



RESOLUTION

129-2023

1
2 A RESOLUTION OF THE CITY OF BOCA RATON
3 ADOPTING A COMPLETE STREETS POLICY AND
4 INITIATING THE PROCESS OF DEVELOPING
5 GUIDELINES AND PROCEDURES RELATING TO A
6 COMPLETE STREETS PROGRAM; PROVIDING FOR
7 SEVERABILITY; PROVIDING FOR REPEALER;
8 PROVIDING AN EFFECTIVE DATE
9

10 WHEREAS, Complete Streets is an aspirational transportation philosophy that
11 calls for streets to be constructed and operated in a way that encourages safe, equitable,
12 and convenient access along and across streets for all users; and

13 WHEREAS, Complete Streets aligns with the City of Boca Raton's Strategic
14 Priority of improving "Mobility and Connectivity" aimed at delivering the goal of providing
15 world-class municipal services; and

16 WHEREAS, Complete Streets are planned, designed, constructed, operated,
17 and maintained with a focus on safely accommodating people of all ages and abilities,

1 including pedestrians, cyclists, transit users, motorists, persons with disabilities, and
2 emergency responders; and

3 WHEREAS, Complete Streets is essential in creating a transportation network
4 of connected facilities to serve all roadway users using different modes of travel;
5

6 NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF
7 THE CITY OF BOCA RATON, FLORIDA, THAT:
8

9 Section 1. The City Council hereby adopts the attached Complete Streets
10 Policy (Exhibit A) and directs the City Manager to consider, coordinate, and incorporate,
11 to the extent practical and appropriate, the adopted Complete Streets Policy in the
12 planning, design, development, construction, operations, and implementation of
13 transportation projects within the city limits.

14 Section 2. If any section, subsection, clause, or provision of this resolution is
15 held invalid, the remainder shall not be affected by such invalidity.

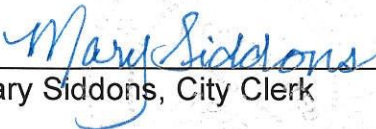
16 Section 3. All resolutions or parts of resolutions in conflict herewith shall be and
17 hereby are repealed.

18 Section 4. This resolution shall take effect immediately upon adoption.

19 PASSED AND ADOPTED by the City Council of the City of Boca Raton this
20 28th day of November, 2023.
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22
23
24

CITY OF BOCA RATON, FLORIDA

ATTEST:


Mary Siddons, City Clerk


Scott Singer, Mayor



COUNCIL MEMBER	YES	NO	ABSTAINED
MAYOR SCOTT SINGER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DEPUTY MAYOR MONICA MAYOTTE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COUNCIL MEMBER YVETTE DRUCKER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COUNCIL MEMBER FRAN NACHLAS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COUNCIL MEMBER MARC WIGDER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

EXHIBIT "A"



CITY OF BOCA RATON COMPLETE STREETS POLICY

NOVEMBER 2023





1. VISION AND INTENT

The City of Boca Raton's 2023-2024 Strategic Plan¹ outlines the City's Strategic Goals and Priorities in addressing current and future challenges. In this strategic planning, the City Council has identified improving "Mobility and Connectivity" as one of the six key strategic priorities aimed at delivering the goal of providing world-class municipal services. Under this initiative, the City of Boca Raton is committed to promoting and implementing safe, multi-modal transportation solutions that align with the preferences and needs of our residents, businesses, and visitors. This strategy aims at improving the quality of life by offering diverse equitable multimodal transportation choices for people to travel within and beyond their neighborhoods, regardless of age or ability.

The City of Boca Raton intends to adopt the Complete Streets Policy and establish guidelines to formalize streets planning, design, operation and maintenance that cater to the requirements of all road users - pedestrians, cyclists, transit users, or motorists, regardless of age or ability. This approach is fundamental to improving mobility and connectivity ultimately achieving the City's Vision and Mission. A comprehensive Complete Streets transportation system not only facilitates safe access and a complete, connected network but also fosters economic development, creates inviting public spaces, enhances resilience and sustainability, promotes environmental quality, and contributes to the health and well-being of all residents.

This policy serves as a directive to the City's staff and decision-makers to consider all transportation system users throughout the planning, design, operation, and maintenance phases of transportation projects. The primary motivation of this policy to ensure safe access for vulnerable road users and underserved communities to the greatest extent practically feasible by advancing Complete Streets in all project phases.

