



# 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





# Transportation Alternatives Program

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







Pedestrian bridge in Canal Point





5<sup>th</sup> Avenue greenway in Lake Worth





NE 2<sup>nd</sup> 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

**July 2017**

### **3.C Create map of Complete Street Opportunity Corridors**

Complete Street infographic map

**July 2018**

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

Provide funded projects map

**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





## PALM BEACH TPA VISION

A safe, efficient,  
and connected  
multimodal  
transportation  
system

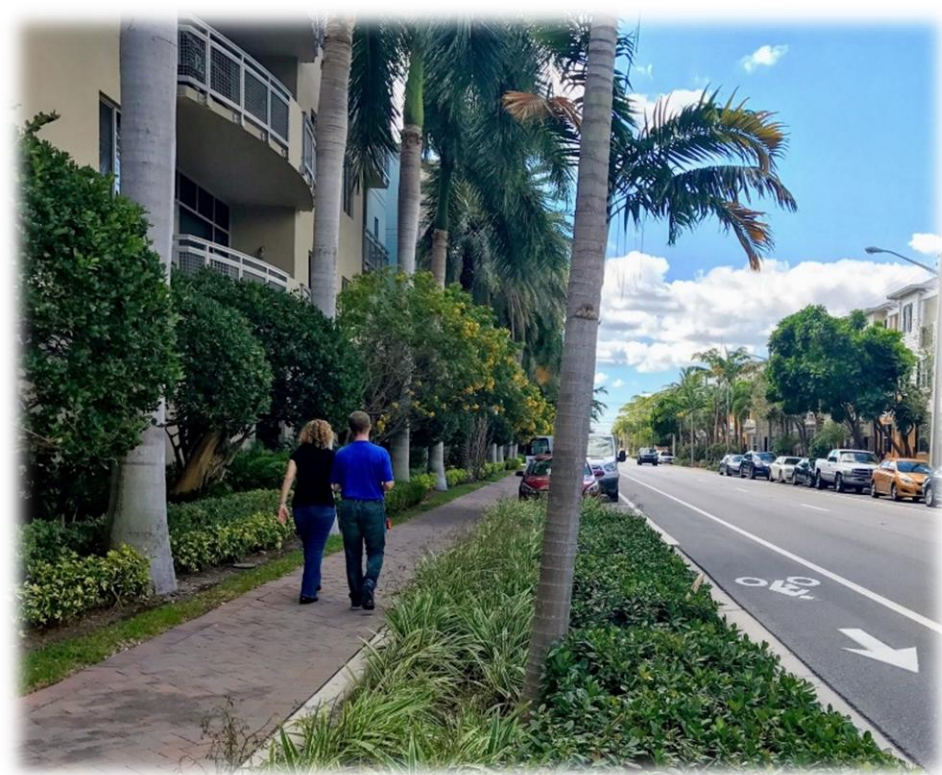






# Complete Streets

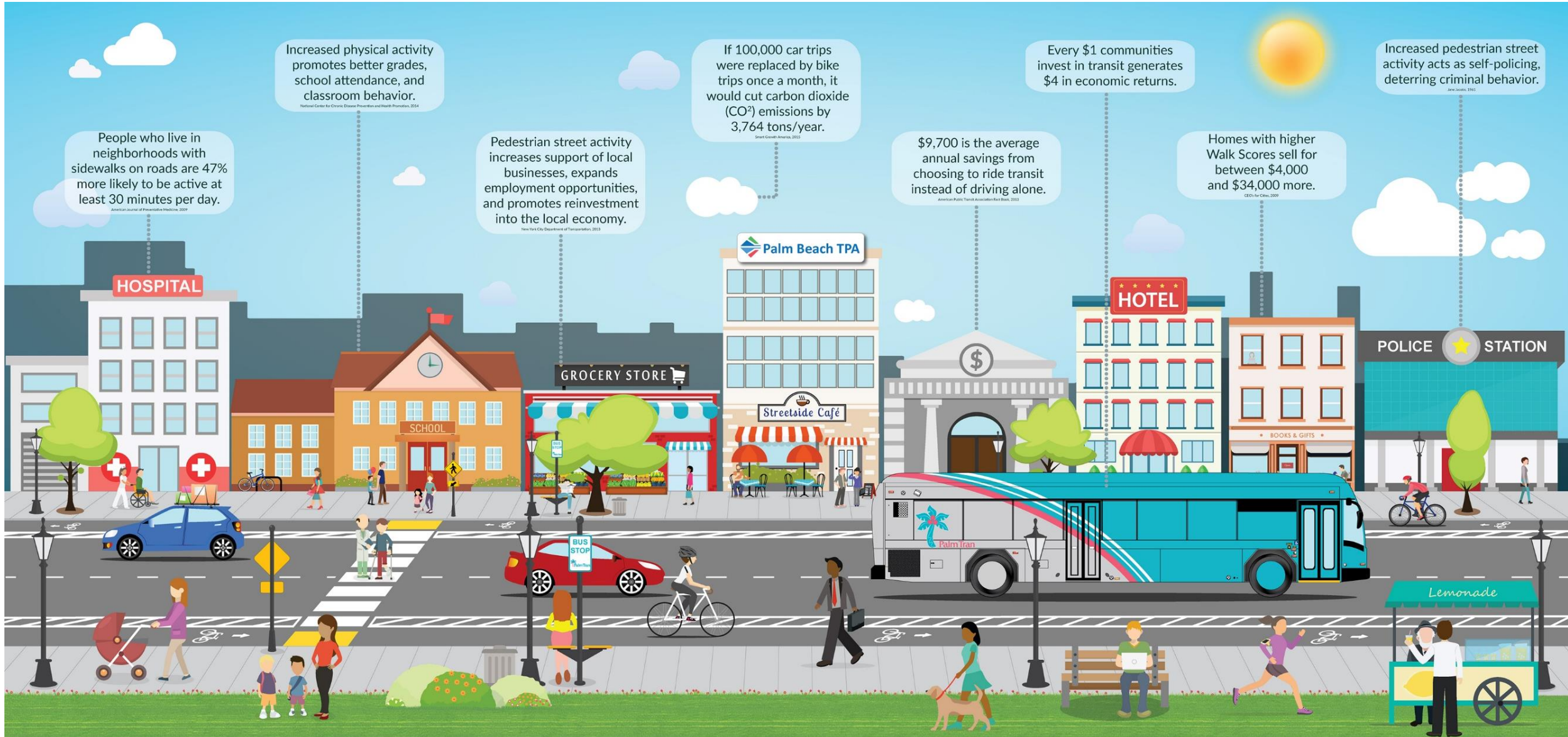
**Complete Streets** are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.







