Integrating Complete Streets and Local Planning

Introduction

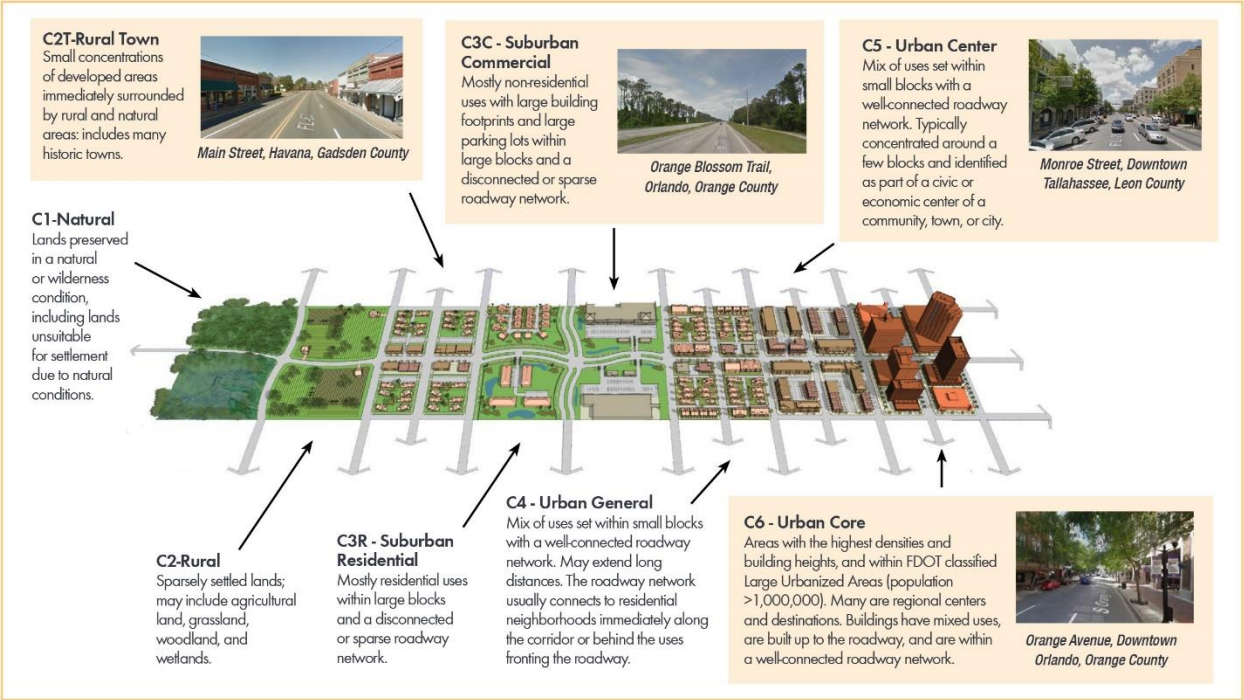
In September 2014, the Florida Department of Transportation (FDOT) adopted the Statewide Complete Streets Policy (Topic No. 000-625-017-a). Implementation of the Complete Streets Policy is an FDOT department-wide priority. It utilizes context based planning and design, which offers a flexible approach to using existing tools in creative ways to address multimodal needs in different contexts. It also considers community needs, trade-offs between those needs, and alternatives to achieve multiple objectives. The FDOT Complete Streets policy captures three core concepts:

- Serve the transportation needs of transportation system users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight handlers.
- Develop context-sensitive transportation system design that considers local land development patterns.
- Promote safety, quality of life, and economic development.

Numerous entities recognize the value and benefits of context based planning and design including the Federal Highway Administration (FHWA), national organizations such as Smart Growth America/National Complete Streets Coalition, FDOT, other state Departments of Transportation, metropolitan planning organizations, and local governments. These values and benefits include:

- Supporting an efficiently planned and connected transportation network of pedestrian, bicycle, transit, and roadway facilities that reduces gaps, increases overall capacity, and reduces congestion.
- Integrating intermodal connections encouraging mode shift to non-motorized transportation and transit.
- Improving safety through context-appropriate vehicle speeds that help reduce crash rates, the severity of crashes, and the chance of pedestrian fatalities.
- Providing opportunities for increased physical activity and improved public health and fitness and foster strong communities and neighborhood vibrancy by incorporating features that promote regular walking, bicycling, and transit use and encourage active living such as schools, parks, lighting, and shade.
- Strengthening economic development by increasing the number of people who can easily and independently access commercial destinations, providing accessible connections between residences, public transportation, offices, and retail destinations; encouraging private investment; and enhancing economic prosperity.
- Improving transportation equity by providing choices for viable transportation modes for those who cannot or choose not to drive.
- Improving returns on transportation expenditures by integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of projects that spare the expense of retrofits.
- Improving environmental health by reducing vehicle related noise impacts and pollutants and reducing dependence on oil.

Land use patterns and local visions have a significant impact on context based planning and design. Roadway design should be compatible with the existing land use context or a planned land use context that reflects the community vision. FDOT's context classification system describes the typical characteristics of the land use, development patterns, and roadway connectivity along a roadway, providing cues as to the types of uses and user groups that will utilize the roadway. After determining the context classification, FDOT identifies the elements that are appropriate for the context and assesses design and implementation options.



Every non-limited-access state roadway project, including those on the Strategic Intermodal System (SIS), is uniquely planned and designed to serve the context of that roadway and the safety, comfort, and mobility of all users. For instance, in a high-speed rural context, where increased truck traffic is anticipated and walking and bicycling are infrequent, wider travel lanes with paved shoulders or a shared use path may be appropriate. In urban contexts, where high volumes of pedestrians, bicyclists, and transit users are expected or desired, a roadway could include features such as wide sidewalks, bicycle facilities, transit stops, and frequent, safe pedestrian crossing opportunities.

This paper explains the role of land use and community visions in context based planning and design and how FDOT Districts and local governments can collaboratively partner to address multimodal needs and achieve multiple objectives that benefit FDOT and the local government. The paper includes a brief discussion on implementation of the Florida Transportation Plan (FTP) through the application of Complete Streets principles, provides guidance for working with partners on context based solutions, and concludes with a list of additional resources.

