Zone</th>
<th>Amenity Zone</th>
<th>Transition Zone</th>
<th>Travelway</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Al Fresco Dining</td>
<td>Lights, Signage</td>
<td>Streetscape</td>
<td>Bike Lanes</td>
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<td></td>
<td>Public Art</td>
<td>Street Trees</td>
<td>Planters</td>
<td>On-Street Parking</td>
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<td></td>
<td>Street Plantings</td>
<td>Rain Gardens</td>
<td>Bollards</td>
<td>Drop-Off/Queuing</td>
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<td></td>
<td>Wayfinding Signage</td>
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<td>Lane</td>
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<td>Vendors</td>
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<td></td>
<td>Awnings, Retractables</td>
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</tbody>
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*Street Plantings, Planters, Rain Gardens, Bollards, Special Parking*
Parking Behind (or Within) Building
(With max. standards to limit size & account for shared use)

On-Street Parking
(makes street more pedestrian friendly)

Establish Realms
(pedestrian, vehicle, parking)

Active Ground-Floor Uses:
(large display windows, public entrances, building “fronts” on the street)

Pedestrian Amenities:
(crosswalks, wide sidewalks, street trees, awnings)

Narrow, Traffic-Calmed Streets:
(enhance & promote walkability)

Think Beyond the Pavement

Image Source: ALTA Engineering
Corridor Context for Complete Streets

SOURCE: FDOT Context Classification Manual, August 2017
## Recent Complete Streets Projects

<table>
<thead>
<tr>
<th>MUNICIPALITY</th>
<th>ROADWAY</th>
<th>STATUS</th>
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</thead>
<tbody>
<tr>
<td><strong>PALM BEACH COUNTY</strong></td>
<td></td>
<td></td>
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<tr>
<td>Village of Tequesta (&amp; Town of Jupiter)</td>
<td>US1</td>
<td>Under Construction</td>
</tr>
<tr>
<td>City of West Palm Beach</td>
<td>Dixie Highway</td>
<td>Continued Analysis</td>
</tr>
<tr>
<td>City of Delray Beach</td>
<td>US1 / North Federal Highway</td>
<td>Completed</td>
</tr>
<tr>
<td>Village of North Palm Beach</td>
<td>US1</td>
<td>Under Discussion</td>
</tr>
<tr>
<td><strong>MARTIN COUNTY</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Stuart</td>
<td>Colorado Avenue</td>
<td>Completed</td>
</tr>
</tbody>
</table>
West Palm Beach

South Dixie Corridor Implementation Plan

SPONSORS: City of WPB, PB TPA, Neighborhood Associations, Private Businesses & Residents

Undergoing Continued Analysis
Dixie Highway

Character of the Corridor
Northern Section
(Okeechobee to Palm Street)
Expanded Sidewalk and Shade Trees

Central Section
(Palm Street to Belvedere Road)
Bulb-outs, Shade Trees, On-Street Parking, and Flamingo Plaza

Southern Section
(Belvedere Road to Albemarle)
Cycle Track, On-Street Parking, and Shade Trees
West Palm Beach – Dixie Highway (Northern Section)
West Palm Beach – Dixie Highway (Northern Section)
West Palm Beach – Dixie Highway (Center Section)
West Palm Beach – Dixie Highway (Center Section)
West Palm Beach – Dixie Highway (Center Section)
West Palm Beach – Dixie Highway (Southern Section)
West Palm Beach – Dixie Highway (Southern Section)
Delray Beach

North Federal Highway Road Diet

Completed November 2015
Delray Beach’s Character

Before

After

x 3!!!
US 1 ~ Delray Beach
US 1 ~ Delray Beach

 Typical Section
On Street Parking on One Side & Wide Sidewalks on Both Sides
US1 / North Federal Highway

**BEFORE**

2005

Project Recommended

2006

Temporary Modifications Installed

2007

2008

2009

Findings Presented

2010

2011

Funding Secured

2012

2013

2014

2015

2016

Construction Begins

**AFTER**

Ribbon Cutting
VILLAGE OF TEQUESTA
Tequesta Drive/US1

Completion November 2018
Stuart

Colorado Avenue Road Diet
Completed 2013
Stuart’s Character
Colorado Avenue’s Character
Colorado Avenue ~ Stuart
Colorado Avenue ~ Stuart
Colorado Avenue ~ ROI

- Market Values: + 25%
- New Businesses: +18 in 2 Years
- Vacancies: - 11%
  14% in 2011 vs. 3% in 2016
- Police Calls: - 54%
- Traffic Counts: + 850 cars/day
  (+/- 13,000 AADT)
- More Pedestrians and Cyclists

The CRA investment was tripled by the Private Sector.

ROI = 3-to-1
Lessons Learned …

• Start Early ➔ Good Planning Takes Time
• Education is Key ➔ Need Local Leadership
• Do Your Homework ➔ Understand Local Trends
• Get Ahead of the Game ➔ Comp. Plan, LRTP, Vision
• Reach Out ➔ Make Friends with Partner Agencies
• Find Quick Victories ➔ FDOT RRR = Opportunity!
FOR MORE INFORMATION:

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