

**RESOLUTION NO. 13-25**

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WEST PALM BEACH, FLORIDA, ADOPTING A COMPLETE STREETS POLICY; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.**

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WHEREAS, “Complete Streets” is a nationally recognized term referring to an approach to planning, designing, building, operating and maintaining streets that enables safe access for all users, including pedestrians, bicyclists, motorists, transit riders, freight and services operators, as well as emergency responders; and

WHEREAS, the intention of the “Complete Streets” approach is to provide safe, equitable and convenient use of city streets which accommodate people of all ages and abilities; and

WHEREAS, the Palm Beach Transportation Planning Agency has adopted the Complete Streets policy, as well as several municipalities within Palm Beach County; and

WHEREAS, the City of West Palm Beach has incorporated Complete Streets principles, in accordance with the City's Transportation Element of the Comprehensive Plan, for the past decade, without the official adoption of the policy; and

WHEREAS, the City continues to strive to develop a safe, reliable, efficient, integrated, connected, and livable multimodal transportation system that best enables access, mobility, economic development, aesthetics, health, and well-being for people of all ages and abilities and supports enhancement and sustainability of the environment; and

WHEREAS, the City desires to use the proven methodologies of Complete Streets to keep our residents, local workers, and tourists safe.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF WEST PALM BEACH, FLORIDA, that:**

**SECTION 1:** The City Commission finds that adoption of a Complete Streets policy benefits the public safety and welfare, and serves a public purpose.

**SECTION 2:** The City Commission hereby adopts the West Palm Beach Complete Streets Policy, attached as **Exhibit A**.

**SECTION 3:** This Resolution shall take effect as provided by law.

**PASSED AND ADOPTED THIS 3RD DAY OF FEBRUARY, 2025.**



**ATTEST:**

X *Shaquita Edwards*

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CITY CLERK  
Signed by: Shaquita Lashae Edwards

**CITY OF WEST PALM BEACH  
BY ITS CITY COMMISSION:**

X *Keith A. James*

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PRESIDING OFFICER  
Signed by: Keith A. James

**APPROVED AS TO FORM AND  
LEGALITY:**

2/2/2025

X *Nancy Urcheck*

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CITY ATTORNEY  
Signed by: Nancy DeSimone Urcheck



CITY OF WEST PALM BEACH  
**COMPLETE STREETS POLICY**

**AUTHORITY**

The Complete Streets Policy has been adopted by Resolution No. 13-25 and is in accordance with the City's Transportation Element of the Comprehensive Plan.

**POLICY STATEMENT**

The City of West Palm Beach strives to develop a safe, reliable, efficient, integrated, connected, and livable multimodal transportation system that best enables access, mobility, economic development, aesthetics, health, and well-being for people of all ages and abilities and supports enhancement and sustainability of the environment.

The City's transportation system shall be designed, to the greatest extent possible, to ensure the safety, security, comfort, and convenience of pedestrians, bicyclists, transit/paratransit users, assistive mobility device users, motorists, emergency responders, and routine commercial service providers.

**PURPOSE**

The purposes of this policy are to:

1. Create a safe transportation system that prioritizes the elimination of crashes that result in death and serious injuries, recognizes that humans make mistakes and the responsibility is shared, and that proactive tools must be used to identify and address safety issues to provide a safe, accessible, and connected transportation for people of all ages and abilities.
2. Create a transportation system that includes integrated networks of connected facilities accommodating all modes of travel.
3. Create a transportation system that encourages the use of active transportation like walking, bicycling and public transit in support of the City's Mobility Plan.
4. Create a transportation system that promotes economic development and supports redevelopment of and connectivity to activity centers.
5. Create a transportation system that reduces automobile dependency and improves environmental and community health (i.e. reduce fossil fuel consumption & greenhouse gas emissions; decrease air and noise pollution; improve air quality; encourage social interaction and physical activity; preserve the natural environment; etc.).

## **SCOPE OF APPLICABILITY**

1. This policy shall apply to all City-owned transportation facilities in the public right-of-way including, but not limited to, streets, sidewalks, alleys, bridges, and other connecting pathways.
2. The City will encourage owners and operators of private streets, sidewalks, alleys, and parking lots to adhere to this policy through funding requirements and the development review process.
3. All City Departments will follow the policy guidelines.
4. All developers and builders, as applicable, will follow the policy guidelines.
5. All agencies, over which the City has permitting authority, including but not limited to utilities and service contractors, will follow the policy guidelines.
6. The City shall foster partnerships with, and leverage the resources of other agencies, including but not limited to, federal agencies, the Florida Department of Transportation, Palm Beach County, the Palm Beach County Transportation Planning Agency (TPA), The Florida Department of Health, Palm Beach County Public Schools, adjacent municipalities, private developers, and public and private utilities to develop facilities and accommodations that further the City's vision of a safe, connected, integrated network and continue such infrastructure beyond the City's borders.

## **IMPLEMENTATION**

This Complete Streets policy shall direct the City's decision-makers to consider all transportation system users when making decisions regarding transportation and land use planning. Decision-makers shall consider and incorporate Complete Streets principals, to the extent practical, in the design, development, and construction of City's standards, projects, and project review.