Complete Streets and the Florida Transportation Plan

FDOT's Complete Streets policy implements the goals of the FTP regarding innovation and flexibility in design and collaboration and coordination with partners to create better transportation solutions and a safer environment for all modes of travel. Context based planning and design use existing tools in creative ways to address multimodal needs in different contexts, calling for a holistic consideration of

community needs, trade-offs between needs, and alternatives to achieve multiple objectives. FDOT's Complete Streets principles align with the FTP's goals as shown below and serve to guide the implementation of FDOT's Complete Streets Policy:

Safety First – Safety and security for residents, visitors, and businesses is FDOT's top priority and a goal of the FTP. Roadways with context-appropriate speeds can result in reduced fatalities and serious injuries in locations with higher levels of pedestrian and bicycle activity. Context based approaches consider the mobility, convenience, accessibility, and safety of all road users, and places an emphasis on the most vulnerable users of a given roadway.

Invest in Existing and Emerging Communities – The FTP goal of agile, resilient, and quality transportation infrastructure focuses on investing resources wisely. Context based planning and design help match roadways with the needs of urban areas as well as emerging growth centers, investing in the right road for the right location. The approach calls for design flexibility to develop roadway projects that consider local character and vision, the role and characteristics of the roadway within the transportation system, and the roadway's physical characteristics.

Enhance System Performance – Connected, efficient, and reliable mobility for people and freight is a goal of the FTP. Context based planning and design match the roles of each roadway with customized solutions that consider local access and regional and interregional mobility for people and freight. This facilitates a complete network of transportation facilities made up of unique streets, each supporting the role and function it has within the system. A complete network enhances efficiency and reliability for all modes by providing direct and multiple route choices, improving access to all modes, and reducing trip lengths.

Enhance All Modes – Transportation choices that improve accessibility and equity is a goal of the FTP, reflecting the desire of residents, visitors, and businesses to have mobility options based on travel preferences, user's needs and ability, convenience, cost, or time. A context based approach provides opportunities to expand mobility options by considering all users and all modes during roadway planning and design. This is important for short-distance and local trips, where walking, bicycling, and transit are most desired.

Connect Community Centers – Transportation solutions that strengthen Florida's economy is a goal of the FTP. Context based planning and design connect communities and support Florida's existing economic centers, employment centers, and visitor destinations by striving to provide the highest level of multimodal infrastructure in these core areas.

Create Quality Places – Transportation systems that enhance Florida's communities is a goal of the FTP. Context based planning and design help align transportation decisions with land use, resulting in quality places offering transportation choices where transportation investments support a community's economic competitiveness and quality of life.

Support the Context – Transportation solutions that enhance Florida's environment is a goal of the FTP. A context based approach uses design flexibility to develop roadways that consider the local character and vision, which often reflect a desire for a future in which a community manages land more efficiently, preserves environmental resources and natural countryside, and creates distinctive places in which to live in both rural and urban settings.

Partnerships, Collaboration, and the Role of Community Visions

Context based planning and design breaks down the traditional separation of highways, transit, and biking/walking, and instead focuses on the desired outcome of a transportation system that supports safe use of all modes, as appropriate.[1] It helps align transportation decisions with land use, resulting in quality places offering transportation choices where transportation investments support a community's economic competitiveness and quality of life.

Regions and communities have diverse needs and expectations, and the flexibility of context based planning and design is key to supporting each area's unique character and vision. For state roads, achieving the state's goals and the community's goals requires a balancing of priorities, constraints, and opportunities. FDOT, local governments, and other transportation partners must work together across sectors, modes, and disciplines to achieve individual objectives while effectively and efficiently achieving shared and related goals to deliver a connected roadway network and a safe and quality transportation system, as depicted in the image below.

The following table identifies FDOT's and local governments' roles in a collaborative approach to transportation planning across the state. FDOT relies on local governments to develop and actively communicate their visions and goals and provide clear direction not only to FDOT but to public and private partners engaged in community development. Local governments should help FDOT understand their visions and their commitment to those visions.

[1] https://smartgrowthamerica.org/resources/complete-streets-policy-analysis-2011/

FDOT's Role	Local Government's Role
• Manage statewide and regional mobility • Allocate and manage state/federal transportation funds • Maintain and improve state transportation infrastructure • Work with municipalities to understand their land development decisions and limitations • Understand the community's planning and transportation goals and identify project alternatives that support these goals • Participate in local visioning efforts	• Develop and communicate the local vision • Plan for the future of communities • Manage local mobility and local circulation system • Manage and control land use and development • Deal with most aspects of community-building – physical, social, economic • Improve local network connectivity • Encourage developments that support multimodal needs • Consider access management ordinance • Plan regionally and work with all levels of government • Ensure public engagement • Integrate context classification policies into comprehensive plans, land development regulations, and design standards

FDOT needs to know not just what a local government wants, but how it plans to achieve it. Conversely, FDOT should help local governments become familiar with the context classification system to help create a common language that FDOT and the local government can use to describe streets, places, and intentions. Working together allows FDOT and the local government to bring solutions to the table, perhaps using resources or knowledge that may not otherwise be available to the local government.

To ensure context classification discussions are most productive, local governments should be prepared with the following:

- Familiarity with the FDOT context classification system and design criteria.
- A Clear vision based on:
  - Recently permitted development projects.
  - Programmed infrastructure plans for new local streets, bike, and pedestrian facilities.
  - Adopted plans vetted through community discussion.
  - Land development code.
  - Public participation process.

Similarly, FDOT should be prepared as well by doing the following:

- Assign staff to oversee context classification evaluation and begin building that partnership with the local government.
- Involve multiple offices/groups to ensure all interests are represented.
- Use local government form-based codes and zoning to inform FDOT's context classification determination.
- Continue to calibrate context classification on projects where FDOT currently coordinates with local governments.

Community visions provide the basis for policies used to implement community goals. FDOT collaborates with its partners and supports local governments by building projects that further support local and regional visions to the maximum extent feasible. Local and regional visions can take many forms, such as standalone vision documents; comprehensive plans; neighborhood or sub area plans, including community redevelopment areas; or land development regulations.

Where context based planning and design was not previously envisioned, FDOT relies on existing development patterns and plans to determine the context classification. If the future vision of an area for a proposed transportation project is intended to be different from the existing one, clear and documented direction from the local or regional government on that vision is imperative.

How Land Use Supports Complete Streets

The transportation system and development pattern (including land use, development density and intensity, building design, building height, building setback, and site layout) are inextricably linked. Each plays a significant role in creating a human-scale environment that invites walking, bicycling, and transit and that supports community economic development. Thoughtful application of context based design provides for all modes of transportation.

Transportation and land use both influence roadway network connectivity. An extensive, connected network provides route options for goods delivery and vehicular access to land uses, as well as the foundation for safe and comfortable multimodal travel. A fine-grained roadway network with the appropriate design elements also provides multiple pedestrian and bicycling routing, shortens trip distances, and reduces the need to widen intersections and roadways, which may impact ease of walking and bicycling.

