



Smart Growth America
Improving lives by improving communities



**National Complete
Streets Coalition**

Complete Streets Implementation

Ashland, VA

April, 2019

Implementation Steps



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

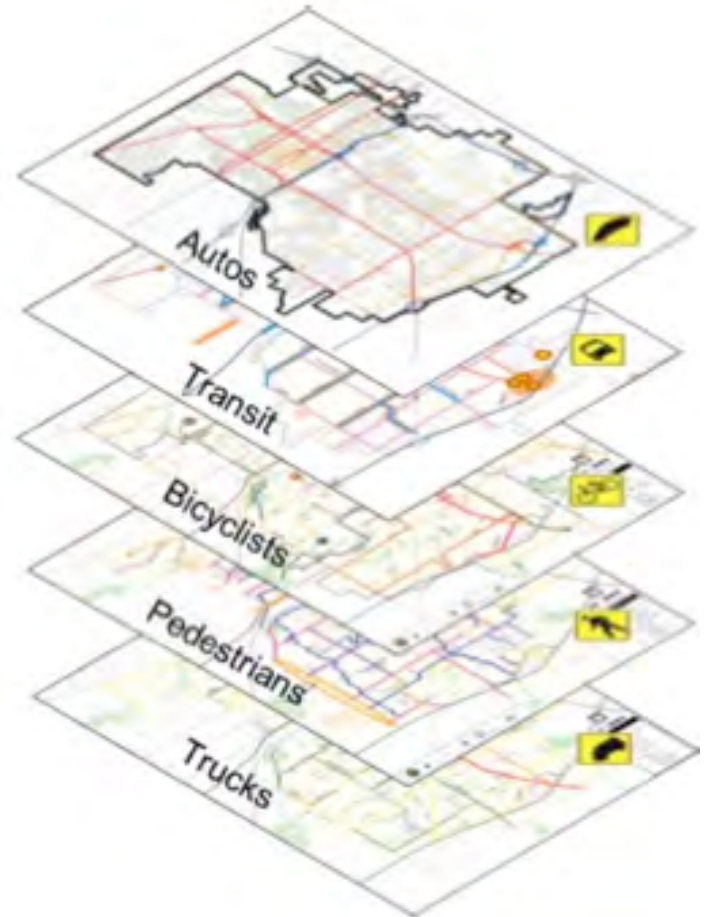
