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RESOLUTION NO. R20-040

**A RESOLUTION OF THE CITY OF BOYNTON
BEACH, FLORIDA, APPROVING AND ADOPTING A
COMPLETE STREETS & MOBILITY POLICY WITH
THE GOAL OF ENHANCING THE CITY OF
BOYNTON BEACH'S MULTI-MODAL
TRANSPORTATION NETWORK; AND PROVIDING
FOR AN EFFECTIVE DATE.**

WHEREAS, "Complete Streets" means a transportation philosophy that calls for streets to be constructed and operated in a way that allows safe, equitable and convenient access along and across streets for all users; and

WHEREAS, 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, persons with disabilities, emergency responders, seniors, youth, families, as well as freight and service operators; and

WHEREAS, implementation of the Complete Streets transportation system is an important strategic initiative of the Boynton Beach Strategic Plan which will encourage the use of non-motorized modes of transportation and contribute directly to the health, safety, economic vitality, environment, and quality of life in Boynton Beach; and

WHEREAS, through the implementation of this Complete Streets Policy, the City of Boynton Beach will consistently plan, design, construct, operate and maintain appropriate transportation facilities that are safe, reliable, efficient, convenient, connected, and that enable secure and comfortable access and mobility for users of all ages, abilities, income levels and transportation modes; and

WHEREAS, the City Commission of the City of Boynton Beach deems it to be in the best interest of the Citizens and residents of the City of Boynton Beach to approve adopting a Complete Streets & Mobility Policy.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF
THE CITY OF BOYNTON BEACH, FLORIDA, THAT:

Section 1. The foregoing “Whereas” clauses are hereby ratified and confirmed as being true and correct and are hereby made a specific part of this Resolution upon adoption.

Section 2. The City Commission approves and adopts the Complete Streets & Mobility Policy, a copy of which is attached hereto as “Exhibit “A” and incorporated herein by reference.

Section 3. That this Resolution shall become effective immediately.

PASSED AND ADOPTED this 16th day of June, 2020.

CITY OF BOYNTON BEACH, FLORIDA

YES NO

Mayor – Steven B. Grant

✓

Vice Mayor – Ty Penserga

☒ ☐

Commissioner – Justin Katz

✓

Commissioner – Woodrow L. Hay

☒ ☐

Commissioner – Christina L. Romelus



VOTE

5-0

ATTEST:

Crystal Gibson, MMC
City Clerk

(Corporate Seal)



City of Boynton Beach

Complete Street & Mobility Policy



“Complete Streets” means a transportation philosophy that calls for streets to be constructed and operated in a way that allows safe, equitable and convenient access along and across streets for all users. 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, persons with disabilities, emergency responders, seniors, youth, families, as well as freight and service operators.

A Complete Streets approach to design helps to create walkable, livable and vibrant communities, which attract and retain businesses and residents, and provide multimodal options to safely commute to employment centers, schools, beaches, parks, shopping centers and other destinations within Boynton Beach. Benefits include reducing vehicle miles traveled with attendant lower fuel consumption and green gas emissions while increasing active and sustainable transportation choices such as walking, biking, and public transportation. Ultimately, the Complete Street approach will help ease traffic congestion, lower pollution and improve individual health by providing more opportunities for physical activity.

The City of Boynton Beach 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

Implementation of the Complete Streets transportation system is an important strategic initiative of the Boynton Beach Strategic Plan. This policy will encourage the use of non-motorized modes of transportation and contribute directly to the health, safety, economic vitality, environment, and quality of life in Boynton Beach. Through the implementation of this Complete Streets Policy, the City of Boynton Beach will consistently plan, design, construct, operate and maintain appropriate transportation facilities that are safe, reliable, efficient, convenient, connected, and that enable secure and comfortable access and mobility for users of all ages, abilities, income levels and transportation modes.