The City of West Palm Beach will apply this policy to all transportation, transit, and development projects. This includes projects involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on existing roadway, as well as those that involve privately built roads and easements intended for public use. Complete Streets elements may be achieved through single projects or incrementally through a series of smaller projects, or maintenance and operations activities, in phases over time.

The City will coordinate its infrastructure investments with the TPA and its Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP), agency work programs, and applicable TPA modal plans to ensure coordination and cooperation in Complete Streets implementation.

The Engineering Services Department will be the lead department in the implementation of this policy and in coordinating with other involved departments to ensure comprehensive implementation of the policy. All relevant departments, agencies, and committees will incorporate

sustainable Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs, as appropriate.

### **Network Connectivity**

1. The City will design, operate and maintain a transportation infrastructure that provides a connected network of facilities and services accommodating all modes of travel and all users.
2. The City will seek opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and public transit.
3. The City will prioritize low-stress, non-motorized connectivity improvements around, schools, parks, civic uses, regional connections, and commercial uses.
4. The City will require new developments and redevelopment projects to provide interconnected street networks with small blocks and/or bicycle/pedestrian connections, as appropriate.
5. The City will promote projects that have high levels of internal and external connectivity which encourages efficiency through multimodal transportation.

### **Context Sensitivity**

1. The application of this policy will be will be flexible, so as to encourage context-sensitive designs. Context sensitivity to the community's overall surroundings, its current and planned buildings and land uses, and current and expected transportation needs of all users will ensure that projects are appropriate within the context of the neighborhood, sensitive to community values, and balance social, economic, and environmental objectives.
2. The City will plan its streets in accordance with smart growth principles and in harmony with adjacent land uses and neighborhoods, and promote walkable, livable communities through the design and development of a multimodal street network.
3. The City will solicit input from local stakeholders during the planning process.
4. The City will integrate natural features to protect habitat and reduce stress on the natural waterway systems by preserving land in a vegetated state, wherever possible and appropriate. The use of low maintenance native vegetation is preferred.
5. Historic elements will be integrated and preserved, into the design of its streets.
6. The City will design streets with a strong sense of place, using architecture, landscaping, streetscaping, public art, and signage that reflect the community and neighborhood.
7. The City will coordinate street improvements in retail and commercial corridors, to promote vibrant and livable districts

### **Design Guidance**

1. The City shall use the best and latest design guidance, standards, and recommendations available to maximize design flexibility and innovation, and always be aware that design solutions should balance user and modal needs. This includes designing at the human scale for the needs and comfort of all people and travelers, in considering issues such as street design and width, desired operating speed, turn radii, hierarchy of streets, and

connectivity. Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, architectural, and urban design principles.

2. The City will provide well-designed accessible pedestrian accommodations on all streets and intersections. Pedestrian accommodations can take numerous forms, including, but not limited to, pedestrian signals, access management, pedestrian refuge islands, medians, lighting, roundabouts, raised intersections, bulb-outs, curb extensions, chokers, sidewalks, buffer zones, shared-use pathways, crosswalks, and curb ramps, among others.
3. The City will provide well-designed, low stress, bicycle accommodations on City streets.
4. The City will provide well-designed transit accommodations on streets with transit services, including, but not limited to, shelters, shade, benches, bicycle storage, bulb-outs, dedicated lanes, and signal priority, among others.
5. Where conditions permit and warrant, landscaping will be planted or other shade devices installed whenever a street is modified (such as the addition of medians or wider sidewalks), newly constructed, reconstructed, or relocated. An emphasis will be placed on the and strategic placement of street trees to provide shade for pedestrians.
6. The City will reduce pavement to the greatest extent possible to improve stormwater management to reduce urban heat island effects, improve air quality, and increase evapotranspiration.
7. 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.

- 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
- 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
- National Cooperative Highway Research Program (NCHRP), Report 616, Multi-Modal Level Of Service Analysis For Urban Streets
- NCHRP Guide for Pedestrian and Bicyclist Safety at Alternative and Other Intersections and Interchanges
- FHWA Speed Management: A Manual for Local Rural Road Owners

- FDOT Context Classification Guide
- FDOT Quality/Level of Service (Q/LOS) Handbook

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 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)
- FHWA's Public Right-of-Way Accessibility Guidelines (PROWAG)

## Reporting

A report will be made to the City Commission every two (2) years showing progress made in implementing this policy. The City shall measure the success of this policy using, but not being limited to, the following performance measures:

1. Total miles of dedicated bicycle facilities provided, per type
2. Linear feet of pedestrian facilities
3. Number of new curb ramps installed along city streets
4. Number of new trees planted along City streets
5. Crosswalk and intersection improvements
6. Mobility trips on RidWPB service
7. Number and severity of total crashes
8. Number of pedestrian-vehicle and bicycle-vehicle crashes
9. Severity of pedestrian-vehicle and bicycle-vehicle fatality crashes
10. Change in multimodal QLOS
11. Periodic community surveys conducted to obtain feedback on policy
12. Periodic counts of cyclists and pedestrians using city streets and sidewalks
13. Estimated greenhouse gas emissions

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