Similarly, development form and pattern complete the necessary elements of a multimodal environment. A mix of uses, located where people live, work, shop, and spend leisure time, that are thoughtfully integrated within a building, a parcel, or a few blocks, provides multiple destinations within walking and bicycling distance. Buildings located at the back of sidewalks with active store fronts, such as restaurants and retail, provide a comfortable sense of enclosure, visual interest, passive surveillance, and comfortable access to destinations. Direct, logical, and comfortable connections between destinations encourage walking and bicycling. The best multimodal transportation strategy is the right land use strategy.[2]

Local governments are responsible for land use and transportation planning to create supportive infrastructure and development patterns that match community goals and visions and support a context based transportation system. Local government land use and transportation planning should also work to preserve the capacity of important regional roadways through the creation of a well-connected roadway network that accommodates short-distance and local trips, thus removing these trips from the regional roadways.

FDOT plans and designs transportation projects to be consistent with the existing or future land use context of the areas served. However, this process is not a one-sided relationship in which state roadways are constantly expected to respond to land-use-generated travel demands. In a truly integrated land use and transportation planning

In a truly integrated land use and transportation planning approach, potential transportation changes should be anticipated and help inform decision-making related to land uses.

[2] Charlotte-Mecklenburg Planning Department, "Centers, Corridors, Wedges Growth Framework," (August 10, 2010), http://ww.charmeck.org/Planning/Land%20Use%20Planning/CentersCorridorsWedges/CentersCorridorsWedges(Adopted).pdf

approach, potential transportation changes should be anticipated and help inform decision-making related to land uses. Land use decisions should be made to help manage travel needs and support the desired mobility patterns of a community. For example, if a community desires a higher level of transit investment, land use decisions should be made to encourage the intensity and density of transit-supportive development. Local governments should coordinate not just with FDOT, but also with adjacent jurisdictions, to provide a seamless transportation system that supports all users.

Local governments have several transportation planning tools available to support a Complete Streets network. Some of these tools include:

Local Network Connectivity – In new development areas and large-scale redevelopment areas, local governments may recommend a block length of 300 to 800 feet and/or develop internal or external street connectivity ratios or intersection densities that will create a well-connected street network.

Investments in Local Multimodal Infrastructure – Local governments can encourage or require property owners and developers to provide infrastructure for all modes, such as sidewalks and crosswalks, bicycle facilities, streetscapes, and bicycle parking, as part of new development and redevelopment. A complete pedestrian network includes direct, convenient, and safe connections from the public sidewalk to the building.

Multimodal Network Plans – Many local and regional governments prepare multimodal network plans that outline a long-term commitment to provide a well-connected multimodal system.

Zoning – Single-use zoning (Euclidean zoning) codes can lead to a separation of land uses that creates long distances between residents and jobs, services, and recreational activities. One alternative tool is a form-based code, which uses physical form, rather than separation of land uses, as the organizing principle.[3] Another option is to introduce more mixed-use districts and development of higher intensity and density activity centers, or arrange land uses in closer proximity, to reduce the overall demand for vehicular trips.

Site design and building placement – Large building setbacks surrounded by parking increase walking distances and create isolated and unwelcoming environments for pedestrians and bicyclists. In areas where local municipalities would like to support multimodal travel, cities should consider building scales, placement, and design that support pedestrian activity. Form-based codes can be used to address site design and building placement requirements.

Access Management – Where development occurs along state roadways, local governments can use land use policies and regulations to address access management. This can be in the form of requiring multiple roadways to access a development or allowing for cross-access easement and shared driveways between different properties. This not only helps to accommodate improved traffic flow along roadways but also helps to reduce the number of curb cuts along a roadway, improving walking and bicycling conditions. A more connected network of roadways also allows for internal site circulation by multiple modes

Parking Standards – Large surface parking lots are a barrier to connectivity, as these can create longer distances between destinations and contribute to an uncomfortable walking environment. Some local governments are beginning to implement parking maximum requirements instead of parking minimum requirements for private developments. Establishing a maximum allowable amount of parking can prevent developers from building excessively large lots or limit the parking supply in an area based on community

[3] Form-Based Codes Institute, https://formbasedcodes.org/definition/

priorities. Communities looking to increase tax revenue through redevelopment of parking lots, improve pedestrian safety and comfort downtown, or reduce stormwater runoff and heat island impacts of parking can also consider parking maximums to achieve those goals.[4] Establishing parking maximums, allowing for shared parking across properties and uses, and allowing on-street parking to count towards maximums, can also support a park-once environment to support multimodal travel.

Context-appropriate on-street parking is important to implementing a Complete Streets policy that promotes and balances safety, quality of life, and economic development. On-street parking can manage motorists' travel speeds, protect pedestrians from vehicular traffic, reduce the demand for on-site parking, provide valuable "front-door" parking for businesses, and increase sidewalk activity as drivers walk from car to destination. Depending on the context, on-street parking can be provided on one or both sides of streets.

Documenting Complete Streets Policies

The context of existing and future conditions along a roadway should be clearly documented in a well-defined, community-supported, and implementation-focused plan or in policies such as the land use element of a local comprehensive plan, zoning overlays, form-based codes, community redevelopment plans, or permitted development plans. Future desired conditions should be consistently documented across all appropriate local policies and should be well-understood and accepted by local stakeholders. In short, the future conditions should be those that are predictable and that will occur over an anticipated timeframe rather than broad goals and ideas that do not have a clear timeline for actual implementation.

Clear policies delineated in a community's comprehensive plan to retain current development patterns, such as in historical or rural towns, or to promote changes in development patterns, such as in urbanizing areas, provide direction to private and public partners in land development, infrastructure, and provision of services. Local government comprehensive plan policies help FDOT determine context classification as part of a project.

Examples of comprehensive plan goals, objectives, and policies from around Florida as of April 2021 are provided in Appendix B.

Guidance for Working with Local Governments to Implement Context based Solutions

Several agencies and organizations, including FHWA[5] and Smart Growth America[6] identify recommendations, activities, and best practices for integrating context based solutions and transportation planning. This section synthesizes much of that information with a focus on how FDOT can work with local governments to implement context based solutions.

