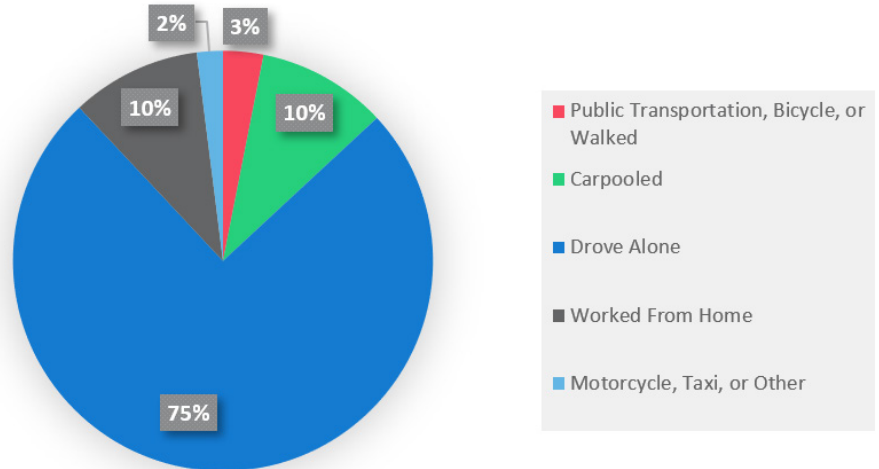


1. Background

Palm Beach County has a land area of approximately 1,977 square miles and an estimated population of 1,497,987, making it the second largest and third most populous county in Florida. As displayed in Figure 1, the majority of Palm Beach County residents drive alone as a means of transportation to work. According to the Smart Growth America Dangerous by Design 2022 report, Florida ranked as number 2 in the top 20 list of the most dangerous states for pedestrians in the nation. Furthermore, Palm Beach County had the highest fatalities for pedestrians and bicyclists in the state with a total of (8) bicycle and (48) pedestrian fatalities—based on the Florida Department of Highway Safety and Motor Vehicles 2021 Traffic Crash Facts Annual Report. It is critical to eliminate these numbers while promoting active transportation and community health.

FIGURE 1 - HOW DO WE GET TO WORK?



Source: American Community Survey 5-Year Estimates, 2017-2021

2. What are Complete Streets?

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

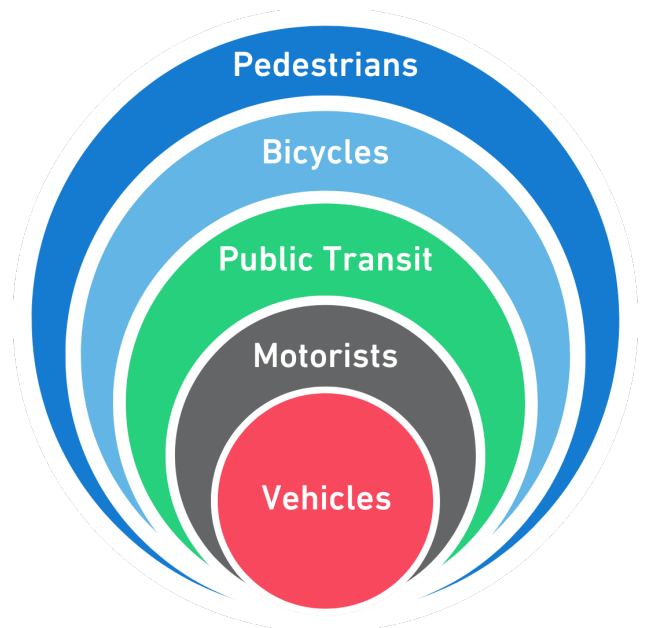
3. Purpose

The purpose of this Complete Streets Policy (Policy) is to 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 Palm Beach Transportation Planning Agency (TPA)'s Transportation Improvement Program (TIP).

This Policy will follow the Transportation User Considerations shown in Figure 2, where pedestrians are considered first during project design followed by bicycles, public transit, commercial vehicles, and finally personal vehicles. The objective of this approach is to create a connected network of facilities to accommodate each mode of travel in a manner consistent with and supportive of each local community. This policy recognizes that every trip begins and ends as a pedestrian and that all streets and users are different.

Vision Zero – The TPA will also 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. No level of fatalities on our streets is inevitable or acceptable. There is no silver bullet that will end traffic fatalities. However, a coordinated inter-disciplinary approach through the combined efforts of the TPA and its partner agencies will maximize effectiveness.

FIGURE 2 - TRANSPORTATION USER CONSIDERATIONS



4. Policy Statement

The TPA aims to achieve a safe and convenient transportation network by implementing Complete Streets within the context of our County's diverse communities. The TPA will 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.

This Policy is consistent with the TPA's adopted [Long Range Transportation Plan \(LRTP\)](#) goals, objectives, and values. Specifically, the LRTP seeks to:



Goal 1. Preserve

Palm Beach County's infrastructure, environment, and quality of life integrated into the entirety of the TPA's transportation planning process.



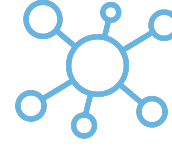
Goal 2. Safe

Provide a safe network of transportation facilities through the prioritization and implementation of Complete Streets Vision Zero.



Goal 3. Efficient

Provide an efficient transportation system that is reliable, convenient, and consistent for people of all ages and abilities.



Goal 4. Connected

Provide connections to all users and abilities to safety access healthy foods, healthcare, employment, education, and economic opportunities to improve quality of life.



Goal 5. Multimodal

Create a multimodal transportation network with safe, efficient, connected, and alternative modes of transportation options.

5. Implementation

A. Applicability

The Policy shall apply to all state and federally funded transportation projects that are included in the Palm Beach TPA's TIP. Project exemptions will be reviewed on a case by case basis. Locally funded projects are encouraged to comply with this policy or a similar locally adopted Complete Streets Policy.

B. Process

Projects seeking inclusion on the TPA's [List of Priority Projects](#), which are not exempt as defined above, will be required to document how the needs of all users are accommodated by the project. Applications will be scored and prioritized for inclusion in the TIP based on their ability to demonstrate how the project will improve the transportation network's safety and convenience for all users, following the Transportation User Considerations illustrated above and the goals, objectives, and values in the adopted LRTP. In addition, the TPA will encourage local jurisdictions to adopt a local Complete Streets Policy and actively seek to provide educational opportunities.

C. Evaluation

To evaluate the effective implementation of the policy, the following measurable objectives will be monitored:

Objective	Current Value	2030 Target	2045 Target
Increase the commuter mode split¹ for the following...			
Pedestrians	1.19%	≥5%	≥10%
Bicycle	0.45%	≥3%	≥5%
Transit	1.47%	≥7%	≥15%
Increase the centerline mileage of federal aid eligible roadways for the following:			
Separated bike lanes	1.3	20	40
10 ft or wider shared use pathways	85	100	150
8 to 9 ft paved pathways	292	305	320
Buffered bike lanes	12	20	40
Designated bike lanes	249	300	600
Sidewalks	1,169	1,300	1,400
Increase the percentage of federal aid eligible mileage for the following:			
Bicycle facilities within 3 miles of a transit hub	24.6%	100%	100%
Pedestrian facilities within 1 mile of a transit hub	85.3%	100%	100%
Pedestrian facilities within 2 miles of elementary schools	83.0%	≥90%	≥100%
Pedestrian facilities within ¼ mile of a traditionally underserved community	N/A	≥70%	≥80%

Notes: 1. Current values obtained from American Community Survey 5-Year Estimates, 2017-2021