# Benefits of Complete Streets

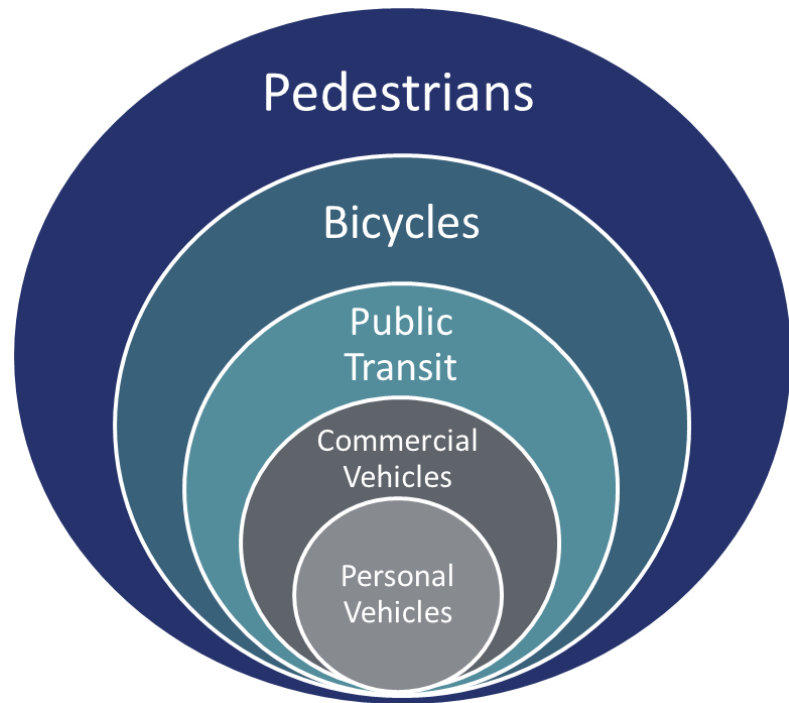






# Complete Streets Efforts

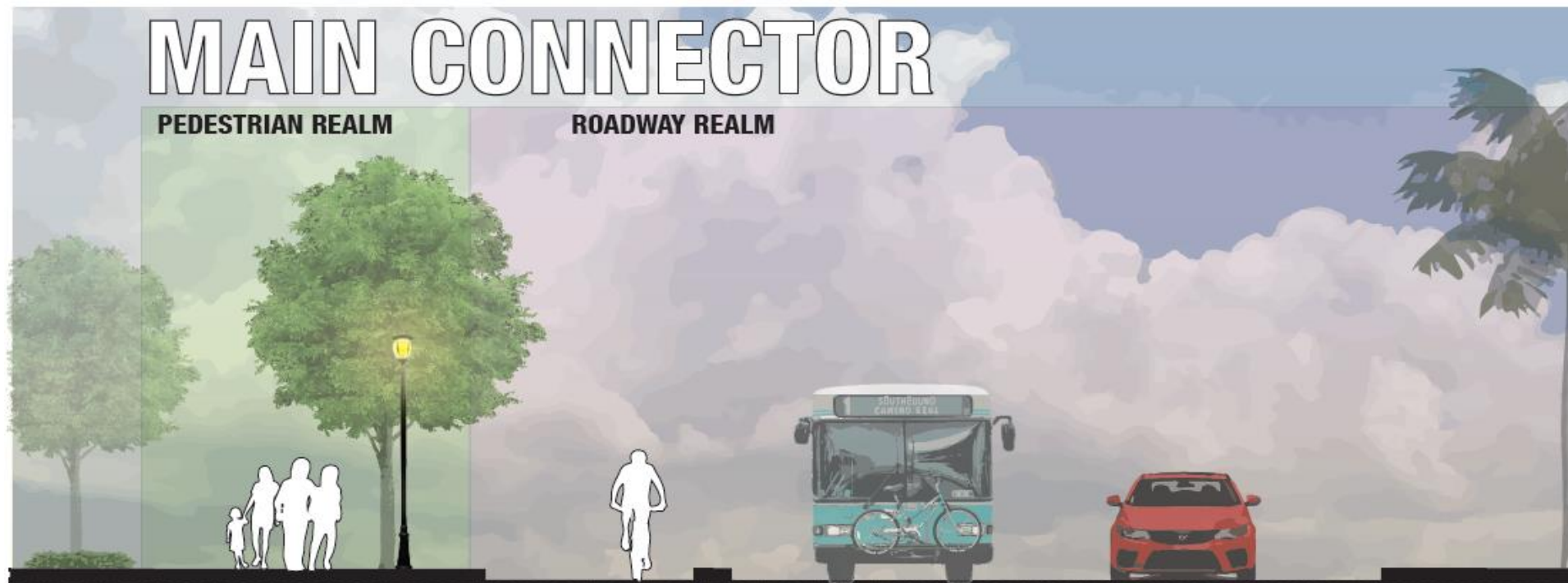
- Complete Streets Policy & Template
- Design Guidelines







# Roadway Design Tables



ROW  
established in  
County  
Comprehensive  
Plan

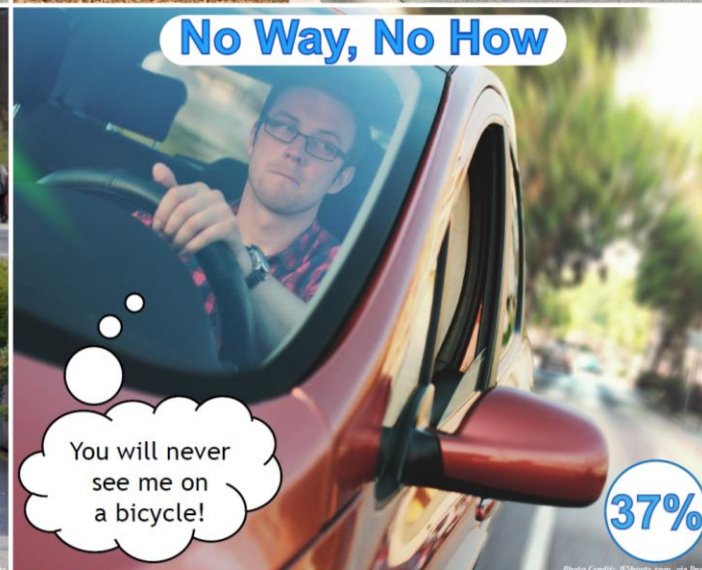


| Typical<br>(Constrained) | Frontage<br>Zone<br>(ft) | Pedestrian Zone<br>(ft) | Furnish-<br>ing<br>Zone (ft) | Curb<br>Zone<br>(ft) | Bicycle Facility (ft) | Through Lane (ft) | Through Lane (ft) | Half of Center Median (ft) | Total ROW Width (ft) |
|--------------------------|--------------------------|-------------------------|------------------------------|----------------------|-----------------------|-------------------|-------------------|----------------------------|----------------------|
| Urban Core               | 1                        | 6                       | 2                            | 2                    | 4                     | 10                | 10                | 5                          | 80                   |
| Urban General            | 3 (1)                    | 8                       | 4                            | 2                    | 8 (4)                 | 10                | 10                | 10                         | 110 (80)             |
| Suburban                 | 3 (1)                    | 10                      | 5 (2)                        | 2                    | 8                     | 11                | 11                | 10                         | 120 (80)             |
| Rural Town               | 3                        | 12                      | 9                            | 2                    | 8                     | 11                | N/A               | 15                         | 120                  |
| Rural                    | 1                        | 6                       | 2                            | 15                   | 8                     | 11                | N/A               | 15                         | 120                  |
| Natural                  | N/A                      | N/A                     | N/A                          | N/A                  | N/A                   | N/A               | N/A               | N/A                        | N/A                  |





