

FLORIDA MPOAC

COMPLETE STREETS

BEST PRACTICES

2017-2018



MPOAC



Florida Metropolitan Planning Organization Advisory Council *A forum for transportation decision-making*

Introduction

The MPOAC Strategic Directions Plan created a Complete Streets Workgroup and established its membership. The Workgroup's purpose was to identify and share with MPOAC Members and Partners a compilation of best practices regarding Complete Streets across Florida. The Workgroup members are listed on the following page. The Complete Streets Workgroup membership chose to research the following best practices topics:

1. Creating Policies and Building Support
2. Measuring Activity Levels
3. Planning a Connected Network
4. Documenting Performance of Implemented Projects
5. Creating Design Guidelines
6. Prioritizing Projects and Funding
7. Promoting Innovative Projects and Implementation
8. Incorporating Health and Equity

Surveys for each topic were distributed to all 27 Florida MPOs and all seven FDOT Districts, soliciting proposed best practices in each topic area. The Workgroup received and reviewed over 90 completed surveys. Each topic was assigned to a member of the Workgroup to review survey responses and propose three to five best practices within the topic. These curated responses were then presented to the full Workgroup for ratification. The workgroup met quarterly between March 2017 and July 2018 to review and approve best practices selected in each topic. This report summarizes the best practices identified by the Workgroup. Survey responses collected through this effort are available as a stand-alone appendix.

Complete Streets Workgroup Members



Name	Agency
Nick Uhren, Chair	Palm Beach TPA
Valerie Neilson, Chair Alternate	Palm Beach TPA
Carl Mikyska	MPOAC
Peter Gies	Broward MPO
James Cromar	Broward MPO
Bob Harrington	Charlotte County-Punta Gorda MPO
Gary Harrell	Charlotte County-Punta Gorda MPO
D'Juan Harris	FDOT, District 1
Sarah Ward	Forward Pinellas
Steve Diez	Hernando/Citrus MPO
Michelle Ogilvie	Hillsborough MPO
Wade Reynolds	Hillsborough MPO
Michael Woods	Lake-Sumter MPO
Donald Scott	Lee County MPO
Ron Gogoi	Lee County MPO
Troy McDonald	Martin MPO Board Chair, Stuart Commissioner
Mighk Wilson	MetroPlan Orlando
David Henderson	Miami-Dade MPO
Elizabeth DeJesus	North Florida TPO
Ed DeFini	St. Lucie TPO
Anthony Matoni	Tampa Bay Regional Transit Authority

Complete Streets Best Practices



1. Creating Policies and Building Support

The following best practices were selected for inclusion in this report on June 1, 2017.

Best Practices in Policy Creation and Building Support

Forward Pinellas

Has an annual competitive funding program and provides technical and funding support to implement Complete Streets projects that include both a transportation and land use component.

FDOT

Created a Complete Streets Policy and Handbook to provide guidance and advance the implementation of Complete Streets throughout the state.

Palm Beach TPA

Built local support for Complete Streets by bringing together stakeholders for a Smart Growth America Workshop and forming a Complete Streets ad hoc working group to provide input in the creation of a Complete Streets Policy that prioritizes funding for Complete Streets Projects through the TPA's annual competitive funding programs.

Space Coast TPO

Uses a Complete Streets Evaluation process to prioritize annual project funding. This motivates municipalities to apply for funding and implement Complete Streets projects. Project municipalities must have a Complete Streets Policy.

Hillsborough MPO

Uses their Complete Streets policy and guidelines to review projects and encourage accommodation of all modes. Public engagement and involvement of citizen champions, elected officials, the Vision Zero initiative and the Department of Health have helped build support for Complete Streets.



Complete Streets Best Practices



2. Measuring Activity Levels

The following best practices were selected for inclusion in this report on June 1, 2017.

Best Practices in Measuring Activity Levels
Charlotte County-Punta Gorda MPO & Hillsborough MPO Collects and maintains counts over a period of time to identify trends in usage. Practices collecting data at the same time of year to minimize changes that could be caused by seasonal usage factors or by events taking place.
Collier MPO, Hillsborough MPO, & River to Sea TPO Packages data into concise and graphical displays to help the public, partners and elected officials understand what is occurring in the region.
FDOT Used aggregate data from Strava to quickly identify locations and corridors with high non-motorized activity to study in more detail and focus pedestrian and bicycle safety improvements.
Hillsborough MPO Collects before and after count data to demonstrate the impact and benefit of projects implemented. This is done with manual counts, automated equipment or a combination of both and helps make the case for the funding of future projects.
Palm Beach TPA & River to Sea TPO Engaged local partners to assist in identifying count locations and partnered with County Engineering to deploy count equipment.

Overall, it was found that a number of entities across the state are collecting counts, primarily on select corridors using infrared counters, cameras and manual counts. Manual counts are labor intensive, but allow for the collection of additional data such as gender and approximate age. The need was identified for a statewide central repository of pedestrian and bicycle count data. A GIS database that identifies count locations and is sortable by factors (ex. count methodology, date, weather) would be helpful. Finding a way to correlate Bluetooth data to specific users would also assist in getting data beyond just counts (i.e. origin/destination, route choice, speed, etc.).

