Complete Streets Implementation
Ashland, VA
April, 2019
Implementation Steps

1. Adopt a policy
2. Revise plans & processes
3. Develop design guidelines
4. Offer trainings
5. Create a committee
6. Engage the community
7. Implement projects
Implementation Steps

Accountability in implementation:
– who is responsible
– who else should be involved
– when is the deadline
Revise plans & processes

**project level** = incorporate Complete Streets on a **case by case** basis

**process level** = integrate Complete Streets in all projects as a matter of **routine**
Revise plans & processes
Complete Streets Approach

Policies  Practice  Projects  Complete Communities
Revise plans & processes
From Policy to Network

Complete Streets policies pave the way for low-cost, opportunistic improvements every time you touch the street as a matter of routine
Revise plans & processes

Types of Policies

- **Resolution**: 43.9%
- **Policy**: 24.3%
- **Plan**: 6.9%
- **Legislation/Ordinance**: 16.9%
- **Internal Policy**: 3.4%
- **Design Guideline**: 3.2%
- **Tax Ordinance**: 0.2%

National Complete Streets Coalition
Develop design guidelines

- adopt best practice design guidance or develop/update your own
- set a deadline
Offer trainings

**Who:** Engineers, planners, elected officials, community leaders, and the general public.

**Why:** So everyone understands the importance of the Complete Streets vision.
Offer trainings

- Complete Streets design
- Performance measurement
- Community engagement
- Implementation
- Equity
Create a committee
Engage the community
Engage the community
IMPLEMENTATION EXAMPLE: FDOT Measures
FDOT Implementation Plan

Adopted in December 2015 after series of stakeholder workshops.
Five implementation areas

1. Revising guidance, standards, manuals, policies, and other documents
2. Updating decision-making procedures
3. Modifying approaches for measuring performance
4. Managing Internal and External Communication and Collaboration
5. Providing Ongoing Education and Training
Identified major documents in need of revision

1. Plans Preparation Manual
2. Florida Greenbook (for local agencies)
4. PD&E Manual
6. LOS Standards
7. Strategic Intermodal System Standard
8. Quality/LOS Handbook
9. Intersection Design Guide
11. Freight Roadway Design Considerations (NEW)
Stakeholder engagement approach

Three tiers:
- Group conducting the document update
- Who should be engaged
- Who should be informed
Training on new practices

- Workshops
- Computer-based training
- Staff + regional and local agencies
- Public education and outreach
Progress: Implementation schedule
New land use context zones

- Natural
- Rural
- Rural town
- Suburban residential
- Suburban commercial
- Urban general
- Urban center
- Urban core

WHAT IS FDOT CONTEXT CLASSIFICATION?

The FDOT context classification system broadly identifies the various built environments existing in Florida. The context classification of a roadway will inform FDOT's planning, Project Development and Environment (PD&E), design, construction, and maintenance approaches to ensure that state roadways are supportive of safe and comfortable travel for their anticipated users. Identifying the context classification is a preliminary step in planning and design, as different context classifications will have different design criteria.

FDOT CONTEXT CLASSIFICATIONS

C1-Natural
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town
Small concentrations of developed areas immediately surrounded by rural and natural areas, includes many historic towns.

C3R-Suburban Residential
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

C4-Urban General
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

C5-Urban Center
Areas with the highest densities and building heights, and within FDOT classified large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the streetscape, and are within a well-connected roadway network.
Major milestones achieved

In early 2017:

– Draft *FDOT Design Manual* (formerly the Plans Preparations Manual)

– Land use context classification guidance
WHAT IS THE ROLE OF LOCAL PARTNERS?

A network of Complete Streets cannot be built entirely within the state roadway system and solely within FDOT's right of way. Transportation system and development pattern (such as land use, development density and intensity, building design, and site layout) are inextricably linked, and both have an effect on travel choices and mobility. A robust, connected roadway network provides options for the movement of people and goods and is the foundation for safe and comfortable travel for pedestrians, bicyclists, and transit riders.

Local governments and metropolitan planning organizations (MPOs) are responsible for land use and transportation planning to create supportive infrastructure and development patterns that match community goals and visions. Comprehensive plans, subarea plans, and land development regulations are some of the documents that will be reviewed to determine future visions and other land use-related items in evaluating context classification.

FDOT will apply criteria and standards based on the context classification. There is no separate FDOT funding category or FDOT funding source specifically for Complete Streets. Projects that require modifications to comply with criteria associated with the context classification will be funded through the funding programs currently available to Federal, State, and local roadways, as appropriate. The existing MPO funding process will remain the same. If local governments or other partners would like to include features that go beyond what is required by FDOT design criteria, such as decorative lighting or landscaping, patterned pavements, or street furniture and wayfinding, local communities must coordinate with FDOT to align local resources and projects with the FDOT project.
Role of local governments/MPOS

Local governments and metropolitan planning organizations (MPOs) are responsible for land use and transportation planning to create supportive infrastructure and development patterns that match community goals and visions.

Comprehensive plans, subarea plans, and land development regulations are some of the documents that will be reviewed to determine future visions and other land use-related items in evaluating context classification.
What are your priorities?
Implementation Steps

Accountability in implementation:
- who is responsible
- who else should be involved
- when is the deadline