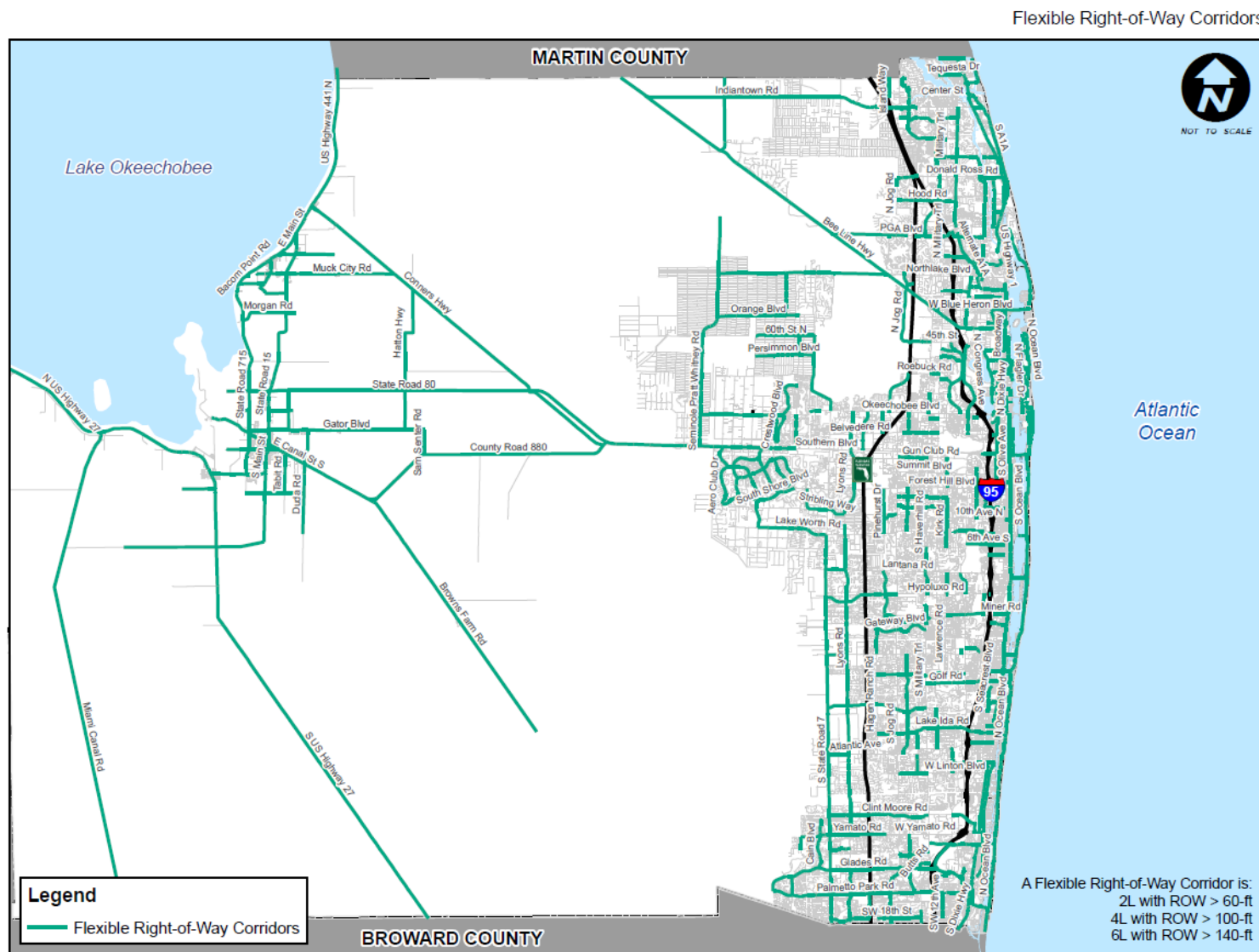
# Attitudes towards Cycling



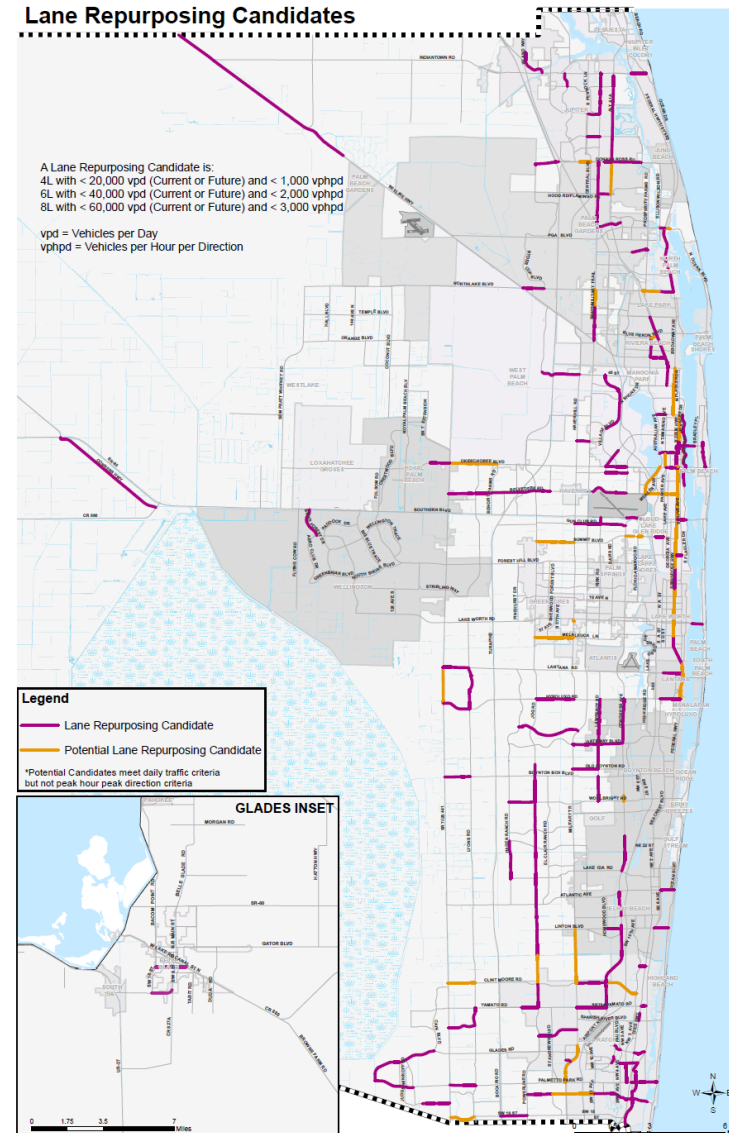




# Complete Street Opportunity Corridors



## Lane Repurposing Candidates

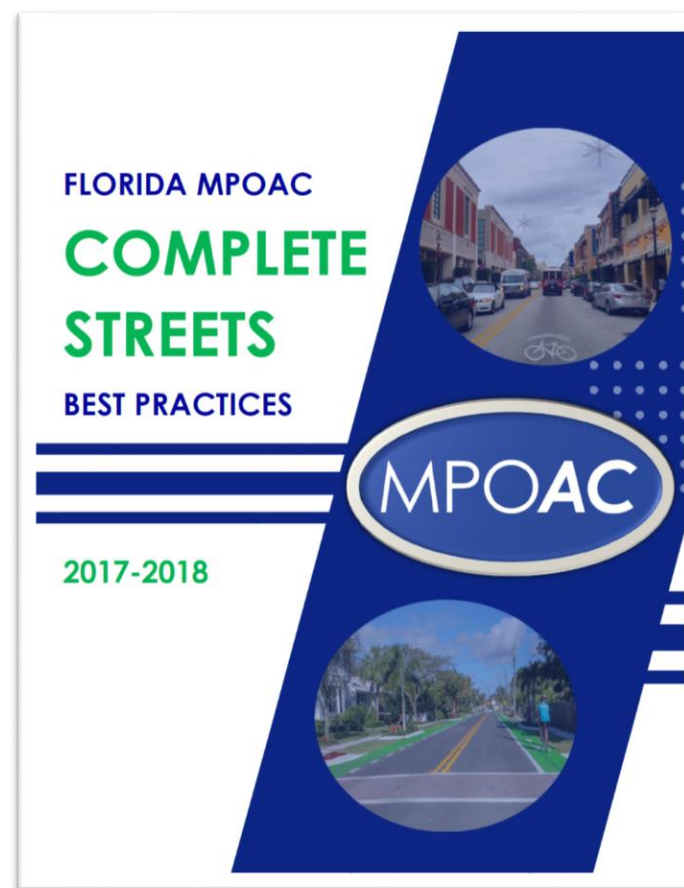






# Statewide Complete Streets Efforts

- 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







# Safety at Center Stage

- Nationally between 2008 and 2017: 49,340 pedestrians killed by cars
- Florida: 8 of 10 most dangerous areas



## Florida tops the list again

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.