This Complete Streets policy shall direct the City of Boynton Beach’s decision-makers to consider all transportation system users when making decisions regarding transportation and land use planning. Complete Streets prioritizes safe access for vulnerable users as well as underinvested and underserved communities by fostering social equity through improved access to jobs, healthcare and other community amenities.

The City of Boynton Beach adopted a Vision Zero policy in February 2020. This policy further commits staff to working towards the goal of eliminating traffic fatalities and severe injuries on all roads within the City.

Through this policy, Boynton Beach's transportation network will gradually transform from being disproportionately automobile-centric to a network that supports all modes of transportation by equitably investing in transportation infrastructure that benefits all residents and visitors. Complete Streets projects shall take into consideration the surrounding area's characteristics, community values, needs of its users, and cost feasibility.

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, comfort, access, and convenience for all users of all ages and abilities, including pedestrians, bicyclists, public transit users and operators, emergency responders, transporters of commercial goods, motor vehicles, and freight providers, therefore decreasing the potential of vehicular, bicycle, and pedestrian-related crashes.

2. *Connected Facilities that Accommodate All Travel Modes*

Create an inviting transportation system that includes an integrated, safe, reliable, comfortable, and efficient network of fully connected multimodal facilities which accommodates access to all modes of travel.

3. *Increase Walking, Bicycling, and Public Transit*

Create a transportation system that encourages walking, bicycling and public transit by providing a variety of safe and convenient walking and bicycling options.

4. *Economic Development*

Create a transportation system that promotes economic development that will benefit from and contribute to a more connected and livable community, and supports redevelopment of and connectivity to activity centers.

5. *Vision Zero Equity & Data Drive Approach*

Create a transportation system that views road safety as a social equity issue and recognizes that the concentration of traffic safety problems results from under-investment in certain communities, and—to the greatest extent possible—ensures equity by actively pursuing the elimination of health, economic and access disparities. The City's goal is to eliminate traffic fatalities and severe injuries among all road users, and to ensure safe, healthy, equitable mobility for all.

6. *Community Health & Sustainability*

Create a transportation system that advances the Boynton Beach Climate Action Plan through reducing automobile dependency by transforming the city into a community where people walk, bike, take transit or carpool for increasing portion of overall trips, and improves environmental and community health (i.e. reduces fossil fuel consumption & greenhouse gas emissions; decreases air and noise pollution; improves air quality; encourages social interaction and physical activity; preserves the natural environment; etc.).

APPLICABILITY

Except as otherwise stated below, this policy applies to all project phases undertaken by, or under the authority of, or subject to, the supervision of the City of Boynton Beach, for the improvement of any street and public right of way (ROW), including planning, programming, design, acquisition of land, construction, construction engineering, reconstruction, rehabilitation, resurfacing, retrofit and operation. Accommodations for all modes of transportation to safely use the roadway shall be considered during construction or repair work.

If a project is within or connects to Boynton Beach and is owned by another entity, the City's Engineering and Planning and Zoning divisions shall work with the ROW owner, Florida Department of Transportation (FDOT), Palm Beach County, and the Palm Beach Transportation Planning Agency (TPA), as appropriate, to advance Complete Streets improvements. In addition, the Complete Streets policy requires the City's Planning & Zoning Department staff to evaluate new development and redevelopment projects. Staff may require connected pedestrian and bicycle access, ADA compliant facilities within the development, and facilities that connect to and from the surrounding transportation systems.

The City of Boynton Beach will approach every planned project as an opportunity to create a safer and more accessible transportation system for all users.

EXCEPTIONS

The City of Boynton Beach commits to applying a Complete Streets approach at the beginning of all transportation and roadway improvement projects. Each project shall be viewed as an opportunity to improve accessibility of the right of way for its users.

However, the City acknowledges that there are conditions where it may be inappropriate to provide bicycle, pedestrian, and transit facilities. These exceptions include:

A. LIMITED-ACCESS ROADS

This policy does not apply to limited access facilities where bicyclists and pedestrians are prohibited by law. In this instance, it is necessary to accommodate bicyclists and pedestrians through a parallel facility and to provide safe, comfortable crossings for bicyclists and pedestrians at interchanges that connect neighborhoods, activity centers, or regional trail network.