Complete
Communities



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**

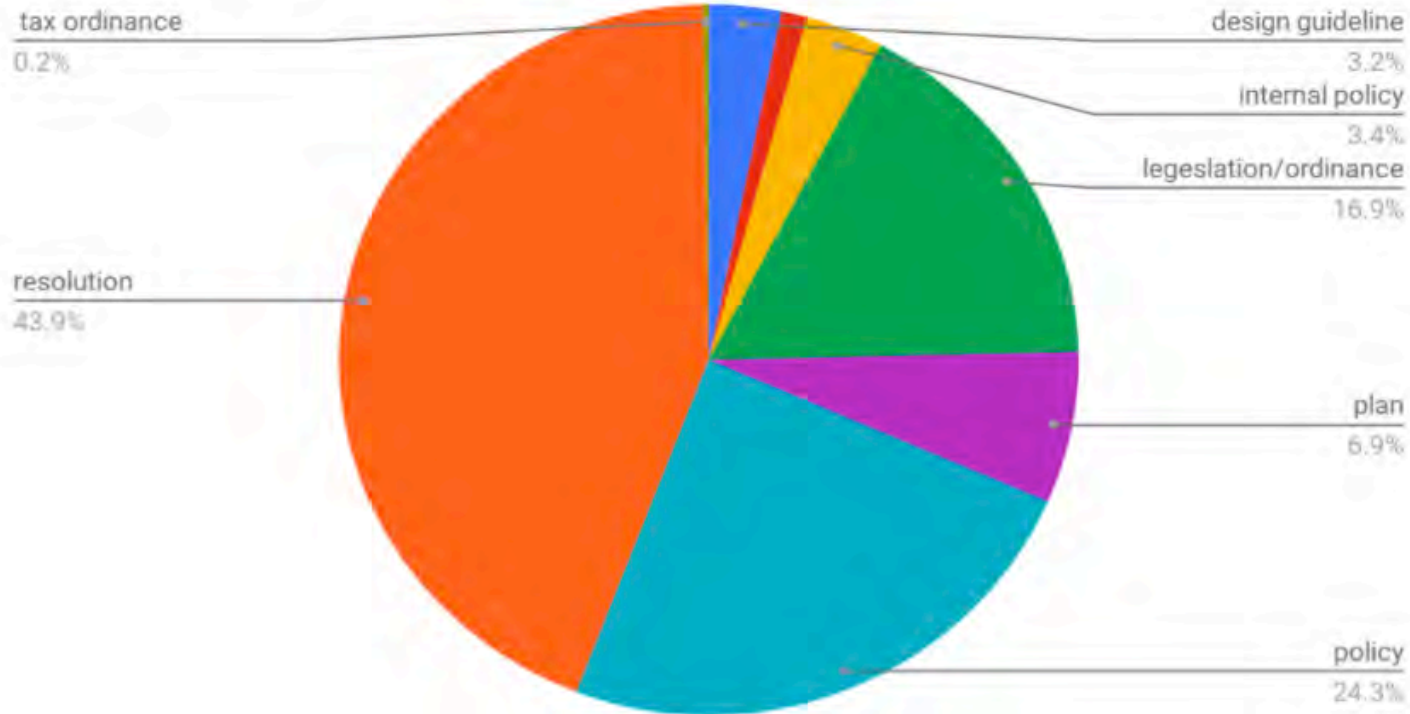




Revise plans & processes

Types of Policies

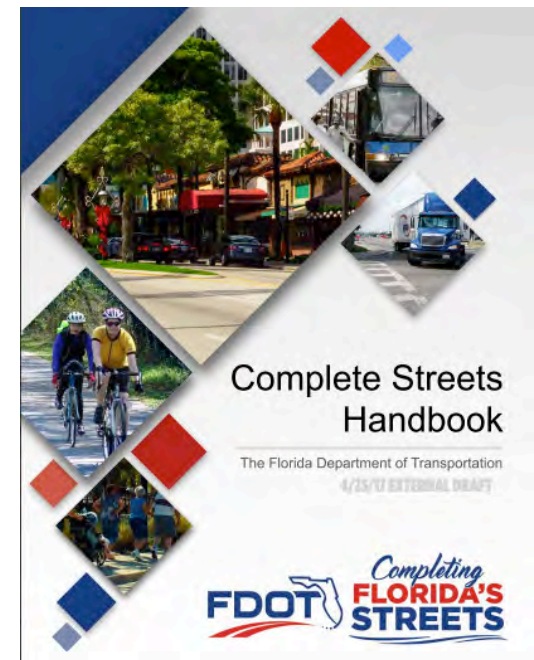
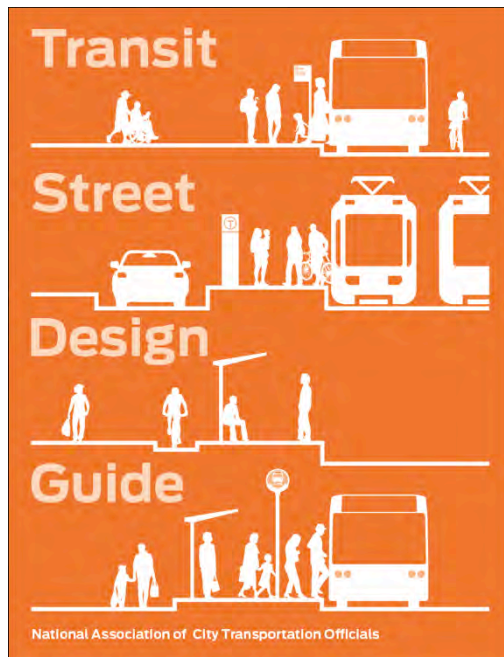
Types of policies