| 2019 Rank | Metro Area                                | Pedestrian Deaths (2008-2017) | Annual Pedestrian Fatalities per 100,000 People | 2019 Pedestrian Danger Index |
|-----------|---|-------------------------------|---|------------------------------|
| 1         | Orlando-Kissimmee-Sanford, FL             | 656                           | 2.82  | 313.3                        |
| 2         | Deltona-Daytona Beach-Ormond Beach, FL    | 212                           | 3.45  | 265.4                        |
| 3         | Palm Bay-Melbourne-Titusville, FL         | 165                           | 2.94  | 245.0                        |
| 4         | North Port-Sarasota-Bradenton, FL         | 194                           | 2.58  | 234.6                        |
| 5         | Lakeland-Winter Haven, FL                 | 162                           | 2.54  | 230.9                        |
| 6         | Jacksonville, FL                          | 419                           | 2.94  | 226.2                        |
| 7         | Bakersfield, CA                           | 247                           | 2.83  | 217.7                        |
| 8         | Cape Coral-Fort Myers, FL                 | 148                           | 2.17  | 217.0                        |
| 9         | Tampa-St. Petersburg-Clearwater, FL       | 900                           | 3.07  | 204.7                        |
| 10        | Jackson, MS                               | 111                           | 1.92  | 192.0                        |
| 11        | Memphis, TN-MS-AR                         | 297                           | 2.21  | 184.2                        |
| 12        | Baton Rouge, LA                           | 182                           | 2.21  | 157.9                        |
| 13        | Birmingham-Hoover, AL                     | 179                           | 1.57  | 157.0                        |
| 14        | Miami-Fort Lauderdale-West Palm Beach, FL | 1,549                         | 2.61  | 153.5                        |
| 15        | Greenville-Anderson-Mauldin, SC           | 197                           | 2.29  | 152.7                        |
| 16        | McAllen-Edinburg-Mission, TX              | 140                           | 1.69  | 140.8                        |
| 17        | Albuquerque, NM                           | 213                           | 2.35  | 138.2                        |
| 18        | Detroit-Warren-Dearborn, MI               | 757                           | 1.76  | 135.4                        |
| 19        | Little Rock-North Little Rock-Conway, AR  | 118                           | 1.62  | 135.0                        |
| 20        | Augusta-Richmond County, GA-SC            | 126                           | 2.15  | 134.4                        |





