Complete Streets Workshop
Follow-up

April 27, 2011
Rockledge City Hall
Agenda

• Complete Streets draft briefing presentation and sample policy language

• Share your Complete Streets projects and post workshop questions/consultation

• Complete Streets in Rockledge

• Complete Streets criteria

• Feedback and Wrap-up
How to use this presentation

• Template slides for you to tailor to your audience and time allotted
• “Gray” slides are background information-optional material
• “Black” slides are basic framework of presentation
• Presentation format: What, Why, and What actions are you requesting to advance Complete Streets?
Let Us Complete Our Streets!

A BRIEFING ON COMPLETE STREETS IN OUR REGION

[insert name]
[insert event]
[insert date]
Presentation Agenda

• What are Complete Streets?
• What is a local example of Complete Streets?
• Why are Complete Streets important?
• How can we complete our streets? *Tailor this on what action do you want your group to take?*
What are Complete Streets?
Complete Streets are Streets designed and operated to enable safe access for ALL USERS.
All Ages
Support Land Uses
Ocean Beach Boulevard
A Complete Streets Success Story

[replace next 6 slides with your local example – this could be a good example of a Complete Street or an example of a street that you would like to be more complete]
Ocean Beach Boulevard in 2009

- 20 feet wide travel lanes
- Cars were passing in the wide lane
- No safe place for pedestrians or bicyclists
- Flooding on the roadway
2008 Ocean Beach Boulevard Plans

- Includes sidewalks and bike lanes
- Reduced lane width to 10 and 11 feet
- Wide median for stormwater drainage
Proposed Roadway Section - North Medians
Ocean Beach Boulevard = Complete Street
Ocean Beach Boulevard = Complete Street
Why are Complete Streets Important?
Increased Safety Concerns

- 2008: > 5,000 pedestrian/bicyclist deaths and >120,000 injuries
- Pedestrian crashes are twice as likely in places without sidewalks
Increased Safety Concerns

Source: http://www.good.is/post/transparency-the-most-dangerous-cities-for-walking
It is 30 mph for a reason!

Pedestrians struck at 40 mph or greater have 20% chance of survival.

At 30 mph, have 65% chance of survival.
Stopping Sight Distance

37 mph: 244 to 278 feet
31 mph: 188 to 206 feet
19 mph: 97 feet
Expand the Ability to Move Around

- 21% of Americans over 65
- Children under 16
- Many low income Americans do not have access to automobiles

33% Americans don’t drive

55% Americans rather drive less
Expand the Ability to Move Around

- 71% Adults today who walked to school as children
- 17% Children today walking to school
2009 National Household Transportation Survey

- 50% of trips are < 3 miles
- 28% of trips are < 1 mile

Because we don’t have the right infrastructure

- 72% of trips < 1 mile are made by automobile

Short trips = Walking / Bicycling Trips
2004 TPO Survey supports Complete Streets

- 25% think availability of sidewalks/bike paths was poor
- 25% think ability to get to places on sidewalks/bike paths was poor
- 92% supported sidewalks and bike paths, even with funding shortfalls
Federal Partnership on Sustainability

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate and leverage federal policies and investment
6. Value communities and neighborhoods

Source: EPA website (http://www.epa.gov/dced/2009-0616-epahuddot.htm)
FDOT measuring Sidewalk and Bikeway Gaps

- FDOT worked with TPO and local communities, and on state roads identified:
  - 128 miles of sidewalk gaps
  - 59 miles of bicycle facility gaps

- FDOT developing scopes and analyzing level of effort to close these gaps

- FDOT asked TPO to identify local network sidewalk and bicycle facility gaps
Themes from the Complete Streets Workshop

1. We need **partnerships**.

2. We need to **change the rules**.

3. Our **programs** should **target Complete Streets** projects.

4. We need a **goal** and we need to **measure progress**.

5. We can **learn from each other** - share your success stories.
We need Partnerships

Developers & Land Owners
Economic Development
Utilities
Transit Agency
Public Works
Parks & Rec
DOT
Local Municipality
Historic Preservation
Business Owners/Residents

Image courtesy of: Steve Price, Urban Advantage.
We need Partnerships

• From policy to practice
• All stakeholders

We need Partnerships
We need to Change the Rules

- How can FDOT’s policies and practices support Complete Streets?
- How can our local policies and procedures support Complete Streets?
Our Program should target Complete Street Projects

- Prioritize complete street projects on our LRTP and TIP
Complete Streets Policy that:
• Establish high level vision
• Create clear goals and ways to measure progress
  (bicycle, pedestrian, and transit travel)

Source: City of Charlotte
What Do Complete Streets Cost?
How much do Complete Streets cost?

- Complete Streets have been shown to increase property values – in some cases even more than a golf course

- If planned as a Complete Street from the beginning, it does need to cost more than an “incomplete street”

- Ocean Beach Boulevard Example:
  - $2 Million: cost to reconstruct 1.3 miles
  - Project was built within existing right-of-way
  - Profile of the road was maintained, which minimized costs
How much do Complete Streets cost?

- We are not asking for new processes/plans.
- We can tailor/redirect our existing efforts, plans, and processes to include Complete Street objectives.
- A comprehensive approach is more efficient- we can leverage various investments and funding sources.
How Can We Complete Our Streets?
How Can We Complete Our Streets?

**Increasing Partnerships:** TPO will facilitate the partnership between FDOT and local jurisdictions to implement complete streets.

**Changing our Regional Program:** SCTPO has set aside funding for complete streets projects and has developed a process for identifying projects that meet the criteria.

**Changing our Local Policies and Practices:** Draft Complete Streets policy language, comprehensive plan elements, land development regulations.
Space Coast TPO Complete Streets

• The TPO is adopting a Complete Streets policy (included in the May 12 TPO Board Meeting agenda)

• The TPO is seeking applications from municipalities for Complete Streets funding

• A requirement of the application is the adoption of a Complete Streets policy by the municipality
Changing our Local Policies and Practices

There are many local tools that can be used:

• Complete Streets Policy
• Comprehensive Plan Policies
• Strategic Plans
• Land Development Regulations
Complete Streets Policy Examples

Policies Range in format and level of detail:

• Various formats include stand alone policies, executive orders, statutes and guidelines
• Details range from general to very detailed
• Have been adopted by states, cities, metropolitan planning organizations, councils of government
Strategic Plan – Integrated land use and transportation planning

Map F: Citywide Mobility Network

Source: City of Largo

City of Largo, Florida
*This approach is also used in Phase 3 of Viera*
Building interface with streets

Every 60’ articulate façade a min of 30’ wide and 3’ deep

Building Design

Window Transparency minimum of 40% and a maximum 80%

Corner Entrance shall be prominent feature of the building

Site Design

Source: 2009 FRA Conference Presentation, Glatting Jackson
Desired Action

[State what action you would like your board/audience to take.]
Questions and Discussion

Questions?

Do we want to support Complete Streets?

What policy changes should we pursue?
Example Policy Language: The “Why”

“A Complete Street can accomplish greater public benefits, improve safety, increase transportation options, and support more livable and sustainable communities.”
Example Policy Language: The “What”

“Streets, bridges and transit stops within [insert community name] should be planned, designed, constructed, operated, and maintained, so that pedestrians, bicyclists, transit riders, motorists of all ages and abilities can travel safely and independently.”
Example Policy Language: The “How”

“Complete Streets policy supports our commitment to balance user needs. We will continue to work with our partnering agencies [define these] to create attractive corridors that meet the needs of the traveling public and support the future vision of the corridor.

While some corridors may be oriented to vehicle mobility, they should always safely accommodate bicyclists and pedestrians.”