

# River to Sea TPO Complete Streets Policy

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## 1.0 Definition

Complete Streets are planned, designed, operated and maintained to safely accommodate people of all ages and abilities, including pedestrians, cyclists, motorists, transit users, emergency services, freight, plus adjacent businesses and residents. The Complete Streets program recognizes that depending on context, streets may serve diverse activities, functions, and intensity of uses, including recreational and destination-based uses.

## 2.0 Vision and Goals

Complete Streets Policy will outline a framework for making transportation investment decisions to create a transportation system that provides residents and guests equitable access to resources, supports economic vitality, and promotes healthy communities.

The goals of this Complete Street Policy are:

- Reduce injuries and fatalities
- Improve health by promoting active lifestyles through design to realize long-term health impacts
- Support equitable access to employment opportunities and civic resources
- Support economically healthy/vibrant communities

## 3.0 Applicability

This Complete Street Policy applies to new construction and reconstruction projects including but not limited to intersection projects, capacity projects, safety projects, bridges, and other transportation facilities that will use federal funds through the River to Sea TPO. All phases of project implementation are covered, including planning, design, right-of-way acquisition, and construction.

The River to Sea TPO recognizes the need for interdisciplinary and cross-jurisdictional coordination to effectively develop, operate, and maintain bicycle and pedestrian networks and transit facilities. The River to Sea TPO encourages coordination with nearby jurisdictions, projects, and plans. If projects are linking to or in proximity to each other, the projects should be coordinated to ensure a facility's consistency and to allow for utmost resource efficiency in project implementation.

## 4.0 Design

Designs shall consider accommodations for all users and be sensitive to context of the project setting. Complete Streets may look different for every project and road type.

Facilities will be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance from a variety of organizations, including but not limited to the following:

- FDOT guidelines and manuals,
- American Association of State Highway and Transportation Officials (AASHTO) publications,
- Manual on Uniform Traffic Control Devices (MUTCD),
- Americans with Disabilities Act Accessibility Guidelines (ADAAG),
- Public Rights-of-Way Accessibility Guidelines (PROWAG),
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice,
- Urban Bikeway Design Guide and the Urban Streets Design Guide by the National Association of City Transportation Officials (NACTO).

The agency or government with ownership or maintenance responsibility for the road shall retain the design decision authority over its projects.

### Context Sensitivity

The River to Sea TPO recognizes that Complete Streets solutions vary according to each street's land use context. Appropriate design standards and input from community members should be considered within each context that provide for a flexible, innovative, and balanced approach resulting in safety for all users.

## 5.0 Implementation

### Local Complete Streets Policies

The River to Sea TPO encourages all local government partners to adopt Complete Streets policies. The River to Sea TPO will assist participating jurisdictions through educational outreach programs as they develop and adopt local Complete Streets policies.

### Education and Training

The River to Sea TPO will develop outreach and training materials to assist local agencies in implementing Complete Streets policies, training elected officials, community leaders, and private development partners on the benefits of Complete Streets and distribute current best practice information on Complete Streets design.

### Design

Roadway projects shall accommodate people of all ages and abilities, including pedestrians, cyclists, motorists, transit users, emergency services, freight, plus adjacent businesses and residents.

Roadway projects shall utilize multimodal performance standards with measurable outcomes.

### Funding

The River to Sea TPO will modify and periodically assess its existing prioritization processes to promote high quality Complete Streets projects.

## 6.0 Exception/Appeals

There are conditions where it may be inappropriate to provide bicycle, pedestrian, or transit facilities. These exceptions include:

1. Limited access facilities where bicyclists and pedestrians are prohibited by law from using the road. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the same transportation corridor and to provide safe, comfortable crossings for bicyclists and pedestrians at interchanges and connecting neighborhoods, activity centers, or regional trail network.
2. The Long Range Transportation Plan's annual average daily traffic (AADT) projection is less than 1,000 vehicles per day.
3. A reasonable and equivalent alternative already exists, or is programmed in the Transportation Improvement Program (TIP) as a separate project, for the specific use being exempted within a reasonable distance and serving the same destinations.
4. The cost of providing bicycle and pedestrian facilities would be excessively disproportionate to the need or probable use. "Excessively disproportionate" is exceeding thirty percent (30%) of the cost of the project.

For projects funded by the River to Sea TPO, exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the River to Sea TPO Board. These exceptions will be submitted and proceed through the established TPO transportation planning process. As such, the exception will be subject to review and comment by the Citizen's Advisory Committee, Technical Coordinating Committee, Bicycle/Pedestrian Advisory Committee, and Transportation Disadvantaged Local Coordinating Board.

## 7.0 Performance Measures

The River to Sea TPO shall evaluate this policy annually. The River to Sea TPO will report to the Board the performance of the Complete Streets policy based on the measures listed below, compared to the previous review period, in order to evaluate the success of the policy's success.

- Number of jurisdictions with adopted Complete Streets Policies
- Provide annual workshops and events to promote Complete Streets and raise awareness of bicycle and pedestrian safety
- Total mileage of bike lanes/trails built or designated
- Linear feet of new pedestrian accommodations
- Rate of crashes, injuries, and fatalities by mode
- Mode split
- Transit ridership
- Vehicle miles traveled
- Pedestrian/bicycle counts
- Include Health Specific Measures?
- Consider equity, demographic patterns, and communities?