Complete Streets Best Practices



3. Planning a Connected Network

The following best practices were selected for inclusion in this report on October 12, 2018.

Best Practices in Network Planning

City of Bonita Springs

Adopted a complete streets policy resolution and began implementation of a Complete Streets improvements plan that resulted in the development of a bicycle, pedestrian and transit friendly corridor that accommodated all transportation modes.

Space Coast TPO

Developed a Complete Streets Evaluation Methodology Development and Project Screening Report to help program funding by identifying high priority Complete Streets projects. This included a three step screening process that looked holistically at the county to identify, develop and prioritize opportunity corridors for project funding:

1. Identify Locally Supported Priority Corridors
2. Feasibility Analysis
3. Cost/Benefit Analysis

Town of Fort Myers Beach

Completed the North Estero Boulevard Drainage Improvement Project, which accommodated all modes of transportation, while taking the context and community character into consideration. This was one of the very first complete streets projects in Florida and led to additional network connectivity projects in the county, followed by the adoption of a Complete Streets Policy by the Lee MPO.



Complete Streets Best Practices



4. Documenting Performance of Implemented Projects

The following best practices were selected for inclusion in this report on October 12, 2018.

Best Practices in Documenting Performance of Implementation Projects

Forward Pinellas

Created a Complete Streets competitive funding program to fund concept planning and construction projects submitted by the local governments. The most competitive projects tie land use to Complete Streets opportunities. The intent is to monitor implemented projects to ensure goals are being achieved.

Hillsborough County Public Works & Center for Urban Transportation, USF

Developed a methodology to document Complete Streets performance along a high pedestrian crash corridor that was converted into a Complete Street. Pedestrians and bicyclists in the corridor are interviewed, surveyed and documented annually. Behavioral changes will be reviewed over a 5 year period.

MetroPlan Orlando

Incorporated data informed decision-making and evaluation into a Complete Streets Study Scope for Corrine Drive. Phase 1 of the study consisted of a comprehensive existing conditions analysis that included, but was not limited to:

- Community Input Survey (1,700+ responses)
- Health data, including Air Quality testing
- Bluetooth sensors for sampling Origin-Destination pairs

Additionally, the existing conditions established baseline metrics for any future evaluation efforts. Due to the cross-jurisdictional conditions of the corridor, the MPO was well suited to lead this effort and provide an objective third-party perspective.

University of Florida Signal 4 Database

Allows for detailed pre- and post-project safety metrics and behavioral analysis of pedestrian and bicyclist crashes with on-going data dating back to 2007. Measuring safety effectiveness of complete streets entails understanding the behavioral contributions to crashes and tying those behaviors logically to countermeasures.



Complete Streets Best Practices



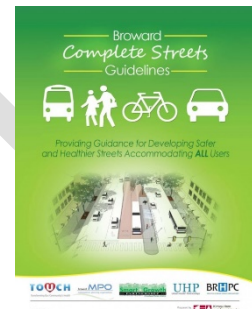
5. Creating Design Guidelines

The following best practices were selected for inclusion in this report on October 12, 2018.

Best Practices in Design Guidelines

Broward MPO

Developed Complete Streets Design Guidelines through a partnership with the Broward Regional Health Planning Council (BRHPC), Smart Growth Partnership and the Broward MPO. A Center for Disease Control and Prevention (CDC) grant, awarded to BRHPC, was utilized to fund the initial development of the Guidelines. A Technical Advisory Committee was formed to assist with the effort, including representatives from Municipal, County and State agencies, as well as non-traditional partners such as non-profit groups, advocacy groups and health industry. The Guidelines include typologies, cross-sections and recommendations based on roadway classifications and the built environment. The Guidelines are meant to serve as a template and can be adopted, modified, customized and expanded.



Miami-Dade County

Developed Complete Streets Design Guidelines through a CDC Grant and local partnerships, including the Florida Department of Health and Miami-Dade County as well as a Local Action Team appointed by the County Mayor and Chairman of Neat Streets Miami Commissioner. The Design Guidelines provide guidance consistent with Federal and State practices and won a U.S. Department of Transportation Safer People, Safer Streets Award.



Palm Beach TPA

Developed Local Complete Streets Design Guidelines with the participation and input of a Complete Streets ad hoc workgroup with representatives of local municipalities, transportation agencies, Department of Health, School District and local Complete Streets advocates. The workgroup reviewed national examples of Design Guidelines and identified best practices to include and tailor to fit local needs and the County's typical sections. Created Lane Use context and street type maps with guidance consistent with federal and state practices. Also created Complete Streets Opportunities Maps identifying potential lane elimination candidates and flexible Right of Way corridors.



Complete Streets Best Practices



6. Prioritizing Projects & Funding

The following best practices were selected for inclusion in this report on February 1, 2018.