B. PREVENTATIVE MAINTENANCE

This policy does not apply to routine maintenance, such as mowing, cleaning, sweeping, pothole filling, concrete joint repair, and other regular or seasonal maintenance.

C. EXISTING PROJECTS

This policy does not apply to projects that have been submitted and are currently under review by the Planning and Zoning Division or have an approved development order prior to the effective date of this policy.

LAND USE AND CONTEXT SENSITIVITY

Complete Streets implementation should be sensitive to the community's physical, economic, and social setting. A context-sensitive approach to process and design gives significant consideration to stakeholder and community values; therefore, Complete Streets improvements will not necessarily be identical in all environments, communities, or development contexts. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, and environmental resources while improving or maintaining safety, mobility, and appropriate infrastructure conditions.

The City of Boynton Beach shall refer to the Boynton Beach Complete Streets and Mobility Plan, Palm Beach TPA's Complete Streets Design Guidelines, and the FDOT's Design Manual's and Complete Streets Context Classification when determining Complete Streets improvements for transportation projects.

The City will also consider the surrounding community's current and expected land use and transportation needs and collect community input to best fit the community's desires while taking into account the connectivity of the transportation system as a whole for all modes and users. The City will strive to overcome barriers to engagement associated with race, income, age, disability, English language proficiency, and vehicle access of populations affected by a project, including identifying a means of measuring success in overcoming these barriers.

The City may require new or revised land use policies, plans, and zoning ordinances to specify how transportation projects will serve current and future land use needs. Such revisions shall include language that requires the consideration of the community context as a factor in decision-making, as well as specifying the need to understand and mitigate unintended consequences of projects or plans, such as involuntary displacement.

DESIGN

Transportation projects and maintenance activities shall be:

- Suitable and appropriate for the function and context of the transportation facility;
- Sensitive to the neighborhood context and cognizant of the neighborhood needs;
- Flexible in project design to ensure that all users have safe access and use;
- Considered a component of a comprehensive, integrated and interconnected transportation network that allows all users to choose between different modes of travel; and
- Consistent and compatible with the Boynton Beach Greenways, Blueways, and Trails Plan, and the City of Boynton Beach Comprehensive Plan.

Facilities shall be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance from a variety of organizations absent conflict with this Complete Streets policy.

Best Practices may include, but are not limited to the latest edition of the following:

- Palm Beach Transportation Planning Agency Complete Streets Design Guidelines
- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for Planning, Design and Operation of Pedestrian Facilities*
- ASHTO *Guide for the Development Of Bicycle Facilities*

- Federal Highway Administration (FHWA) *Separated Bike Lane Planning and Design Guide*
- FHWA *Achieving Multimodal Networks: Applying Design Flexibility & Reducing Conflicts*
- FHWA *Incorporating On-Road Bicycle Networks into Resurfacing Projects Report*
- Institute of Transportation Engineers (ITE) *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*
- National Association of City Transportation Officials (NACTO) *Global Street Design Guide, Urban Streets Design Guide, Urban Bikeway Design Guide, Transit Street Design Guide, Urban Street Stormwater Guide*
- National Cooperative Highway Research Program, Report 616, *Multi-Modal Level Of Service Analysis For Urban Streets*
- FHWA Safe Transportation for every pedestrian (STEP) Program
- FHWA *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*

Design standards required for State or federally funded projects will supersede local requirements if there is an actual conflict between the local and State or Federal standards, and if funding will be impacted by adherence to the local standard.

