

EPA Technical Assistance for Sustainable Communities

Building Blocks

Technical Assistance Tool: Complete Streets

Deerfield Beach, Florida – February 16, 2012

To: Amanda Martinez, City of Deerfield Beach

CC: Roger Millar, Smart Growth America

From: Jeff Riegner and Kristin Bennett, National Complete Streets Coalition workshop instructors

Date: March 19, 2012

Re: Suggested Next Steps as Outcome of Technical Assistance

1. Key Issues Addressed during the Site Visit

The City of Deerfield Beach seeks opportunities to develop and implement a Complete Streets policy. The purpose of the workshop was to assemble key stakeholders from multiple agencies to understand what they want to see in such a policy. Small group exercises focused on benefits of a Complete Streets policy, specific performance standards that could be included, and potential policy elements. Streets in Deerfield Beach were used as examples for discussion.

2. Targeted Policies/Ideas/Strategies Discussed during the Workshop

The City's next step is development of a Complete Streets policy for consideration by elected officials and the public. The following issues were discussed.

- Walking meshes well with the demographics of the City, as there are many senior citizens and lots of tourists who are unfamiliar with the area.
- The community believes it is important to tie the eastern and western parts of Deerfield Beach together across the barrier of I-95.
- Corridor beautification is needed to encourage walking.
- The policy would articulate a vision to guide the community in future land use and transportation changes.
- Recent pedestrian crashes (two at 10th and Powerline were cited) highlight the need for safer pedestrian accommodations.
- Bicycle and pedestrian improvements are not routinely accommodated in resurfacing projects; 10th from Powerline to Military was cited as an example.
- Children could get to school more safely without being driven. At two schools on Hillsboro, the road is perceived as unsafe to cross, so parents use adjacent shopping areas to drop off their children.
- Complete Streets can help manage and slow motor vehicle traffic while increasing pedestrian traffic, potentially having a positive impact for businesses.
- Century Village has an aging population without easy access to services, pointing out pedestrian and bicycle needs on 10th Street.
- Complete Streets would promote the general health of City residents.
- Education is needed to help motorists be more aware of pedestrians and improve the skills of bicyclists so they will comply with traffic laws more consistently.

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- Shifting trips from motor vehicles will have environmental benefits, specifically improving air quality by reducing greenhouse gas emissions.
- Complete Streets will improve access to destinations by providing better connectivity among land uses and giving residents transportation choices other than driving.

3. Actions to Address Policies/Strategies

The primary action to be taken is City development of a Complete Streets policy. Several specific actions leading to the development of that policy were identified during the workshop.

- Circle back to elected officials for guidance on their priorities, to identify a champion for Complete Streets, and to confirm commitment for staff to spend time on policy development.
- Assemble an inclusive City staff committee to develop the policy consisting of staff in planning, landscape architecture, engineering, emergency services, and law enforcement.
- Consider using a Smart Growth/Complete Streets survey of residents and business owners.
- Engage specific constituent groups that want Complete Streets, such as AARP and schools, to obtain their input and broaden community interest.
- Take credit for streets that are complete or mostly complete now through the efforts of various agencies.
- Review recent Los Angeles guidance, which is being used by the Broward MPO in the development of a Complete Streets policy. Specific relevant sections include project scoping and street typologies. (“Model Design Manual for Living Streets,” Los Angeles County Department of Health)
- Using the performance measures listed in the appendix as a basis, assess data availability and needs.
- Establish City guidance on what achieves Complete Streets. Inventory the City street network using this filter to identify what is complete, what is not, and what would be prioritized for future changes.
- Proceed with applying these changes on an upcoming project and evaluate the results; Engineering identified NE 3rd as a candidate.

4. Timeframe for Accomplishing Actions

The City has indicated willingness to proceed with development of the policy immediately dependent on staff availability. Involvement of elected officials in the workshop and a kickoff meeting the day before indicate their support for the process.

5. Implementation Coordination

Many organizations must coordinate to ensure effective Complete Streets policy development in Deerfield Beach, particularly because various streets in the City fall under various jurisdictions: City, County, and State. Specific coordination activities, some of which are also mentioned above, include the following.

- City: Assemble an inclusive City staff committee to develop the policy consisting of staff in planning, landscape architecture, engineering, emergency services, and law enforcement.
- City: Consult with elected officials for guidance on their priorities and to identify a champion for Complete Streets.
- City: Engage residents, business owners, and specific constituent groups.

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- City and Broward MPO: Reach out to Broward County, who was not represented at the workshop, to ensure their concurrence in participating in Complete Streets policy development in Deerfield Beach.
- Broward MPO – Continue development of a County-wide Complete Streets policy and share those developments with the City.
- Florida Department of Transportation: Continue to work with the MPO and its members on its Complete Streets policy.
- Broward County Transit: Participate in discussions with the MPO and City regarding Complete Streets, including policy development and identification of key destinations.

Appendix: Meeting Notes from Deerfield Beach Complete Streets Workshop

What performance measures should be used to determine the success of a new Complete Streets policy?