2. WHAT ARE COMPLETE STREETS?

"Complete Streets" represents a transportation design and policy approach that envisions streets constructed and operated to accommodate the needs of all users, fostering equitable and safe access. Complete Streets are purposefully planned, designed, constructed, operated, and maintained to ensure comfort and safety for people of all ages and abilities, including pedestrians, cyclists, transit users, motorists, as well as freight and service operators. In doing so, Complete Streets contribute to the safety, health, equity, and overall quality of life in the City by creating walkable and livable neighborhoods, instilling a sense of community pride, and ensuring a sustainable community for all.

Complete Streets are adaptable and responsive to local development patterns, diverse activities, and the various functions that different areas serve. They aim to

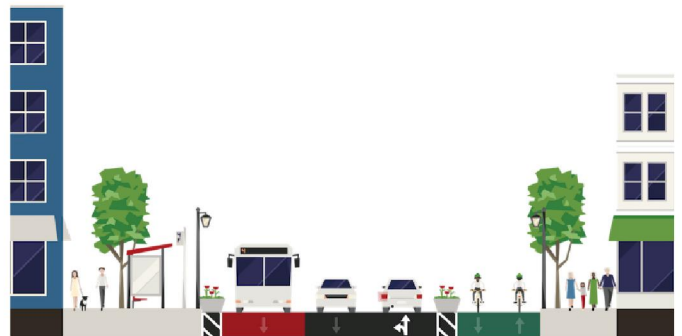


Figure 1: Complete Street Mockup Illustration
Photo Source Credit: UC Berkeley CATSIP

¹ City of Boca Raton 2023-2024 Strategic Plan - [2023 - 2024 Strategic Plan | Boca Raton, FL \(myboca.us\)](https://www.myboca.us/2023-2024-Strategic-Plan)





expand mobility options for users, ensuring safe and convenient travel through various modes of transportation.

3. COMPLETE STREETS POLICY GUIDING PRINCIPLES

3.1 DIVERSE USERS AND EQUITY

The City of Boca Raton commits to design, operate, and maintain the City's transportation system in ways to promote safe, equitable, comfortable, and convenient travel for people of all ages and abilities, particularly vulnerable users, and the underinvested and underserved communities. This is the core intent and one of the guiding principles of this policy. To achieve this, the roadway network within the City shall make a dedicated effort to provide safe access and mobility for all road users, including pedestrians, bicyclists, public transit riders, emergency responders, transporters of commercial goods, motor vehicles, and freight providers. It is essential to recognize that children, seniors, and persons with disabilities often require different accommodations compared to other categories. As such, roadway facilities shall be context-sensitive, and street design must consider the needs of all transportation users.

The City of Boca Raton is committed to advancing transportation equity through the Complete Streets approach by investing in the most underserved communities and prioritizing projects and roadway designs that serve the most vulnerable users of the transportation network. These populations include low-income individuals, people of color, limited English proficiency, older adults, children, youth, people with disabilities, neighborhoods with historic disinvestment, and people living in households without access to a private automobile. Data supports that each of these groups are either at higher risk of injury or death while walking or biking or use public transit than the population as a whole and, therefore, need to be considered specifically when improving the transportation environment. As a specific example, Census Tracts 72.03, 73.01, 73.02, 75.01, and 75.04² represent the historically disadvantaged communities within the City. Also, based on the United States Census Bureau's latest available data, there are approximately 26.3% of the total population over 65 years old, and 17.8% of the total population under 18 years old within the City³.

To address these inequities, the City is incorporating equity criteria into the project planning and prioritizing process. Each project planning process includes a community engagement plan to reach out to the most vulnerable users and underrepresented populations. Through adoption, this policy intends to acknowledge vulnerable road user safety and benefit the neighborhoods with histories of systematic disinvestment or underinvestment. This policy will also provide a framework to mitigate unintended consequences associated with Complete Streets projects, such as involuntary displacement, through community engagement and focusing on context-sensitive solutions.