Education

Elected officials need ongoing engagement to understand how context based solutions will be translated into projects on the ground. Providing transportation officials with appropriate training on context based

[4] Metropolitan Area Planning Council, "Maximum Parking Allowances," last modified March 8, 2010, https://www.mapc.org/resource-library/maximum-parking-allowances/
[5] U.S. Department of Transportation, Federal Highway Administration, Integrating Context Sensitive Solutions in Transportation Planning, 2007, https://www.fhwa.dot.gov/planning/css/key_references/integrating/index.cfm
[6] Smart Growth America, National Complete Streets Coalition Website, https://smartgrowthamerica.org/program/national-complete-streets-coalition/

planning and design principles and techniques is key. Officials that are familiar with context based solutions will be better able to identify projects that could benefit from this approach.
FDOT Districts, metropolitan planning organizations, and other organizations conduct workshops to help local governments understand context based solutions, how these solutions have worked in other communities, and how they will work in their community. A list of Complete Streets and related resources is provided in the final section of this paper. In addition, each FDOT District has a Complete Streets Coordinator who can provide information on upcoming workshops.

Other forms of education include a more informal approach that encourages dialogue regarding context based solutions between FDOT and local governments in the normal course of day-to-day business. "Experiential" learning, through activities such as walking audits and bicycle tours, is helpful in building support and camaraderie among staff, elected officials, and community members. Some produce or share short videos that focus on the health, economic, and safety benefits of changing street design.

Regular updates on goals and successes are key. Suggested educational activities include the following:

- Provide technical training (e.g., engineering/design).
- Provide non-technical training (e.g., process changes within the department to consider all users of all abilities).
- Provide training on non-transportation topics such as environment and public health benefits.
- Provide sensitivity training to learn about all users of the road such as those with disabilities.
- Include multiple departments in training, such as utilities, public health, transit agencies, and economic development.
- Conduct educational campaigns, which may include information about new road markings and signs, coaching on sharing the road with other users, benefits of walking, biking, and taking public transportation.
- Conduct a workshop or charrette to help crystalize a community vision.

Public Involvement

Community input is a core tenet of context based planning and design that state departments of transportation use to ensure transportation projects best meet the needs and expectations of their customers. Communication with the public about what they want out of their streets, and what is happening to their roads, is essential for implementation to be successful. The channel of communication between transportation officials and community members is established through various means. Commonly used methods include planning groups, presentations, small group stakeholder meetings, e-newsletters, social media, and citizen advisory committees. All state Departments of Transportation that are committed to implementing Complete Streets encourage citizen engagement and the voicing of their opinions and concerns[7].

Suggested public involvement activities include:

- Engage with the community to explain the importance of context based planning and design, when and how it will be applied, from a multi-disciplinary view. Engage through:
  - Public meetings.
  - Presentations at city council or county commission meetings.

[7] University of Delaware, Complete Communities Toolbox, https://www.completecommunitiesde.org/

- Presentations at district offices.
- Video presentations made available online.
- Printed materials such as newsletters, pamphlets, and posters.
- Walking and/or biking audits or tours.

Implementation

Successful implementation of Complete Streets includes strengthening relationships between FDOT and local governments. Suggestions for implementation include:

- Conducting a Complete Streets Implementation Workshop for local government officials and staff involved in planning, public works/transportation, transit, parks, economic development, and health as well as other stakeholders, such as advocacy groups.
- Participating on a local government committee or advisory group charged with implementing a Complete Streets approach, including different agencies, departments, and interest groups.
- Supporting a local implementation plan that goes beyond updating specific documents or guidance by assigning task responsibilities and timelines. An implementation plan can maintain momentum and help partners remain engaged.
- Conducting an audit of existing policies and procedures within state Departments of Transportation that should be consistent with a Complete Streets policy. This may include:
  - Procedures that do not yet consider all users of all ages and abilities as routine.
  - Current training processes.
  - Design standards and guides.
  - Current performance measures and outcomes.

Remember to report when documents listed above are updated or revised.

Best Practices

FHWA and others identified several best practices that are common to the successful implementation of Complete Streets. These include the following:

- Build relationships among agencies and stakeholders such as public health, law enforcement, and businesses.
- Cultivate new partnerships by seeking out individuals and organizations that can serve as resources for advisory committees, leadership, public outreach, and information/data sources on context.
- Designate a lead person, agency, and/or committee that will move the process forward; having a champion is invaluable.
- Strive to instill a sense that context based planning and design are part of everyone's job.
- Provide regular updates to community and agency elected officials and media on implementation and successes.
- Ask your Metropolitan Planning Organization to provide training for its member jurisdictions.
- Share project successes in the context of overall policy implementation.

In addition, consider the following:

- Formal advisory committees can be an effective catalyst for achieving other implementation steps.
- Community engineers and planners must hear from their professional peers.
- Outreach to community members is an on-going process and must not end with a policy's adoption.
- The first projects are the hardest to sell. Communicate on a project-by-project scale as well as in more general terms. Go to the public so they hear about the project and your goals directly from you first.
- Start with temporary or pilot projects or choose projects with relatively simple implementation; be sure to tie these projects back to the Complete Streets objective.

Additional Resources

FDOT Resources

FDOT's Complete Streets Website: The FDOT Complete Streets website has a variety of resources including the 2020 Context Classification Guide, Complete Streets brochure, Complete Streets Implementation Plan, and links to the FDOT Context Classification webinar series and videos.

FDOT Design Manual (FDM) – Recognized by Smart Growth America as one of 12 of the best Complete Streets Initiatives of 2017.

FDOT's National Synthesis of Transit and Complete Streets Practices

FDOT District 5's Completing Florida's Streets – Frequently Asked Questions

FDOT District 7 Tampa Bay Traffic Safety Academy/Webinars

FDOT TransPlex (October 2020 Web Series): The Art and Science of Community Planning – Linking Transportation and Land Use

FDOT Transportation Symposium:

- Speed Management – The Latest Techniques and Approaches (07/15/2021)
- Vital Few Safety Update (10/28/2021)
- The SIS and Context Based Design (12/9/2021)
- FDOT Context Classification Guide 2020 Update (2020)
- Context Classification Framework for Bus Transit (2020)
- Placement of Trees in Context Sensitive Design (2020)
- Lane Elimination Guidance/Project Example (2020)
- Context Classification (2019)
- Speed Management Techniques – FDM Chapter 202 (2019)
- Safe Transportation for Every Pedestrian (STEP) Efforts in Florida (2019)

Federal and National Resources

American Association of State Highway and Transportation Officials Complete Streets/Urban Corridors

American Planning Association Complete Streets: Best Policy and Implementation Practices

Congress for New Urbanism Health Initiatives

FHWA Bikeway Selection Guide

FHWA Speed Management Safety

National Association of City Transportation Officials Design Guidance

National Association of City Transportation Officials Urban Street Design/Public Space

Smart Growth America Central Florida Complete Streets Report

Smart Growth America Complete Streets Policy Atlas

Smart Growth America/National Complete Streets Coalition

Transportation Research Board, NCHRP 855: An Expanded Functional Classification System for Highways and Streets

US Department of Transportation Complete Streets Resources

Institute of Transportation Engineers (ITE) Complete Streets Technical Resources

Regional Resources

Broward MPO Complete Streets Program and Guidelines

Forward Pinellas Complete Streets Program

Forward Pinellas Safe Streets Pinellas

MetroPlan Orlando Regional Complete Streets Policy (March 2020)

Miami-Dade MPO Complete Streets Manual

Safe Streets Summit: A collaborative effort between the Miami-Dade Transportation Planning Organization (TPO), the Broward Metropolitan Planning Organization (MPO), and the Palm Beach Transportation Planning Agency (TPA) to provide a local yet regionally connected approach to prioritizing and implementing Complete Streets throughout southeast Florida.

