

## SPACE COAST TPO COMPLETE STREETS GUIDING PRINCIPLES

### VISION:

Every public right-of-way shall be planned, designed, constructed, and maintained such that each resident of Brevard County will have transportation options to safely and conveniently travel to their destinations.

### PRINCIPLES:

1. Each phase in the life of a roadway, including planning, funding, designing, constructing, operating, and maintaining of new and modified streets, will be an opportunity to improve the integration of all transportation modes into the roadway.
2. Sound engineering and planning judgment will produce context sensitive designs that will account for the unique circumstances of different users, streets, neighborhoods, and activity centers.
3. The transportation network should be planned and constructed as a well-connected system that encourages multiple connections to destinations.
4. Complete Streets may be achieved through single projects, incrementally through a series of smaller improvements, or through maintenance activities.
5. Complete Streets principles may not apply to maintenance activities designed to keep assets in serviceable condition (e.g. mowing, sweeping, and spot repair, or interim measures on detour or haul routes).
6. Not all roadways are suitable for complete streets treatment. In corridors whose primary purpose is to carry inter- and intra-regional traffic, for example, a limited range of modal accommodations may be appropriate. At a minimum, sidewalks should be installed unless local conditions dictate otherwise.

### STRATEGIES:

1. The TPO will provide technical support to local governments and FDOT as necessary to assist in developing, implementing and funding complete streets policies, programs and projects.
2. The TPO shall develop a procedure to provide financial assistance to worthy complete streets projects with an emphasis on funding projects that provide high benefit at low cost.
3. Every jurisdiction in Brevard County is encouraged to adopt a Complete Streets Policy appropriate for their community.
4. Complete Streets Elements should be considered when local governments develop, modify or update local government comprehensive plans, manuals, rules, regulations and programs, as appropriate.
5. American Association of State Highway and Transportation Officials (AASHTO)-complaint transportation facilities for all modes, including pedestrian, bicycle, public transit, and motor vehicle, should be provided on all roadways as applicable.
6. Local governments and the FDOT are encouraged to apply context sensitive solutions to solve transportation problems in a manner consistent with community characteristics and as desired by local officials, citizens and stakeholders.
7. When possible, context sensitive streetscape plans that incorporate appropriate Florida plants and landscaping materials should be developed whenever a street is newly constructed, reconstructed, or relocated.

8. Design standards should include performance measures for tracking the progress of implementing the Complete Streets Guiding Principles and detail the procedures for granting exceptions.
9. Augmenting non-transportation projects, such as storm water or private sector development, to concurrently implement complete streets principles should be considered as a cost-effective means to achieve mobility enhancements.
10. The FDOT, the TPO and local jurisdictions are encouraged to cooperatively implement complete streets concepts on appropriate state highways by, for example, augmenting resurfacing projects or other major construction activity, filling sidewalk gaps, ensuring transit stops on state highways are accessible, resolving potential permitting issues early in the project development process or other proactive actions.