3.2 CONNECTED FACILITIES THAT ACCOMMODATE ALL TRAVEL MODES

As mentioned in the Vision and Intent of this policy document, "Mobility and Connectivity" is one of the top strategic priorities identified by our City Council to achieve the goal of providing world-class municipal

² SS4A Underserved Communities Census Tracts [SS4A Underserved Communities Census Tracts \(Historically Disadvantaged Communities\) \(arcgis.com\)](#)

³ United States Census Bureau Quick Facts, Boca Raton City [U.S. Census Bureau QuickFacts: Boca Raton city, Florida](#)





services. To achieve this, it is essential to create a transportation system that includes integrated transportation networks of connected facilities to serve all roadway users using different modes of travel. The Transportation Element of the City's Comprehensive Plan⁴ outlines the existing and future needs of different travel routes and transportation modes - travel lanes, sidewalks, bicycle lanes, shared-use paths, transit stations and routes.

In this context, it is critical to recognize that not all roadways and routes to be equally optimized for all modes by default but rather to plan and prioritize as appropriate to their context. Implementing a Complete Streets policy does not direct City staff to install bike lanes on every street and/or eliminate travel lanes. Rather, the policy requires City staff and decision-makers to consider the needs of diverse modes that use the transportation system, including but not limited to walking, biking, driving, riding public transit, car sharing, paratransit, delivering goods and services, and providing emergency response transportation. Ultimately, people using each mode require a connected network of safe and convenient travel routes throughout the city.

3.3 MULTIMODAL APPROACH AND INCREASE WALKING, BICYCLING, AND PUBLIC TRANSIT

The City of Boca Raton recognizes that the traditional "car-centric" method of designing roads and streets primarily catering vehicular traffic is no longer viable to accommodate the needs of 21st Century transportation. Multi-modal accommodations shall be identified and implemented in all transportation and land use planning projects to the extent feasible. Objective 1.2.0 and Policies 1.2.1 through 1.2.4 of the Transportation Element of the City's Comprehensive Plan provides framework and guidance to enhance the safety, efficiency, and travel options of the City's multi-modal transportation system. Through the adoption of a Complete Streets policy, the City of Boca Raton takes a forward step in designing a roadway network and promoting land use development to enhance walking, biking, and transit use by creating streetscapes that are beautiful, interesting, and comfortable for people.

3.4 LAND USE AND CONTEXT SENSITIVITY

The Complete Streets approach is neither a one-size-fits-all solution, nor encourages that every street has the same elements to accommodate all modes of transportation equally. Rather, Complete Streets implementation should be sensitive to the community's physical, economic, and social setting. Context sensitivity allows for flexible evaluation of the community's needs with respect to existing streets and planned land use.

There is an inextricable connection between land use and transportation. Transportation facilities and investments influence development and neighborhood character. In turn, land use and development patterns affect travel behavior and help determine whether walking, biking, and public transportation are appealing and convenient transportation options. Therefore, complementary land use policies and zoning regulations are needed for effective Complete Streets Policy implementation to occur. As identified in the Policy 1.2.4. of the Transportation Element of the City's Comprehensive Plan, the City of Boca Raton supports the land use planning and multimodal transportation through,

⁴ City of Boca Raton's Comprehensive Plan - [Comprehensive Plan | Boca Raton, FL \(myboca.us\)](https://www.bocaratonsunshinestate.com/DocumentCenter/View/10000/Comprehensive-Plan-2020-2030)





- a) Evaluation of appropriate residential density and non-residential intensity in locations served by transit;
- b) Planning for an appropriate mix of residential, commercial, educational, recreational, civic, and other complementary uses to allow residents and visitors to meet daily needs more efficiently while minimizing travel distances;
- c) Requiring sites to be designed in a manner that provides preferential, safe, and convenient access for pedestrians, cyclists, and transit users; and
- d) Increasing street connectivity to reduce vehicle trip lengths and create a more walkable system of short blocks.

Through the adoption of this Complete Streets Policy, the City of Boca Raton directs staff to further review and/or revise the existing land-use policies, code requirements and engineering design guidelines, to incorporate the state-of-the-practice guidance for implementing complete streets to the extent feasible.

3.5 DESIGN

The City of Boca Raton acknowledges the need to review and enhance its existing engineering design standards. This requires adopting the most contemporary design standards and guidelines to promote design flexibility and accelerate the progress of Complete Streets.

By adopting this policy, the City of Boca Raton directs its staff to seamlessly blend the most advanced Complete Streets implementation guidance into their ongoing evaluations of land-use policies, code requirements, and engineering design guidelines, whenever achievable. This action serves to firmly establish Complete Streets principles as an integral part of the City's planning and development processes.