Local Resources

Until the American Association of State Highway and Transportation Officials (AASHTO) releases the next addition of the “Green Book,” the pre-eminent industry guide to current highway and street design

research and practice, the following local government resources may help other local governments in Florida apply context based design to **local roads**.

- City of Bonita Springs Downtown Form-Based Code
- City of Bradenton Form Based Code
- City of Jacksonville Context Sensitive Streets Standards Committee
- City of Neptune Beach Complete Streets Policy
- City of Ft. Lauderdale Complete Streets Policy
- City of Ft. Lauderdale Complete Streets Guideline
- City of St. Petersburg Complete Streets Policy and Implementation Plan
- Broward County Complete Streets Website
- Miami-Dade County Complete Streets Design Guidelines
- Sarasota County Complete Streets Implementation Strategies Plan Draft (October 2020)

Appendix B: Complete Streets Comprehensive Plan Policies as of April 2021

Local Government	Element	Goal, Objective, or Policy Language
Alachua County	Community Health Element	Policy 1.1.8: Alachua County shall promote Public Safety for a healthy community through coordinating with the Community Traffic Safety Team and the Bicycle Pedestrian Advisory Board to pursue funding for a Pedestrian Safety Action Plan to address safety issues and to minimize traffic hazards and reduce crashes through design of **complete streets**. To the maximum extent feasible, Alachua County will assist community and private efforts in applying GIS-enabled pedestrian walkability audit tools to collect and quickly analyze pedestrian infrastructure characteristics so that planners, practitioners, policy makers, and community members can make more effective decisions to improve safe environments for walkability. http://www.1000friendsofflorida.org/wp-content/uploads/2012/10/CEG_WB1_Alachua_Health_Element_8-11.pdf
Broward County	Land Use Element	Policy 2.19.1: Broward County shall promote and encourage (re)development, and shall implement to the maximum extent feasible for those (re)development projects and lands owned by the County or within unincorporated areas, to take advantage of compact building design to preserve more open space, support a complete range of transportation choices, make public transportation viable, reduce public infrastructure cost and improve the health condition of residents and the wider community, in a manner generally consistent with the ***Broward Complete Streets Guidelines***, or equivalent principles. Policy 2.19.2: Broward County shall promote and encourage (re)development, and shall implement to the maximum extent feasible for those (re)development projects and lands owned by the County or within unincorporated areas, the creation of walkable sites, neighborhoods and community designs that are accessible to and address the needs of all users and support healthy lifestyles using public venues, inclusive of all modes of transportation in a manner generally consistent with the ***Broward Complete Streets Guidelines***, or equivalent principles. Policy 2.19.3: To identify multi-modal transportation systems consistent with the ***Broward Complete Streets Guidelines***, Broward County and its local governments should utilize the "**Context Sensitive Corridor**" Broward County Trafficways Plan designation to provide for the reservation or acquisition of rights-of-way necessary for mass transit, bicycle and pedestrian facilities and services within their land development regulations. Policy 2.19.4: Additional policies and criteria which guide Broward County's implementation of **Complete Streets** are adopted as part of the Broward County Transportation Element. Policy 2.20.7: Broward County shall promote and encourage, and shall implement to the maximum extent feasible for those (re)development projects and lands owned by the County or within unincorporated areas, the creation of walkable sites, neighborhoods and community designs that are accessible to and address the needs of all users and support healthy lifestyles using public venues, inclusive of all modes of transportation in a

Local Government	Element	Goal, Objective, or Policy Language
		manner generally consistent with the ***Broward Complete Streets Guidelines***, or equivalent principles. Policy 2.29.2: Broward County's greenways and trails shall link neighborhoods with park and recreation facilities, beaches, conservation areas, schools and other public buildings, cultural and historic sites, business areas and multi-modal transportation facilities, in a manner generally consistent with the ***Broward Complete Streets Guidelines***, or equivalent principles. Policy 3.6.1: Encourage local governments to establish and/or expand their pedestrian and bikeway facilities in accordance with the Florida Department of Transportation and the American Association of State Highway Transportation Officials planning and design standards, and coordinate their placement with Broward County, in a manner generally consistent with the ***Broward Complete Streets Guidelines***, or equivalent principles. Policy 3.6.3: Local governments should include within their development codes and regulations incentives for constructing safe and accessible pedestrian and bicycle facilities, pathways, and greenways throughout Broward County, in a manner generally consistent with the ***Broward Complete Streets Guidelines***, or equivalent principles. Policy 3.6.5: Development designs should be context-sensitive and consider existing and planned adjacent land uses. Development projects should be considered both separately and as part of a connected network with integrated pedestrian, bicycle, and transit facilities generally consistent with the ***Broward Complete Streets Guidelines*** or equivalent principles. Policy 3.6.6: Transportation facilities and services should be developed inclusive of all modes of transportation in a manner generally consistent with the ***Broward Complete Streets Guidelines***, or equivalent principles, encouraging infill development and promoting the efficient use of urban services. https://www.broward.org/PlanningCouncil/Documents/LandUsePlan/BrowardNext%20Broward%20County%20Land%20Use%20Plan.pdf
Broward County	Transportation Element	**Objective T1.1**: Implement **complete streets** concepts in a context sensitive approach, coordinated with land use and urban design, to facilitate the achievement of a fully connected transportation system providing safe, convenient, and comfortable travel, including access for users of all ages and abilities regardless of their mode of transportation. Policy T1.1.1: Broward County shall utilize its interdepartmental and interdisciplinary "**Complete Streets** Team" represented, at a minimum, by County Administration, Human Services, Environmental Protection and Growth Management (Environmental Planning and Community Resilience, Planning and Development Management), Parks and Recreation, Public Works (Highway and Bridge Maintenance, Highway Construction and Engineering, Traffic Engineering), and Transportation (Transit). The Broward County Complete Streets Team shall meet at least once quarterly, establish subcommittees as needed, which may include non-County staff participation, and is charged with the following:

Local Government	Element	Goal, Objective, or Policy Language
		1. Review, recommend updates, and monitor the County's Comprehensive Plan and the County's roadway corridor minimum standards and codes to ensure and further context sensitive consistency with the Broward MPO adopted "*Broward Complete Streets Guidelines*. 2. Coordinate with the Broward County Planning Council to review and recommend updates to the Broward County Land Use Plan and the Broward County Trafficways Plan to ensure consistency with the *Broward Complete Streets Guidelines*. 3. Conduct timely reviews and offer recommendations for all projects involving County maintained roads and for other roadway projects, as may be required and/or requested within Broward County, to include context sensitive features and techniques consistent with the *Broward Complete Streets Guidelines*. 4. Conduct, coordinate, and support fact-finding and educational outreach efforts with municipal, regional, and State agencies, and other interested parties, in support of context sensitive implementation of the *Broward Complete Streets Guidelines*. 5. Identify, coordinate, leverage, and support pursuit of funding sources for Complete Streets projects, including "pilot" and "demonstration" projects supported by the County. Policy T1.1.4: Broward County shall support efforts to identify and implement techniques to further the *Broward Complete Streets Guidelines* through "request to experiment" procedures in regard to the Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) and FDOT Design Manual. Policy T1.1.5: Broward County shall support and incorporate into the County's codes and standards the utilization of context sensitive techniques to enhance pedestrian safety and comfort, consistent with the *Broward Complete Streets Guidelines*, including, but not limited to: Wide sidewalks; Pedestrian scale setbacks; Pedestrian-friendly crossings, including prominent placement and adequate timing… Policy T1.1.6: Broward County shall support and incorporate into the County's codes the utilization of context sensitive techniques to enhance bicycling safety and comfort, consistent with the *Broward Complete Streets Guidelines*, including, but not limited to- Sufficient and safe bicycle lanes, with a preferred width of 7 feet, that include door zones, buffers, and/or protected cycle tracks… Policy T1.1.15: Broward County shall collaborate with stakeholders, such as the American Association for Retired Persons (AARP), to identify additional considerations for the enhanced safety and comfort of transportation infrastructure, including but not limited to, **complete streets**, greenways, and transit, for the County's aging population. **Objective T1.2**: Prioritize transit amenities and facilities along **Complete Streets** to facilitate an intermodal transportation system that provides safe, convenient, and comfortable travel, including access for users of all ages and abilities regardless of their mode of transportation.

Local Government	Element	Goal, Objective, or Policy Language
		Policy T1.2.1: Broward County shall support and incorporate into the County's codes and standards the utilization of context sensitive techniques consistent with the *Broward Complete Streets Guidelines*, such as, but not limited to: Intelligent Transportation Systems (ITS) for transit, Dedicated or semi-exclusive lanes for transit… Policy T1.2.2: For the safety of transit passengers, bicyclists, and pedestrians, Broward County shall, to the greatest extent possible, design new facilities for the safe operation of transit vehicles along existing and future transportation corridors. The Transit Division shall review **Complete Streets** plans to ensure consistency with minimum operational requirements (e.g., adequate right-of-way, lane width, turn radii), FDOT Accessing Transit Design Handbook and best practices from the American Public Transportation Association (APTA). **Objective T1.3**: Broward County shall expand the network of greenways, blueways, and off-network paths to connect to major destinations, transit, schools, parks, and **Complete Streets.** Policy T1.3.3: Broward County, in coordination with municipalities, Broward MPO, and partner agencies, shall leverage the investments in greenways and trails by connecting them with **Complete Streets** and transit. Policy T2.1.3: In coordination with the major updates of the Transit Development Plan, BCT shall conduct a system-wide survey effort to assess customer needs and desires. BCT should also consider surveying non-riders to identify potential improvements and strategies to increase ridership and coordinate this effort with initiatives, such as **Complete Streets**, to assess multimodal access needs to transit stations. Policy T3.2.2: Continue to utilize the Complete Streets Team to prioritize **Complete Streets** projects and coordinate with municipalities, the Broward MPO, and FDOT on projects and to identify funding opportunities to expand the number of Complete Streets projects implemented each year. https://www.broward.org/BrowardNext/Documents/CompPlanDocs/TE%20GOPS-Adoption%20March%202019.pdf
Broward County	Capital Improvements Element	Policy CI.1.3: Continue utilizing the Broward County Staff **Complete Streets** Team and the Transportation Construction Program Committee, as described in the Support Document for this Element, to prioritize road transportation construction projects for funding. https://www.broward.org/BrowardNext/Documents/CompPlanDocs/CIE%20GOPS-Adoption%20March%202019.pdf
Bonita Springs	Transportation Element	Policy 1.3.1: Alignments of new or expanded transportation facilities or other improvements shall be selected to minimize the cost/benefit ratio while implementing **Complete Streets** principles to ensure safe and efficient access for all users. Policy 2.1: Provide for bicycle and pedestrian needs in the design of future improvements to Bonita Beach Road. https://library.municode.com/fl/bonita_springs/codes/comprehensive_plan?nodeId=COPLBOSPFL