- Number and severity of crashes
- Pedestrian and bicycle counts
- Speeds
- Surveys from citizens about likelihood of walking, bicycling
- Numbers of crosswalks, especially near schools, parks, and other key destinations
- Miles of bicycle facilities, including not only bike lanes but also shared streets, signed routes, off street trails, etc.
- Multimodal level of service rather than strictly motor vehicle LOS
- Increase of customer/resident satisfaction – the percentage of people naming pedestrian, bicycle, transit access as reasons to call Deerfield Beach home
- Increase in citizen participation in transportation projects
- Decrease in GHG emissions
- Decrease in health care costs associated with Complete Streets implementation (a long-term measure)
- Achieving an appropriate percentage of funding assigned to Complete Streets elements
- Changes in property values
- Business retention/new businesses (dependent not only on Complete Streets, but many other factors)
- Cost of insurance – possible decline if safety measures improve in Deerfield Beach

What Deerfield Beach streets are candidates for Complete Streets modifications?

- 3rd Avenue, Sample to Hillsboro
 - County road
 - two lanes now, proposed for four
 - considering a three-lane cross section with bicycle lanes
 - line of sight issues with concrete poles at intersections
- Hillsboro Boulevard, Dixie to Federal
 - existing two-way left turn lane from Dixie to Federal; add bike lanes, raised medians for protected school crossings (use landscaped median in Hollywood Beach as an example)
 - lots of shopping, regional park and school between Powerline and the Turnpike; need to improve crossings to neighborhoods across the street
 - should have bike lanes along the entire seven miles
- SE 12th Avenue

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- minor arterial to connect with neighboring city
- designated as a bike route in the MPO plan
- 10th Street
 - planned improvements
 - open right-of-way along this high-traffic road could provide option for a parallel trail vs. on street bike facilities
- NE and SE 2nd Avenue and NE 2nd Street
 - future train station in this vicinity
- Beach area
 - significant pedestrian and bicycle traffic
 - limited sidewalks and crossings, not well organized now
 - “S” curve
- Military Trail – Hillsboro and 10th Street
 - crossings needed to address demand
 - connectivity among destinations
- 6th Avenue, 10th to Hillsboro
 - somewhat of a north-to-south cut-through route
- MLK, 10th to Hillsboro
 - serves park, school, community bus service, assisted living
- Hillsboro and A1A
 - problems with gridlock at this intersection

What would you include in a Complete Streets policy for Deerfield Beach?

1. Vision
 - Have streets that promote citizen health, safety and economics – consider more than just transportation functions
 - Stitch neighborhoods together with Complete Streets
 - Have streets that promote the above benefits as well as environmental benefits; access for all modes
 - Create an inclusive intermodal hierarchy of streets for access by all modes – health, safety, enjoyment of residents
2. Users and modes
 - Include residents, visitors, businesses, children, seniors, disabled, emergency responders, pets
 - Incorporate all transportation system users – bicyclists, pedestrians, transit riders, other wheeled users, motor vehicle drivers, truck drivers (where appropriate)
3. Process and projects
 - Ensure multi-disciplinary cooperation and input
 - Allow flexibility in design standards
 - Look at conducting small PD&E studies to identify development or redesign opportunities
4. Exceptions/accountability
 - Pre-identify roads that non-motorized traffic can't use, such as expressways
 - Establish an interdisciplinary technical staff review to assess exceptions outside the political process

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- On roadways that have non-City jurisdiction, have City and County participation so that local needs/objectives are met
5. Network/connectivity
 - Identify the corridors that would have the most value for improvements
 - Include guidelines in the policy that apply to development proposals – standards to ensure connectivity in a Complete Streets context
 - Connect key origins and destinations in the community to help set priorities
 - Modify the Transportation Plan element in the City’s Comprehensive Plan to include a Traffic Ways Plan to serve as an overall guiding document
 6. Which roads/jurisdiction
 - Ensure City policy covers City streets but is consistent with State and County policies
 - Develop a local Complete Streets policy that all streets in Deerfield Beach and communicates local priorities
 7. Guidelines/flexibility
 - Identify different road types, different road context and function, have typical cross sections and/or desired functional elements
 - Set standards to achieve quality projects
 - Research noteworthy practices
 - Look to what the MPO is doing with its Living Streets manual and partner with them
 8. Land use
 - Assess the context of properties, including how they are being used and/or planned for use
 - Consider the depths of the setbacks
 9. Performance measures
 - Obtain traffic data for pedestrians, bicyclists, transit users, and motor vehicles
 - Measure miles or numbers of specific improvements
 10. Implementation steps
 - Incorporate policy into the Comprehensive Plan, Budget and other appropriate documents
 - Obtain elected official support for the policy, potentially through a resolution
 - Start incorporating Complete Streets into Capital Improvement Program project scoping and prioritization
 - At MPO level, give funding priority to Complete Streets projects and communities with Complete Streets policies
 - Obtain elected official approval for staff to expend time on developing policy