# 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

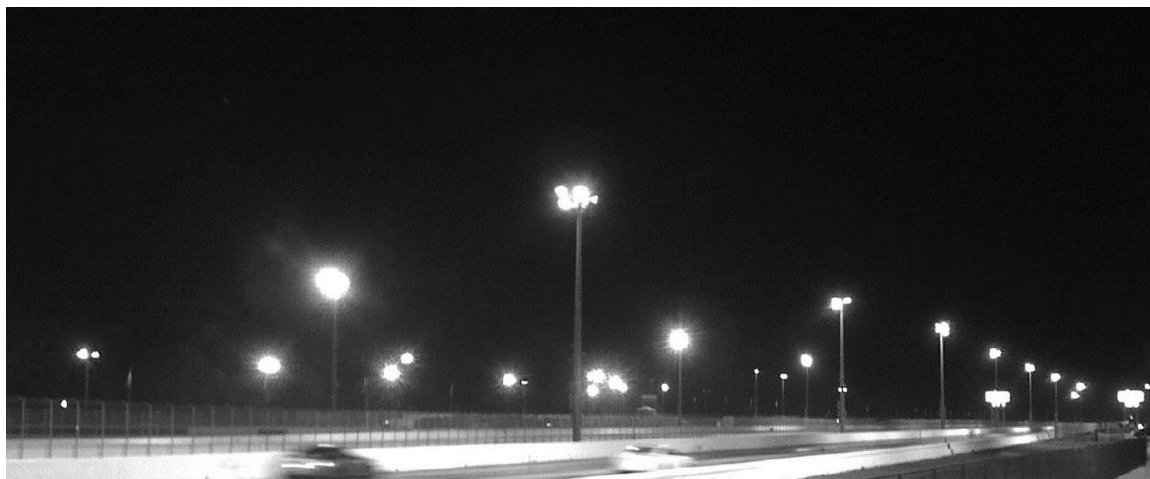






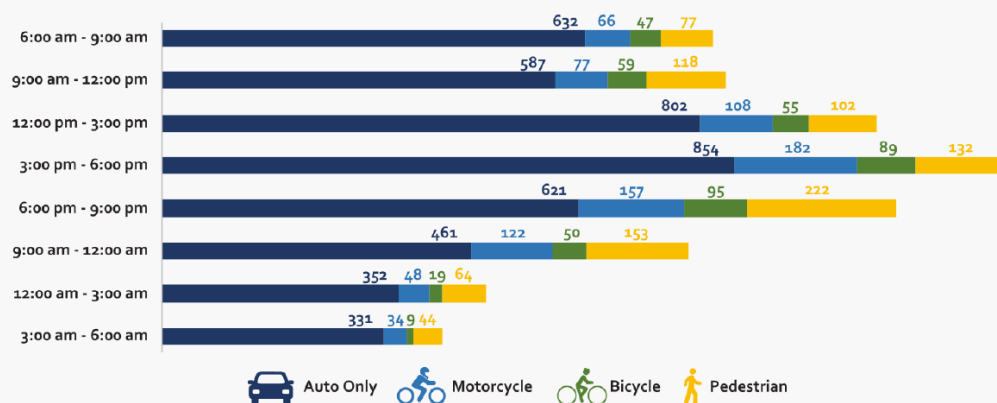
# Vision Zero Action Plan

## Lighting and Time of Day



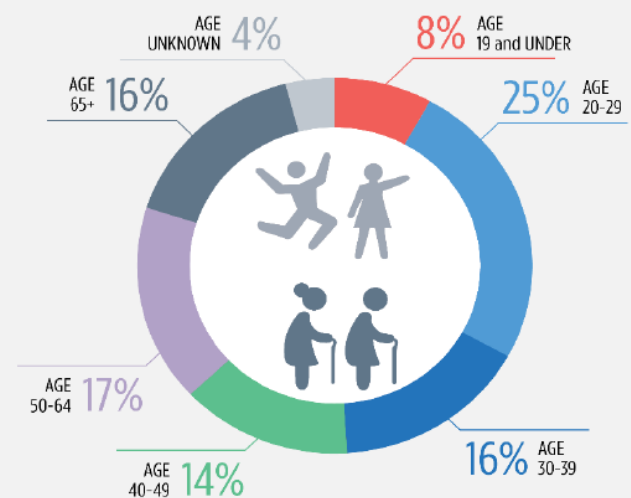
### FATAL & SERIOUS INJURY CRASHES BY TIME OF DAY

Source: 2011-2017 CARS