Local Government	Element	Goal, Objective, or Policy Language
Cocoa Beach	Future Land Use	Policy I.1.24: Decisions about transportation infrastructure will be consistent with and supportive of other initiatives within the City, such as: the SR A1A Corridor Study, the Downtown CRA, the Gateways District Plan, the Indian River Lagoon Scenic Byway, the proposed Beach Trail/A1A Urban Trail, and the Space Coast TPO's Complete Streets program. Policy I.2.6: Having used the Minutemen Causeway streetscaping as a pilot project, the City shall continue to use the TPO's **Complete Streets** program to guide the enhancement and function of future city street improvements. https://www.cityofcocoabeach.com/DocumentCenter/View/5218/Cocoa-Beach-2025-Comprehensive-Plan-Adopted-8-6-15-Revised-3-7-19?bidId=
Delray Beach	Mobility Element	Policy MBL 1.1.4: Address mobility principles and transportation issues, such as **Complete Streets** Policy and guide to context sensitive and appropriate implementation, within the Mobility Plan. Policy MBL 1.2.2: Implement context-sensitive **Complete Streets principles**, where appropriate, in the planning, programming, and construction of new City roadways, redesigns, and resurfacing of existing roadways to address the needs of all users, including motorists, bicyclists, transit riders, and pedestrians of all ages and abilities. Provide landscaping, shading, protected lanes, pedestrian scale lighting and speed-reduction measures that that support a pleasant environment for pedestrians and bicyclists. Policy MBL 1.2.3: Coordinate with the Florida Department of Transportation and Palm Beach County to implement **Complete Streets** principles, where appropriate, in the planning, programming, and construction of all new State and County roadways, redesigns, and resurfacing of existing roadways to address the needs of all users. https://www.delraybeachfl.gov/home/showdocument?id=6787
Delray Beach	Health Community Element	Policy HCE 1.1.2: Evaluate community design impacts by conducting walkability and cycling audits, identifying needs for **complete street** improvements, and assessing the provision of universal design elements in parks, public buildings, and private development. Policy HCE 1.7.5: Promote biking and walking through the provision of context-sensitive **Complete Streets**, where appropriate, and a connected system of greenways and trails that encourages recreation, physical activity, and exposure to the natural environment. Policy HCE 1.9.1: Continue to provide Land Development Regulations that facilitate the provision of context sensitive **Complete Streets**, where appropriate, throughout Delray Beach. Policy HCE 1.9.6: Design new neighborhoods and modify existing neighborhoods to be amenity-rich with interconnected, context-sensitive **Complete Streets** design, where appropriate. Policy HCE 1.9.7: Transform existing streets to accommodate multiple modalities, such as walking, biking, and operating low speed vehicles (golf carts) by using techniques such as **complete street** design, where appropriate, traffic calming, and building and landscape position to increase the sense of spatial enclosure of the street, etc.

Local Government	Element	Goal, Objective, or Policy Language
		Policy HCE 3.3.1: Implement the City's adopted Complete Streets policy, where appropriate. https://www.delraybeachfl.gov/home/showdocument?id=6771
Delray Beach	Capital Improvements Element	Objective CIE 2.2: Capital Investments in Complete Streets. Support capital investments in right-of-way infrastructure projects that implement the goals and principles of **Complete Streets**, where appropriate. Policy CIE 2.2.1: Incorporate the adopted **Complete Streets** Policy and its long-range goals into the planning, scoping, budgeting, funding, design, approval and implementation process for all city roadways and right-of-way infrastructure projects, where appropriate. https://www.delraybeachfl.gov/home/showdocument?id=6791
Fort Lauderdale	Complete Streets Policy	https://www.fortlauderdale.gov/home/showdocument?id=8353
Fort Lauderdale	Transportation and Mobility Element	Policy TM 1.1.2: The City shall use "**Complete Streets**" principles to ensure that roadways are planned, designed, and maintained in a context sensitive manner for safe use by users of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, and freight vehicles. Policy TM 1.6.2: Fort Lauderdale shall minimize the need for roadway width expansion except where needed to improve mobility for bicycles and pedestrians or to effect intersection improvements and continue to direct efforts towards **Complete Streets** implementation. Policy TM 1.6.3: The City shall continue to incorporate the design of streets and roadways from the policies outlined in Broward County's **Complete Street** Guidelines, the City's **Complete Streets** Manual, National Association of City Transportation Officials Design Guides, the Connecting the Blocks Plan, and the Florida Department of Transportation's (FDOT) Design Manual. https://docs.wixstatic.com/ugd/22b73c_62f21f6423f540b6bb57dd22712313be.pdf
Fort Lauderdale	Capital Improvements Element	Policy CI 1.2.2 – Transportation: Prioritize roadway improvement projects from the Connecting the Blocks Program which improve safety, contain sustaining elements, fill existing network gaps, and support transit in compliance with the 2013 adopted **Complete Streets** Policy. https://docs.wixstatic.com/ugd/22b73c_b9846791d4bc45deb1b7aa4033e5eb19.pdf
Fort Meyers Beach	Complete Streets Policy	http://www.spikowski.com/documents-FortMyers/15_Complete-Streets-Policy_CFM_draft-2017.pdf
Jacksonville	Transportation Element	Goal TE 1: Establish a multi-modal transportation system that provides mobility for pedestrians, bicyclists, transit users, motorized-vehicle users, and is sensitive to the environmental amenities of Jacksonville Beach, Florida. The following mobility strategies may be utilized as appropriate: "**Complete Streets**" policy implementation. http://www.jacksonvillebeach.org/sites/default/files/documents/Plan_Dev/2030_comprehensive_plan_-_adopted.pdf

Local Government	Element	Goal, Objective, or Policy Language
Lakeland	Future Land Use Element	Policy 3D: The City shall adopt and implement Land Development Regulations that include elements of a form-based code which emphasizes design standards including maximum building setbacks, open/green space requirements, street shading treatments, maximum block lengths, relationship of development to the street, and provisions that require "**complete streets**" and inter-modal connectivity as based upon the adopted roadway typologies in the Transportation Element of this Plan… Policy 15E: The City will explore working with the Polk TPO to develop a Bicycle Pedestrian Safety Action Plan to address safety issues, minimize traffic hazards and reduce crashes through the design of **complete streets** and other appropriate means. Policy 5C: The City of Lakeland will continue to incorporate consideration of bicycle and pedestrian facilities in all roadway improvements, consistent with the appropriate Roadway Typology and Citywide Pathways Plan and to help create **complete streets** that function safely for all users of the transportation system… Policy 5N: The City will design, build, and maintain streets that support the Polk TPO **Complete Streets** Policy as adopted through TPO Resolution 2012-05 on October 11, 2012, and in accord with City Resolution 5004 adopted in August 2012, including use of guidelines that promote safe and convenient access and travel for all users of the transportation system… https://www.lakelandgov.net/media/9715/comp-plan-2010-2020r.pdf
Lee County	Transportation Element	**Objective 39.6 – Bicycle/Pedestrian Network**: When conducting all transportation planning and engineering studies, consider the convenience, safety and accessibility of bicyclists and pedestrians of all ages. Policy 39.6.4: Develop and implement design standards and practices for a multi-modal transportation network with **complete streets** for all modes of travel. Include adequate width for transit, bicycle, and pedestrian facilities, appropriate to context in anticipated right-of-way needs." http://www.leegov.com/dcd/Documents/Planning/LeePlan/Leeplan.pdf
Orlando	Future Land Use Element	Policy S.6.14: …To facilitate a balanced transportation system, the City should consider making the following transportation improvements- Require all transportation projects within the Parramore community to meet **complete streets** and Safe Routes to School design guidelines. Policy S.6.16: …Re-design Amelia St., Washington St., South St., Anderson St., Carter St., and Long St. into **complete streets**. Convert South St., Anderson St., Carter St., and Long St. into two-way streets for automobiles and bicycles. https://www.orlando.gov/files/sharedassets/public/documents/city-and-district-plans/comprehensive-plan/policy-documents/03-future-land-use-gops-supp-no-21.pdf
Orlando	Transportation Element	Goal 1: To develop a balanced transportation system that supports building a livable community with **complete streets** and improves access and travel choices through enhancement of roads, public transit, bicycle and pedestrian systems, intermodal facilities, demand management programs, and traffic management techniques.

