

HPF POLICIES

Proposed Draft

1. Percent traffic by mode

Transportation network should be designed to establish bike and pedestrian traffic as a minimum of 30% of traffic between A1A and I95 and Linton Blvd and George Bush.

2. Atlantic bike access

Dedicated east-west access for bicycles should be focused on 1st and 2nd Streets (north and south), not Atlantic Avenue

3. Sidewalk and bike lane widths

All bike lanes should be 5 feet wide throughout the City. Sidewalks should be 10 feet wide in the CBD and 5 feet in all other sections of the City.

4. Alleys

Alleys should be preserved and protected at all costs, they are or could be a key asset of the City. The primary purposes of alleys should be dedicated to bicycle and pedestrian access. In the CBD, alley access for trucks, deliveries and garbage should be limited to certain hours. Limiting size of garbage trucks and delivery trucks should be considered. Parking in alleys for residential and business owners should be limited.

5. Bike lane markings and colorizing

For bike lanes and sidewalks that abut roadways, markings and signage should be clear and impactful but tasteful. Surfaces should not be colored or demarcated as significantly different shade from surrounding surfaces.

For bike lanes sharing lanes with automobiles, the surface should be prominently marked with "sharrows" which clearly indicate to both automobile drivers and bike riders that they are sharing space with other means of transportation.

6. In-lieu of fees

Jason – need some input from you here.... In those instances where space restrictions make it impossible to comply with the bike/ped policies, property owners should make a financial contribution for bike/ped lanes, alley maintenance, bike parking etc. We should consider whether this is an ongoing "maintenance" fee or a one time payment

7. Designations of private land for difficult street sections

Jason – need your input here....whether HPD is actually asking for designations of private land as a part of the right-of-way for difficult street sections

8. Sidewalk cafes

Current City controls, applications and regulations are sufficient however enforcement and fines need to be stronger to emphasize better compliance

9. City Compliance with bike/ped policies

Delray municipal government should be held to a higher level of compliance than private property owners. For example, parking garages, parks, and schools must exceed the amount of parking spaces for bikes required of land owners by a factor of 2X

10. Class 3 renovations

Class 3 rehab/build outs should be held to the same bike/ped standards as Classes 4 and 5

11. Protected Bike Lanes

Support protected lanes wherever possible.

12. Delray Beach Pedestrian Bicycle Master Plan approved 2009

HPD supports the City's Master Plan and map for bicycles and pedestrians as adopted in 2009. There is no need to rewrite or reassess the plan but it should be adjusted to conform with revised LDRs.

13. Ped-Bike Coordinator for Delray

HPD supports a full time Ped-Bike Coordinator but recommends as an interim step naming the City's Sustainability Officer as the Coordinator. When funds are available the Coordinator should be made a full time position.