## Age and Equity

### FATAL AND SERIOUS INJURY CRASHES BY AGE



### POPULATION



### ALL FATAL AND SERIOUS INJURY CRASHES



### PEDESTRIAN/BICYCLE FATAL AND SERIOUS INJURY CRASHES



Traditionally Underserved Census Tracts

14.3%

16.2%

21.2%

Low Income Census Tracts

12.6%

19.0%

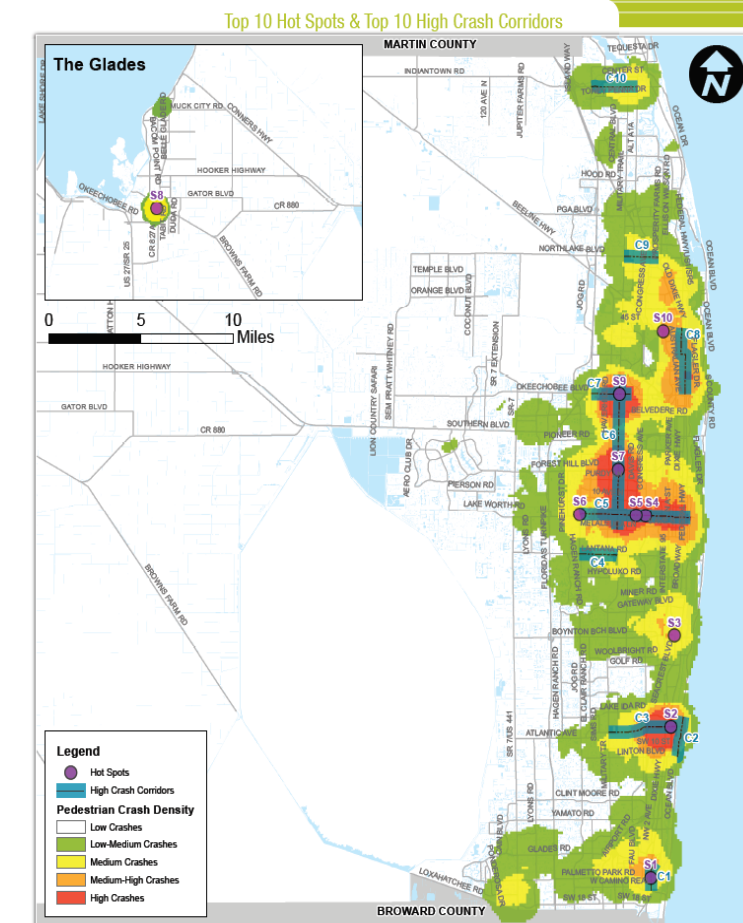
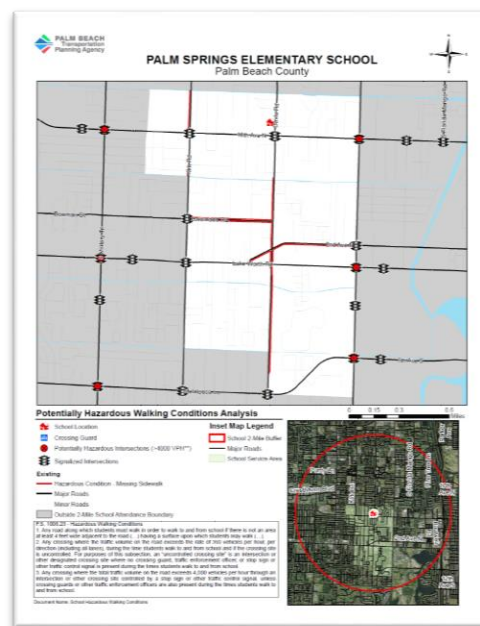
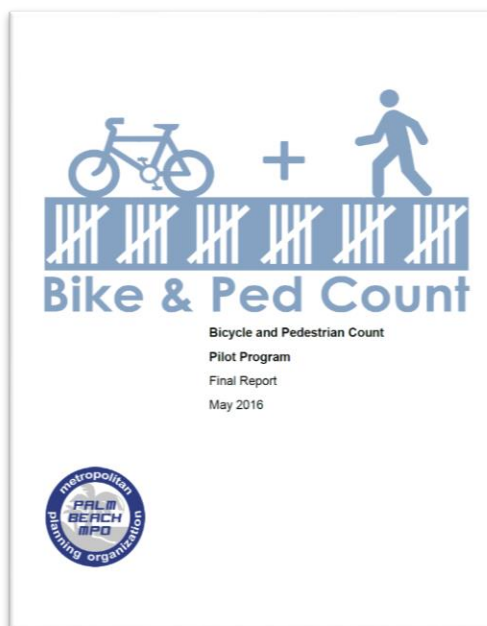
24.8%