Design Standards include, but are not limited to latest edition of the following:

- *Americans with Disabilities Act (ADA) Standards for Accessible Design*
- AASHTO *A Policy on Geometric Design of Highways and Streets* (AASHTO Green Book)
- FDOT Design Manual
- *FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance* (Florida Green Book)
- *FDOT Plans Preparation Manual (PPM)*
- United States Department of Transportation (USDOT) *Manual on Uniform Traffic Control Devices* (MUTCD)

PROJECT PRIORITIZATION CRITERIA

The City of Boynton Beach shall develop scoring criteria to rank and prioritize Complete Streets projects for implementation. Projects selected may be submitted to the Palm Beach TPA's Transportation Alternatives Program (TA) or Local Initiatives (LI) Program for funding, or integrated into the City's Capital Improvement Program.

IMPLEMENTATION STEPS

The implementation of Complete Streets will require cooperation and collaboration between many stakeholders on a regular basis. The City of Boynton Beach will take the following steps to facilitate the process:

- The City shall restructure or revise related procedures, plans, regulations or processes to accommodate the goals of this policy for all applicable projects. This may include incorporating Complete Streets checklists or other tools into decision making processes.
- The Planning and Zoning Division shall review and propose revisions to all appropriate land use ordinances, policies and regulations to support the implementation of Complete Streets.

- The Planning and Zoning Division shall coordinate the development of a new bicycle and pedestrian plan and adopt a new complete streets implementation plan that will include the City's multimodal plan and classification of roadways.
- The Planning and Zoning Division and Public Works/Engineering Departments shall review, revise or recommend changes to all policies, procedures and design standards associated with site plan and other requirements for public and private development to ensure best practices are utilized to support Complete Streets.
- The City shall review all street design policies and guides to ensure that they reflect the current state of best practices in transportation design.
- The City shall continue to identify local, state and federal funds to implement Complete Streets Improvements to supplement the City's Capital Improvement Program. This will require a continued partnership and coordination with Palm Beach TPA, FDOT and Palm Beach County.
- The City shall promote collaboration and coordination between the City's departments and other transportation and planning agencies, including the Florida Department of Transportation, Palm Beach County, Palm Tran, and South Florida Regional Transportation Authority.
- The Public Works/Engineering Department shall establish necessary procedures to ensure Complete Streets principles are incorporated at the earliest stage of design.
- The Public Works/Engineering Department shall integrate Vision Zero activities in the City's ongoing program and services focused on improving and promoting multi-modal transportation.
- The Public Works/Engineering Department shall collect and analyze data to understand trends in traffic fatalities and serious injuries in the City. The department shall also identify high need areas and develop projects that ensure such improvements are implemented.
- The City may offer a variety of Complete Streets outreach materials and meetings for the general public and community leaders to ensure information on Complete Streets is accessible. City staff shall also seek professional development in the area of Complete Streets through attending various professional training opportunities offered locally and nationally.
- The City shall actively promote public information and education that considers equity by targeting advocacy organizations and underrepresented communities that could include non-native English speakers, people with disabilities, etc. depending on the local context.

PERFORMANCE MEASURES

The implementation of Complete Streets will require regular evaluation to determine progress and effectiveness. The City's Public Works/ Engineering Department will be responsible for tracking and analyzing the performance measures listed below.

Using a GIS database, the performance measures that may be evaluated include, but are not limited, to the following:

- Miles of bicycle lanes, routes, or trails built / dedicated by width and type
- Number of bicycle parking facilities installed
- Number of bus shelter and benches added within the City
- Number of traffic calming facilities built / installed
- Linear feet of pedestrian accommodations built or repaired
- Number of crosswalks built or improved

- Number of ADA accommodations built / installed
- Number of street trees planted
- Number of exceptions approved
- Bicycle and pedestrian crash data involving serious injuries and fatalities
- Total dollar amount spent on Complete Streets improvements
- Number of Complete Streets improvements and initiatives implemented within the boundaries of the City's Community Redevelopment Agency.
- Number of commuters who drove a car, truck or van
- Percentage of commuters who drove alone
- Number of people who bike to work