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



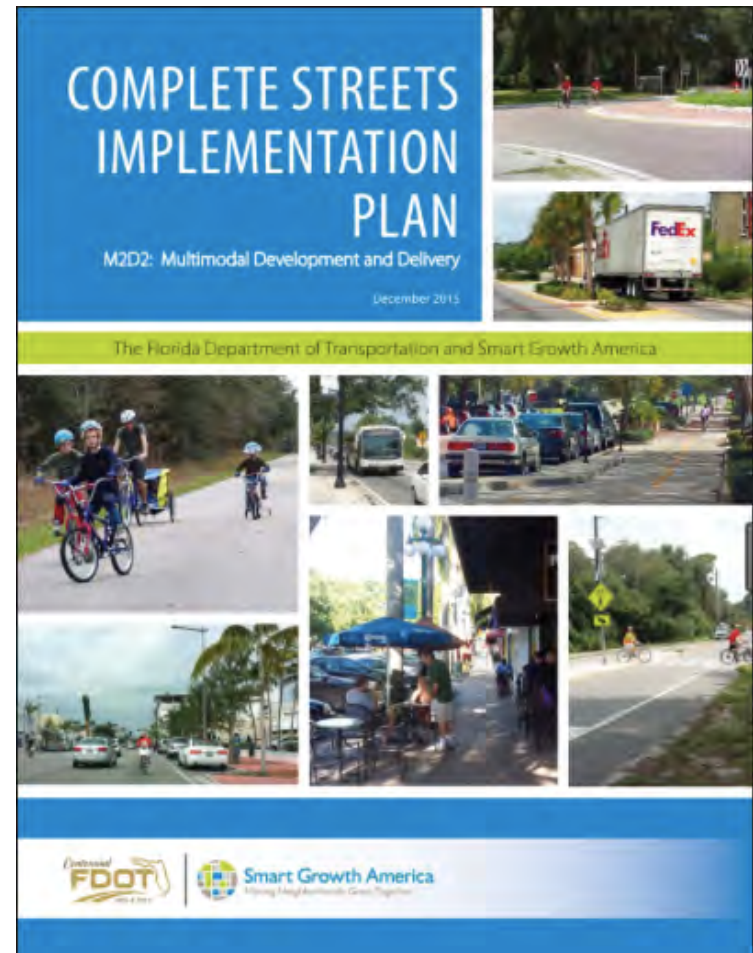


IMPLEMENTATION EXAMPLE: FDOT

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)
3. Efficient Transportation Decision-Making Manual
4. PD&E Manual
5. Traffic Engineering Manual
6. LOS Standards
7. Strategic Intermodal System Standard
8. Quality/LOS Handbook
9. Intersection Design Guide
10. Practical Design Handbook
11. Freight Roadway Design Considerations (NEW)