# Pedestrian and Bicycle Safety and Counts

- Pedestrian & Bicycle Safety Study
- Pedestrian & Bicycle Count Program
- School Hazardous Walking Conditions



Note: Pedestrian crashes, typically more prevalent than bicycle crashes, are shown in the graphic above. The complimentary bicyclist crash density map is included within the study in Figure 51.





# Training Workshop for Partners

- Complete Streets Workshops
- FHWA Lane Repurposing Workshop







# Safe Streets Summit

- Regional Partnership
- National Speakers
- ~500 Attendees



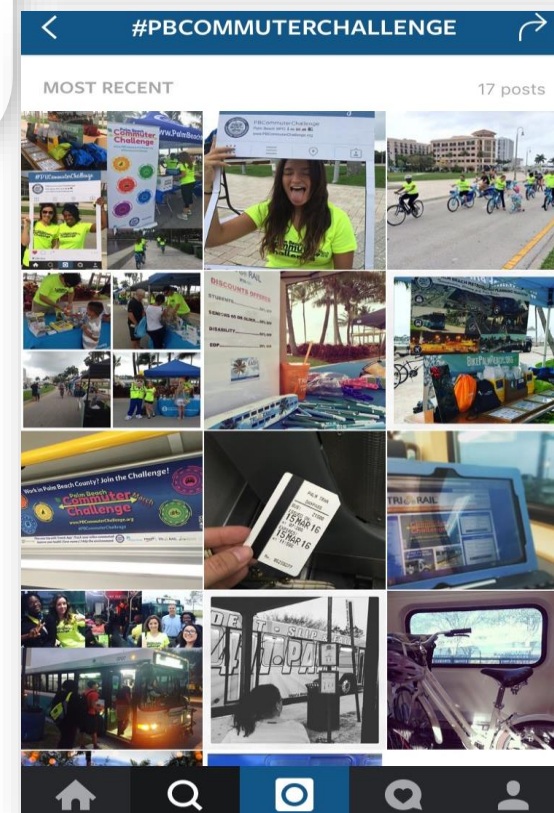
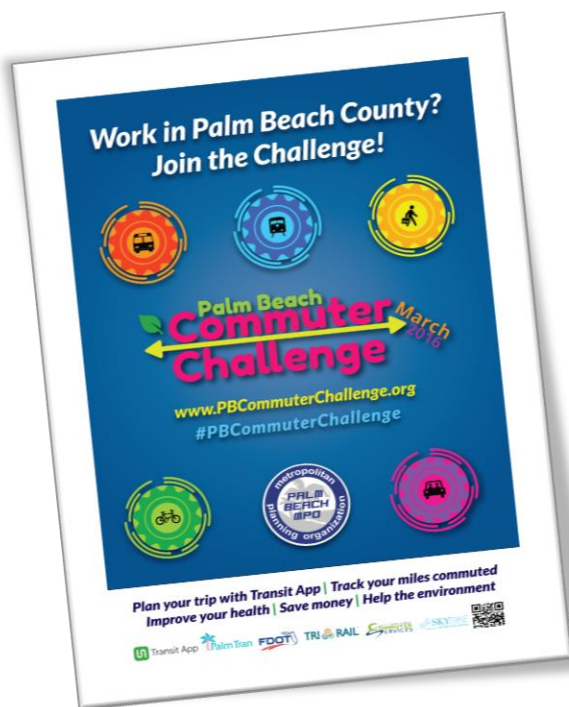




# PBC Commuter Challenge

- 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