Best Practices may include, but are not limited to 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,
- AASHTO Guide for the Development of Bicycle Facilities,
- USDOT Achieving Multimodal Networks: Applying Design Flexibility & Reducing Conflicts,
- Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide,
- FHWA Incorporating On-Road Bicycle Networks into Resurfacing Projects Report,
- FHWA Separated Bike Lane Planning and Design Guide,
- 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,
- NACTO Urban Street Stormwater Guide
- National Cooperative Highway Research Program, Report 616, Multimodal Level of Service Analysis for Urban Streets,
- U.S. Environmental Protection Agency (EPA) Green Streets Handbook,





- EPA Green Streets: A Conceptual Guide to Effective Green Streets Design Solutions, and
- Florida Department of Environmental Protection (FDEP) Low-Impact Development & Green Infrastructure: Pollution Reduction Guidance for Water Quality in Southeast Florida.

State or Federal design standards will take precedence over local requirements if there is a direct contradiction between the two sets of standards, and if adherence to the local standard would jeopardize funding. Design Standards encompass, but are not limited to, 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), and
- United States Department of Transportation (USDOT) Manual on Uniform Traffic Control Devices (MUTCD).

3.6 COMMITMENT IN ALL PROJECTS AND PHASES

The City of Boca Raton is committed to applying this policy in a context-sensitive manner to all public roadways and private development transportation reviews to the extent practically feasible. This policy applies to both new streets and existing retrofit projects, including the construction, reconstruction, resurfacing, and major repair of streets. For example, this policy directs staff to review roadway lane width, target speed, context classification, the presence of bike lanes and sidewalks, and identify opportunities to enhance walking, biking, and transit elements as part of roadway resurfacing projects. This policy, by outlining the guiding principles, shall be taken into consideration during the budget development process for all City capital improvement projects. The Complete Streets policy applies in all on-going construction projects and roadway maintenance-of-traffic (MOT) reviews to ensure safe and reasonable access are maintained for pedestrians and bicyclists throughout the construction.

3.7 ECONOMIC DEVELOPMENT, SUSTAINABILITY, AND RESILIENCY

Complete Streets help spur economic development by supporting business and job creation and fostering a more resilient workforce that has greater access to employment opportunities through improved travel options. Complete Streets promote complementary land uses, shared parking, parking reduction, transit-oriented development (TOD), and transportation demand management (TDM) – to better balance economic, social, and environmental objectives.

Further, by reducing automobile dependence, Complete Streets will advance the City's Sustainability Action Plan and Net Zero goals, addresses vulnerabilities to roadways identified in the Climate Change Vulnerability Assessment, reduces vehicle miles travelled by single occupancy vehicles, increases tree canopy, reduces fossil fuel dependency, reduces greenhouse gas emissions, and works to limit the burden on the stormwater system through environmentally conscious street design.

3.8 COMMUNITY AND ENVIRONMENTAL HEALTH

Complete Streets support the health and well-being of Boca Raton's residents, road users and environment by enhancing sustainable transportation options, providing opportunities for physical activity through





active transportation (e.g. walking and biking), reduce anxiety and stress due to congestion, decrease air and noise pollution, improving air quality, mitigating urban heat effect, reducing water pollution from stormwater runoff, encourage social interaction and physical activity, and preserve the natural environment, etc.

4. APPLICABILITY AND JURISDICTION

This policy applies to all project phases undertaken by or under the authority of or supervision of the City of Boca Raton, not including projects listed in Section 5 – Exceptions, for the improvement of any street and public right-of-way (ROW), including planning, programming, design, acquisition of land, construction engineering, reconstruction, rehabilitation, resurfacing, retrofit and operations. Accommodations for all modes of transportation to safely use the roadway shall be provided during construction or repair work.

It is the intent of this policy that the City of Boca Raton Development Services Department staff evaluate and guide all private development and redevelopment projects and require connected pedestrian and bicycle access as well as ADA compliant facilities within the development and connecting to and from the surrounding transportation system for approval. The policy encourages interagency coordination between all departments to plan and implement Complete Street elements. The ongoing coordination between Municipal Services and Utility Services in implementing the City's Innovative Sustainable Infrastructure Program (ISIP)⁵ demonstrates an excellent example in this regard.