Local Government	Element	Goal, Objective, or Policy Language
		Objective 1.33: Throughout the planning period, the City shall utilize a **Complete Streets** approach to transportation infrastructure improvements. Policy 1.33.1: The City recognizes the definition of **Complete Streets** as rights of way that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, freight, motorists, and transit. Policy 1.33.2: The City recognizes that **Complete Streets** policies consider people of all ages and abilities, including children, teenagers, adults, senior citizens, and persons with disabilities. Policy 1.33.4: **Complete Streets** policies shall apply to all roadway segments in the Major Thoroughfare Plan located in Appendix C and the City's Land Development Code… Policy 1.33.5: The City shall establish a **Complete Streets** design guidebook and corridor prioritization plan to implement these policies. Policy 1.33.6: The City shall support the goal of **Complete Streets** by analyzing the land uses adjacent to the proposed roadway project to account for the primary users served. **Objective 1.34**: Throughout the planning period, the City shall apply **Complete Streets** policies to the City's street network. Policy 1.34.3: The City of Orlando will continue to consider all elements of the right-of-way and utilize all applicable **Complete Streets** policies as part of Public Works repaving and resurfacing projects. Policy 1.34.5: The City of Orlando will work to ensure the gradual implementation of **Complete Streets** policies on existing streets and incorporate these policies into projects included in the Transportation Capital Improvements Program. Policy 1.34.6: Streets designed and/or constructed by a developer, whether public or private, shall be developed consistent with **Complete Streets** policies. Policy 1.34.7: The City shall request that **Complete Streets** policies are incorporated into projects funded by outside agencies such as FDOT and Orange County. **Objective 1.35**: Throughout the planning period, the City shall incorporate qualitative improvements to **Complete Streets** projects to promote the use of alternate modes and enhance the economic viability of the area. Policy 1.35.2: Street trees, landscaping and amenities that provide shade and promote aesthetically pleasing and comfortable environments for walking and cycling shall be incorporated into **Complete Streets** projects. **Objective 1.36**: Throughout the planning period, the City shall apply **Complete Streets** policies to construct safe and convenient bicycle facilities to accommodate cyclists of all ages and abilities. Policy 1.36.1: Bicycle facilities shall be recognized as a viable transportation option and shall be treated equally in the design of **Complete Streets** corridors. Policy 1.36.2: Bicycle facilities within **Complete Streets** corridors shall be planned and designed to safely accommodate cyclists of all ages and abilities.

Local Government	Element	Goal, Objective, or Policy Language
		Policy 1.36.3: No **Complete Streets** corridor shall be completely void of a bicycle facility. Policy 1.36.4: The model hierarchy of bicycle facilities within **Complete Streets** corridors shall be as follows: off-street path/protected cycle way, buffered bike lane, bicycle lane, sharrow (shared lane marking). https://www.orlando.gov/files/sharedassets/public/documents/city-and-district-plans/comprehensive-plan/policy-documents/04-transportation_supp18.pdf
Pensacola	Transportation Element	Policy T-3.2.7: The City shall, through coordination with the FDOT, the TPO, the Federal Highway Administration (FHWA), design and operate a comprehensive network of "**Complete Streets**," consisting of arterial, collector and local streets, that enables safe access and a full range of daily activities by all user groups, including pedestrians, bicyclists, motorists, and transit vehicles. Policy T-3.2.8: The City will develop a typology of **Complete Streets** amenities and identify the most appropriate enhancements for the range of streets within the City. This typology will be included as part of the Land Development Code or as a stand-alone supplement and will be used to systematically plan public transportation upgrades and bicycle and pedestrian enhancements. Policy T-3.2.11: The City will pursue, where feasible, "**Complete Street**," and intersection improvements along the corridors identified in adopted neighborhood and redevelopment plans to provide for aesthetics, accessibility and safety for pedestrians, bicycles, and motorized vehicles. Such improvements may include traffic calming measures such as adequate lighting, shade trees, wider sidewalks, bike paths, street furniture, gateway treatments, directional signage, and area identity markers where feasible. https://www.cityofpensacola.com/DocumentCenter/View/13/2011-Comprehensive-Plan-PDF?bidId=
Naples	Transportation Element	Policy 1-9: Annually consider the appropriation of funds within the five-year Capital Improvement Program budget to address traffic calming and **Complete Streets** projects as recommended by staff and approved by the City Council. In addition, explore alternative sources of financing to overcome potential shortfalls in transportation funding. Policy 2-5: Evaluate program goals including **Complete Streets** and multimodal options to reduce peak hour travel demand and reduce the number of vehicle miles traveled per capita while increasing the quality of life. **Complete Streets** as defined by City Council Resolution No. 15-13719 means roadways planned, designed, and constructed to provide access to all users in a manner that promotes safe, efficient movement of people and goods, whether by car, truck, transit, assistive device, foot, or bicycle. https://library.municode.com/fl/naples/codes/comprehensive_plan?nodeId=COPLNAFL_TREL

Local Government	Element	Goal, Objective, or Policy Language
Saint Petersburg	Land Use Element	Policy LU 12.4: The City shall maintain and upgrade the physical quality of St. Petersburg neighborhoods by continuing and, where necessary, expanding the following programs: …**Complete Streets** and Bicycle Pedestrian Safety Initiatives… https://www.stpete.org/planning_zoning/docs/Comprehensive%20Plan%20-%20Effective%2011142019.pdf
Tallahassee-Leon County	Mobility Element	Objective 1.2 – **Complete Streets**: The transportation system shall be designed and operated to provide safe, convenient, and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. https://www.talgov.com/Uploads/Public/Documents/place/comp_plan/tallahassee-leon-county-comprehensive-plan.pdf
Winter Park	Transportation Element	Policy 2-1.1.2 – Implementation Guidelines: At a minimum, the City will incorporate the following principles into the City's Mobility Plan and under applicable sections of the City's Land Development Code regulations: **Complete Streets** criteria… https://cityofwinterpark.org/departments/planning-transportation/planning-zoning/comprehensive-plan/