Best Practices in Project Prioritization and Funding

Martin MPO

Adds walking and bicycling facilities to roadway maintenance and capacity projects. Includes cost estimates for these improvements in roadway capacity projects in the Long Range Transportation Plan (LRTP) Multimodal Cost Feasible Plan.

Palm Beach TPA

Prioritizes annual funding for Complete Streets projects using an objective scoring criteria based on its LRTP Goals & Objectives. Also, proactively evaluates upcoming resurfacing projects to incorporate Complete Streets improvements and works with the County, FDOT and local municipalities to fund and implement.



Forward Pinellas

Provides funding for concept planning and construction projects through an annual, competitive program intended to implement projects that are most likely to bring about transformative redevelopment that is consistent with and advances key objectives established in the agency's adopted Countywide Land Use Plan.

Polk TPO

Sets aside a majority of the federally sub-allocated Transportation Management Area (TMA) Surface Transportation (SU) funds for candidate Complete Streets projects in the Lakeland and Winter Haven TMAs.



Sarasota/Manatee MPO

Uses project prioritization criteria to fund transportation projects that is consistent with guidance from MAP-21 and the FAST Act relating to performance-based planning in the transportation planning process.

West Florida Regional Planning Council

Prioritizes Complete Streets projects based on adopted Multimodal Masterplans.

MTPO for the Gainesville Urbanized Area

Prioritizes Complete Streets projects based on adopted Multimodal Masterplans

Complete Streets Best Practices



7. Promoting Innovative Projects and Implementation

The following best practices were selected for inclusion in this report on February 1, 2018.

Best Practices in Project Innovation, Partnerships and Implementation

Forward Pinellas

Leverages federal dollars to fund local priorities using a qualitative process to select Complete Streets projects that links land use and transportation. Local governments must demonstrate how their Complete Streets project will serve as a catalyst for private sector redevelopment that is consistent with Countywide Land Use Plans.



MTPO for the Gainesville Urbanized Area

Leveraged a resurfacing project to incorporate multimodal facilities, working with the City, County, and MPO on the project design and implementation, which ultimately led to a Road Diet project with Complete Streets improvements.



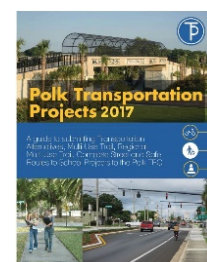
Hillsborough MPO

Worked with the Department of Health to conduct a Health Impact Assessment for a roadway Complete Streets Implementation Plan to analyze quality of life metrics that supported the ultimate design and funding of the project.



Polk TPO

Developed a guide for local governments on how to apply for project funding and submit projects that are supportive of the TPO's plans and programs. This encourages local buy-in for projects identified in the TPO's plans and programs.



Complete Streets Best Practices



8. Incorporating Health and Equity

The following best practices were selected for inclusion in this report on February 1, 2018.

Best Practices in Incorporating Health and Equity

MetroPlan Orlando

Incorporated health data into the Existing Conditions Analysis for the Corrine Dr. Complete Streets Study. This provided a more holistic view of who the project was being planned for and increased stakeholder involvement as well as support for a wider range of transportation improvements that enhance livability.

FHWA's *Health in Transportation Corridor Planning Framework* and ULI's *Building Healthy Corridors Audit Tool* served as guidance documents.



Palm Beach TPA

Performed a Health Impact Assessment (HIA) and established a HIA Working Group with local health partners to evaluate health and equity impacts and guide proposed improvements for the US-1 Multimodal Corridor Study.



Polk TPO

Performed Neighborhood Mobility Audits (NMAs) in 15 Polk County underserved neighborhoods to evaluate transportation needs to access jobs and essential services. The NMAs focused on Complete Streets features and were a significant component of the TPO's 2040 LRTP and candidate projects were considered in the TPO's annual prioritization of projects and many were programmed for funding.



Sarasota/Manatee MPO

Held a "Transportation for Communities" workshop / training with Transportation for America and developed health and equity performance measures for project prioritization as well as a multimodal accessibility analysis to identify multimodal target areas for Complete Streets investments. The workshop provided a venue for the public and stakeholders from the health and social service sector to engage in the transportation planning process and influence the way MPO projects are prioritized. The transportation performance measures will guide the MPO in investment decisions and set system targets.



Complete Streets Best Practices



Next Steps

Next Steps will include sharing these Complete Streets Best Practices as follows:

1. MPOAC SharePoint Site
2. Email to all Florida MPOs and FDOT Districts
3. Presentation to the MPOAC Governing Board
4. Presentations at Conferences and Events

The Complete Streets Workgroup wishes to thank each of the members for their time and dedication to this effort. Their contributions to this product will improve the state of transportation planning in Florida. A thank you is also due to the all of the Florida MPOs and Florida DOT staff who generously contributed their time and best practices through surveys so that these impressive efforts can be shared with others and implemented across Florida.