



City of  
**Lake Worth  
Beach**  
FLORIDA<sup>SM</sup>



LAKE WORTH BEACH

**Public  
Works**<sup>SM</sup>

# **COMPLETE STREETS POLICY**

**September 2022**



## **VISION**

Complete Streets is about establishing a more cohesive built environment, not just for vehicles, but for all who traverse that environment. It's a multifaceted mobility mindset and shift from "moving vehicles" to "moving people". The goal of this Complete Streets Policy is to create an equitable, safe, accessible, and effective transportation system that balances the needs of all users comfortably. Complete Streets strive to provide the best possible blend of service, mobility, and safety for citizens of all ages, income levels, and abilities. This policy is intended to ensure that all planning, design, construction, reconstruction, and maintenance activities produce safe and accessible surface transportation network improvements that allow all users of the public right of way to safely and conveniently reach their destination regardless of their chosen mode of transportation. This policy is also intended to encourage walking and biking, produce the health benefits that result from these types of activities, help reduce the demand for fossil fuels, to ease traffic congestion, reduce wear on roadways, improve air quality, make streets / public and private spaces more attractive for businesses and customers, and increase economic activity.

## **DEFINITIONS**

**Accessibility:** refers to both how well the transportation infrastructure (sidewalks, crosswalks, 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.

**ADA (Americans with Disabilities Act):** a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public.

**Built Environment:** refers to the human-made surroundings as opposed to the natural environment. This includes buildings, parks, streets, transportation facilities, etc.

**Complete Streets:** roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, persons with mobility impairments, and emergency responders. The Complete Streets policy will guide decision making during the planning and design of capital improvement projects for roads and other City owned facilities.

**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."

**Multimodal:** various modes of transportation. A multimodal transportation system provides travelers with multiple viable transportation options.

**Right-of-Way:** 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.

**Roadway Network:** a multi-modal, integrated system of public thoroughfares that includes local and arterial roads, walkways, paths, and fixed-route transit corridors.

**Sharrow:** pavement marking of two chevrons above a bicycle to indicate that motor vehicles and bicycles are to share the lane.

**Speed Hump / Speed Table:** a traffic calming treatment which consists of a raised pavement area across a roadway to encourage drivers to slow down. Speed tables are longer than speed humps and flat-topped, making them more suitable for emergency vehicles.

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

**Traffic Calming:** measures applied to roadways with the intention of reducing the negative impacts of motor vehicles and driver behavior.

**Users:** motorists, pedestrians, bicyclists, children, persons with disabilities, movers of commercial goods, and transit riders of all ages and abilities utilizing all modes of ground transportation.

## **GOALS**

Building Complete Streets will provide many benefits to residents, business owners, visitors, and the community in its entirety. Most importantly, embracing the Complete Streets concept will create a balanced transportation system by providing safe, accessible, and efficient connections between destinations, bolster economic growth and stability, and provide the possibility of an increase in property values. Complete Streets will reduce crashes through safety improvements, improve public health and fitness, reduce harmful emissions, and reduce the overall demand on our roadways by allowing people to replace motor vehicle trips with multiple transportation options. Additionally, integrating sidewalks, bike facilities, transit amenities, and/or safe crossings into the initial design of a project spares the expense and complications of later retrofits.

Policy goals consist of:

- Identify opportunities to promote and provide safe and convenient access and travel for all users of the transportation network
- Promote the use of complete street principles, best practices, and design standards ensuring early coordination during project scoping to identify and document how a reconstruction or new construction projects will impact bicyclists, pedestrians, and transit riders of all ages/abilities and potential actions or strategies to address them
- To create a comprehensive, integrated, and connected transportation network that supports the City's sustainable development objectives
- To make the roadway and street environment safer and more inviting by reducing the frequency and severity of vehicular, bicycle, and pedestrian related accidents

- To ensure safety, ease of use, and the needs of all users are recognized and accommodated throughout the City's transportation network to the greatest extent possible including those with disabilities in accordance with legal requirements of the Americans with Disabilities Act (ADA)
- Budget properly for both internal and external training opportunities and other resource tools across multiple disciplines

## **APPLICABILITY AND SCOPE**

This Complete Streets Policy applies to all projects within the public right-of-way, including new construction, reconstruction, rehabilitation, repair, maintenance or planning of roadways, as well as any transportation projects that will utilize federal funds allocated through the Palm Beach County Transportation Planning Agency (TPA).

Complete Streets are designed and operated to enable safe access for all users. While there is no set formula for a complete street, it will typically have some or all of the following elements:

- Sidewalks & high visibility crosswalks (at grade or raised)
- Shared use paths (SUP)
- Bike lanes or shared lanes
- Paved shoulders suitable for pedestrians and bicyclists
- Medians / pedestrian refuge islands
- Audible pedestrian signals
- Pedestrian countdown signals
- Traffic calming measures
- Bold lane striping
- Street trees, shrubs, and other landscaping
- Street furniture (benches, bicycle racks, trash receptacles, etc)
- Alternative pavement materials / textured / stamped crosswalks
- Transit stop accommodations
- Bus pullouts
- Access management strategies (proper access management can prevent crashes, reduce traffic congestion, improve traffic flow, preserve existing investment in roads, and make roads more walkable and bikeable)
- On-street parking
- Pedestrian-scale lighting / lighting techniques that increase safety for all users
- Road diets / Lane repurposing

In addition to other resources listed in Appendix A, the City shall utilize the Palm Beach TPA's Complete Streets Design Guidelines as well as FDOT's Design Manuals and Complete Streets Context Classification when determining Complete Streets designs for transportation projects.