Further, the City of Boca Raton requires all agencies over which it has permitting authority to comply with this policy. At a minimum, projects should not adversely affect multimodal travel conditions and future opportunities as are appropriate in context. These include, but are not limited to, power utilities, gas utilities, communications utilities, and service contractors.

The City of Boca Raton encourages public entities not under its jurisdiction to satisfy this policy, including, the Palm Beach County School District, Palm Beach County, and State of Florida with facilities in the City. Partner agencies are encouraged to adopt this Complete Streets Policy or an equivalent.

For regional transportation projects, the City of Boca Raton will promote compliance with this Complete Streets policy by its partners, including, Florida Department of Transportation (FDOT), Palm Beach County, Florida East Coast Railway (FEC), South Florida Regional Transportation Authority (SFRTA), Palm Beach Transportation Planning Agency (TPA), Lake Worth Drainage District (LWDD), Treasure Coast Regional Planning Council, adjacent cities, and other agencies as appropriate, to the greatest extent possible.

5. EXCEPTIONS

The City of Boca Raton is committed to implementing this policy in all projects and phases to the extent practically feasible. However, it is essential to recognize that context-sensitive technical deviations, exceptions, and variations for a specific project may be requested and granted under those conditions

⁵ City of Boca Raton's Innovative Sustainable Infrastructure Program - [ISIP and Capital Improvements Projects | Boca Raton, FL \(myboca.us\)](https://www.boca-raton.com/ISIP-and-Capital-Improvements-Projects)





where it may be inappropriate to provide bicycle, pedestrian, and transit facilities. These situations 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 and connecting neighborhoods, activity centers, or regional trail network.

b) Ordinary 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) Benefit-Cost

The cost of accommodating the needs of a particular user group for the transportation project would be disproportionately high relative to the current or future need or probable use of the facilities by the user group. This determination should be made with due consideration to future users, latent demand, and the social and economic value of providing a safer and more convenient transportation system for all users.

d) Emergency Projects

Projects involve emergency repairs that require an immediate, rapid response (such as a water main leak or sink-hole).

There are different exception processes for capital projects and private development projects. For capital projects within the scope of this policy, exceptions to this policy shall be reviewed and approved by the Municipal Services Director, or their designee. When a Complete Streets exception is being considered for a particular project, justification for the exception detailing the reason for the exception, shall be documented, and made available as part of the project update information through City of Boca Raton website.

For development projects, technical deviations and design variations are reviewed and considered using the development review process, which provides opportunities for technical review and public input.

6. PROJECT SELECTION CRITERIA

By adopting the Complete Streets Policy, the City of Boca Raton shall develop a project scoring criteria to rank and prioritize funding of Complete Streets projects for implementation. The criteria shall incorporate various ranking criteria including an analysis of walking/ bicycling/transit demand, network connectivity, existing crashes/fatalities, multimodal level of service improvements, and inclusion of Complete Streets elements.

In addition, criteria for project ranking should assign weight to active transportation infrastructure, projects that serve underserved communities, and alleviate disparities in geography, health, safety, and access. Criteria should also prioritize projects in neighborhoods where residents disproportionately rely on low-cost mobility options and shall, at a minimum, include criteria to direct investment to





neighborhoods with higher concentrations of low-income individuals, people of color, and households without access to a private automobile. The tool shall also include additional equity-focused criteria to prioritize projects that directly benefit other vulnerable users of the transportation system such as children, older adults, and people with disabilities.

Projects selected submitted to the Palm Beach TPA for Transportation Alternatives Program (TA) or Local Initiatives (LI) Program funding should be prioritized by following the TPA's TA and LI project selection scoring criteria to increase project competitiveness and advance Complete Streets implementation.

7. IMPLEMENTATION STEPS

By implementing this Policy, it is the intent of the City to make the Complete Streets approach a routine and integral part of its everyday practices and shall approach every transportation project as an opportunity to enhance mobility for people using all modes of transportation. The implementation of Complete Streets will require cooperation and collaboration between all stakeholders on a regular basis. The City of Boca Raton intends to take the following steps within the next 48 to 60 months to facilitate the process:

- Review or revise related procedures, plans, regulations, and other processes to accommodate all users on every project. This could include incorporating Complete Streets checklists, green streets checklists, or other tools into decision making processes.
- Review and propose revisions to all appropriate land use ordinances, policies, and regulations to support the implementation of Complete Streets.
- Develop a new bicycle and pedestrian master plan.
- Review and revise the engineering design standard manual to reflect the current state of best practices in transportation design.
- Continue identifying local, state, and federal funds to implement Complete Streets Improvements to supplement Boca Raton's Capital Improvement Program. This will require a continued partnership and coordination with Palm Beach TPA, FDOT and Palm Beach County.
- Promote collaboration and coordination between the City and other transportation planning agencies, including the Florida Department of Transportation and Palm Beach County.
- Establish necessary procedures to ensure Complete Streets principles are incorporated at the earliest stage of design.
- Offer Complete Streets workshops and other training opportunities to transportation staff, community leaders, and the public so that everyone understands the importance of the Complete Streets vision. Complete Streets training could focus on Complete Streets design and implementation, community engagement, and or equity. The City of Boca Raton shall encourage staff professional development in the area of Complete Streets through attendance at seminars, conferences, and workshops.
- Create a community engagement plan that considers equity by targeting advocacy organizations and underrepresented communities which could include non-native English speakers, people with disabilities, etc. depending on the local context. This requires the use





of outreach strategies such as holding public meetings at easily accessible times and places, collecting input at community gathering spaces and hosting and attending community meetings and events. Outreach strategies should make use of natural gathering spaces such as clinics, schools, parks, and community centers.

8. PERFORMANCE MEASURES

The implementation of Complete Streets will be a process that requires regular evaluation to determine progress and effectiveness. The City of Boca Raton Municipal Services Department shall develop and publicly publish performance measures on its website. The Municipal Services Department, in collaboration with the Development Services Department, will be responsible for tracking and analyzing the performance measures listed below.

Using an annual report and or a GIS database, the performance measures that will be evaluated include, but are not limited, to the following:

- Miles of bicycle lanes, routes, or trails by width and type,
- Number of bicycle parking facilities installed,
- 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 transit accessibility improvements built,
- Number of signals with leading pedestrian interval (LPI),
- City transit shuttle system ridership,
- Number of street trees planted,
- Number of exceptions approved,
- User data - bicycle, pedestrian, transit, and traffic counts,
- Bicycle and pedestrian crash data involving serious injuries and fatalities, and
- Total dollar amount spent on Complete Streets improvements shown as a proportion to the overall Traffic Capital Improvement Program and Operating Budget.





DEFINITIONS

Accessibility: Accessibility refers to both how well the transportation infrastructure (such as sidewalks, street crossings, public transit vehicles, etc.) serves people with disabilities and, in a broader sense, the ease of reaching destinations for all people regardless of their level of ability.

Context-sensitive design: Context-sensitive design, also known as context-sensitive solutions, is a collaborative and interdisciplinary approach to transportation projects that involves all stakeholders, offers flexibility, and integrates historic, aesthetic, environmental, economic, cultural, and other community considerations with transportation safety and mobility goals.

Equity: As defined by the National Complete Streets Coalition, equity in Complete Streets means "investing in the most underserved communities, involving the people who have been systemically excluded from the transportation planning process, and prioritizing projects that serve those most vulnerable to poor roadway design."

Green Streets: Stormwater management and street design that incorporates trees, landscaping, soils, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from streets, sidewalks, and other impervious surfaces.

Mode split: Mode split, also called mode-share, is the percentage of people using each mode of transportation in a particular geographic area.

Multimodal: Multimodal is a term that refers to having more than one mode of transportation. A multimodal transportation system provides travelers with multiple viable transportation options.

Protected bicycle lane: A protected bicycle lane, also called a cycle track, is a bicycle lane that is physically separated from motor traffic with some form of a vertical barrier such as curbs, vegetated medians, planters, or posts to offer people on bikes a higher level of comfort and protection.

Right-of-way: Right-of-way is the strip of land owned or controlled by public agencies for the purposes of constructing, operating, and maintaining public facilities such as streets, alleys, sidewalks, curbs, bike lanes, utilities, and other public infrastructure.

Streetscape: Streetscape is a term used to describe the collective appearance of all the different elements along a street that define its character such as buildings, sidewalks, roadway, trees/landscaping, lighting, transit stops, and street furnishings like benches, planters, trash receptacles, etc.

Transportation network: Transportation network refers to the entire infrastructure that facilitates the mobility of people and goods such as streets and public transportation systems.