## **CONTEXT SENSITIVITY**

In planning and implementing roadway projects, the City shall maintain sensitivity to local conditions in both residential and business areas as well as work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. The Complete Streets concept is



not a one-size-fits-all solution and does not mean every location will contain the exact same elements to accommodate all modes of transportation in the same manner. Implementation of Complete Streets design elements must be done in a context-sensitive manner with respect to the surrounding community, its natural and built environments, demographics, current and future land uses, and transportation needs.

## **RECOMMENDATIONS**

All users should be considered during the entire life cycle of a project, including planning, design, construction, operations, and maintenance. Street furniture, such as bike racks or benches, should be considered as part of all projects if they do not impede any user. When designing a roadway that includes or crosses an existing or future transit route, ensure that the appropriate pedestrian and wheelchair access is provided to and from the transit stops. Traffic-calming elements in accordance with the City's Traffic Calming Policy (adopted 2021) including, but not limited to, landscaping, horizontal shift, and vertical deflections, should be considered where safe and appropriate. Consideration should be given to street trees and landscape components to increase the City's overall canopy, with careful analysis of tree type, site, and design considerations. Special consideration should be given to future planned facilities or services.

## **IMPLEMENTATION**

This Complete Streets policy shall apply to all transportation related elements of the City's capital improvement program. As the City constructs and/or renovates buildings and other facilities, transportation access by all anticipated modes shall be considered. The design of new, rehabilitated, or reconstructed City owned roads shall consider the current and future demands for all modes. During the planning and design of capital improvement projects, City departments will coordinate with each other to ensure that Complete Streets initiatives and needs are incorporated where appropriate.

## **EVALUATION**

The City shall, at a minimum, evaluate this policy and the documents associated with it on a quinquennial basis. This evaluation may include recommendations for amendments to the Complete Streets Policy, including among others the development/modification of exemption guidance.

## **EXCEPTIONS**

Complete Street accommodations, on both City capital improvement projects and external projects performed by Palm Beach County or the Florida Department of Transportation, may not

be practical due to factors beyond the City's control. The City of Lake Worth Beach, while being in favor of promoting Complete Streets, notes possible exceptions:

- Existing public right-of-way width doesn't provide adequate space for desired improvement
- Public safety impacts outweigh the proposed benefit of implementing identified Complete Streets element
- If the cost of constructing Complete Streets improvements is disproportionate to the current need or anticipated future demand for such improvements, which is defined by the Federal Highway Administration at the time of adoption of this policy as exceeding twenty percent of the overall project cost<sup>1</sup>
- Where there is an absence of current or projected need
- There is an existing or proposed parallel roadway with sufficient accommodations, or it is more feasible and/or less costly to locate the proposed accommodations on an alternate route
- The improvement is a short distance and not continuous
- Unwanted or needed based on public preference and/or design judgement

All exceptions will be documented and discussed during the project planning process.

## **PERFORMANCE MEASURES**

Policy performance measures can include, but are not limited to:

- Increase in linear feet of new and/or repaired sidewalk
- Increase in the number of marked crosswalks, ADA compliant curb ramps, pedestrian signal heads, flashing signals, signs, and other relevant pedestrian safety improvements
- Increase in the number of bus shelters, benches, and other relevant bus stop amenities
- Increase in the number of miles of bicycle lanes, shoulders, sharrows, and other relevant bicycle facilities
- Increase in the number of bicycle parking facilities installed
- Decrease in the number of reported bicycle and pedestrian related crashes on City owned roads
- Increase in street trees and other relevant environmental features and elements within or adjacent to roadways
- Number of crosswalks constructed or improved

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<sup>1</sup> [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/design.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm)

## **Appendix A**

Guidelines and standards may include, but are not limited to:

- I. American Association of State Highway Officials (AASHTO) A Policy on Geometric Design of Highways and Streets
- II. AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- III. AASHTO Guide for the Development of Bicycle Facilities
- IV. Americans with Disabilities Act Accessibility Guidelines (ADAAG)
- V. FDOT Manual on Uniform Traffic Control Devices (MUTCD)
- VI. National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
- VII. Institute of Transportation Engineers (ITE) Traffic Calming Measures and Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- VIII. NACTO (National Association of City Transportation Officials) Urban Street Design Guide
- IX. NACTO Transit Street Design Guide
- X. Public Right-of-Way Accessibility Guidelines (PROWAG)
- XI. Palm Beach Transportation Planning Agency Complete Streets Design Guidelines
- XII. American Planning Association Complete Streets: Best Policy and Implementation Practices
- XIII. Small Town and Rural Multi-Modal Networks (Federal Highway Administration)