National Complete Streets Coalition

Complete Streets Implementation Plan – 2015

Florida Department of Transportation & Smart Growth America

Document	Responsible Lead Office	Proposed Revision Timeframe	Primary Suggested Revision(s)
4. Project Development and Environment (PD&E) Manual 	Environmental Management Office	1 year – 18 months	Revisions: <ul style="list-style-type: none"> Add guidance on identifying project context during scoping Update discussions of developing Project Description, Purpose and Need, and Alternatives to discourage prescriptive definitions of project need and encourage innovative alternatives development Expand the types of project effects evaluated during PD&E to encompass broader Complete Streets considerations Add guidance on identifying initial design controls and criteria during PD&E that align with a project's context Expand existing guidance on when and how project managers should communicate with and seek input from stakeholders throughout the PD&E process
5. Traffic Engineering Manual (TEM) 	Traffic Engineering and Operations Office	6 months – 1 year	Revisions: <ul style="list-style-type: none"> Address the role traffic engineering decisions play in enabling safe and convenient travel by different modes Include context-sensitive criteria for installing signalization, signage, and pavement markings Update guidance on signalization, signage, and pavement markings as appropriate to incorporate current national Complete Streets best practices
Standards			
6. Level of Service (LOS) Standards for the State Highway System 	Systems Planning Office	6 months	Revisions: <ul style="list-style-type: none"> Clarify that LOS should be one consideration of many during design decisions Incorporate more flexibility and/or provide a framework for applying different LOS standards based on context Consider rescinding the LOS standards, if they are not rescinded, add language stating that the policy will be carried out with regard to context, feasibility, and regard for community guidance
7. Strategic Intermodal System (SIS) Highway Component Standards and Criteria 	Systems Planning Office	6 months – 1 year	Revisions: <ul style="list-style-type: none"> Incorporate context-sensitive design standards for SIS roadways for cases where facilities run through downtowns, particularly regarding design speed Update discussion of developing SIS Corridor Plans to incorporate consideration of all transportation modes and types of residents uproot
Handbooks/Guides			
8. Quality/Level of Service Handbook 	Systems Planning Office	1 year	Revisions: <ul style="list-style-type: none"> Expand the existing Q/LOS measures recommended for each travel mode to a high with Complete Streets objectives and national best practices as appropriate Consider expanding into a broader Complete Streets Performance Measurement Handbook

Stakeholder engagement approach








Three tiers:

- Group conducting the document update
- Who should be engaged
- Who should be informed

Complete Streets Implementation Plan – 2015

Florida Department of Transportation & Smart Growth America

Table IV. Tiers of Stakeholder Involvement During Complete Streets Implementation

Tier of Involvement	Participants	Role
Tier 1: Conducting updates to FDOT documents		
 Complete Streets Implementation Management Team	Core group of FDOT staff representing a cross-section of appropriate offices, ideally with dedicated staff time allocated to the implementation effort	<ul style="list-style-type: none"> Oversee the process for revising the identified documents Manage revision teams for each document and coordinate across teams
 Document Revision Teams	Teams of FDOT staff within the appropriate office for each identified document	<ul style="list-style-type: none"> Conduct the necessary updates to each document under leadership of the Management Team
Tier 2: Engaged		
 Complete Streets Partner Steering Committee	Group of internal and external stakeholders representing relevant agencies and organizations – could evolve from the existing Complete Streets Implementation Team and/or the existing Bicycle and Pedestrian Partnership Council	<ul style="list-style-type: none"> Meet periodically throughout the Complete Streets Implementation process to discuss progress and provide feedback on the overall direction of the initiative Provide diverse expertise and perspectives Represent and communicate back to constituents about the initiative Could include sub-committees for specific aspects of the implementation process, such as performance measurement, training, and changing culture
 Internal review committees for each document	Broad representation of relevant staff from the District and Central Offices, possibly including consultants	<ul style="list-style-type: none"> Provide direction and feedback at key points throughout the update processes for each document
 External Reviewers or Advisory Committees as appropriate for specific documents	Representatives from relevant agencies and organizations invited by FDOT to provide feedback – would choose whether or not to participate for at what level to participate based on interest and time commitment involved	<ul style="list-style-type: none"> Provide direction and feedback at key points throughout the update processes for each document Represent and communicate back to constituents about the update
Tier 3: Informed		
 FDOT executive oversight	Appropriate representation from FDOT leadership	<ul style="list-style-type: none"> Receive periodic updates on progress and make course corrections as needed Approve the revised documents
 Broad decision-maker and stakeholder outreach	Comprehensive representation from the categories of internal and external stakeholders listed below, and others as appropriate	<ul style="list-style-type: none"> Receive periodic updates on the initiative and/or individual document revisions and provide feedback as appropriate Could be reached through a combination of presentations and webinars, targeted outreach, and updates during standing meetings

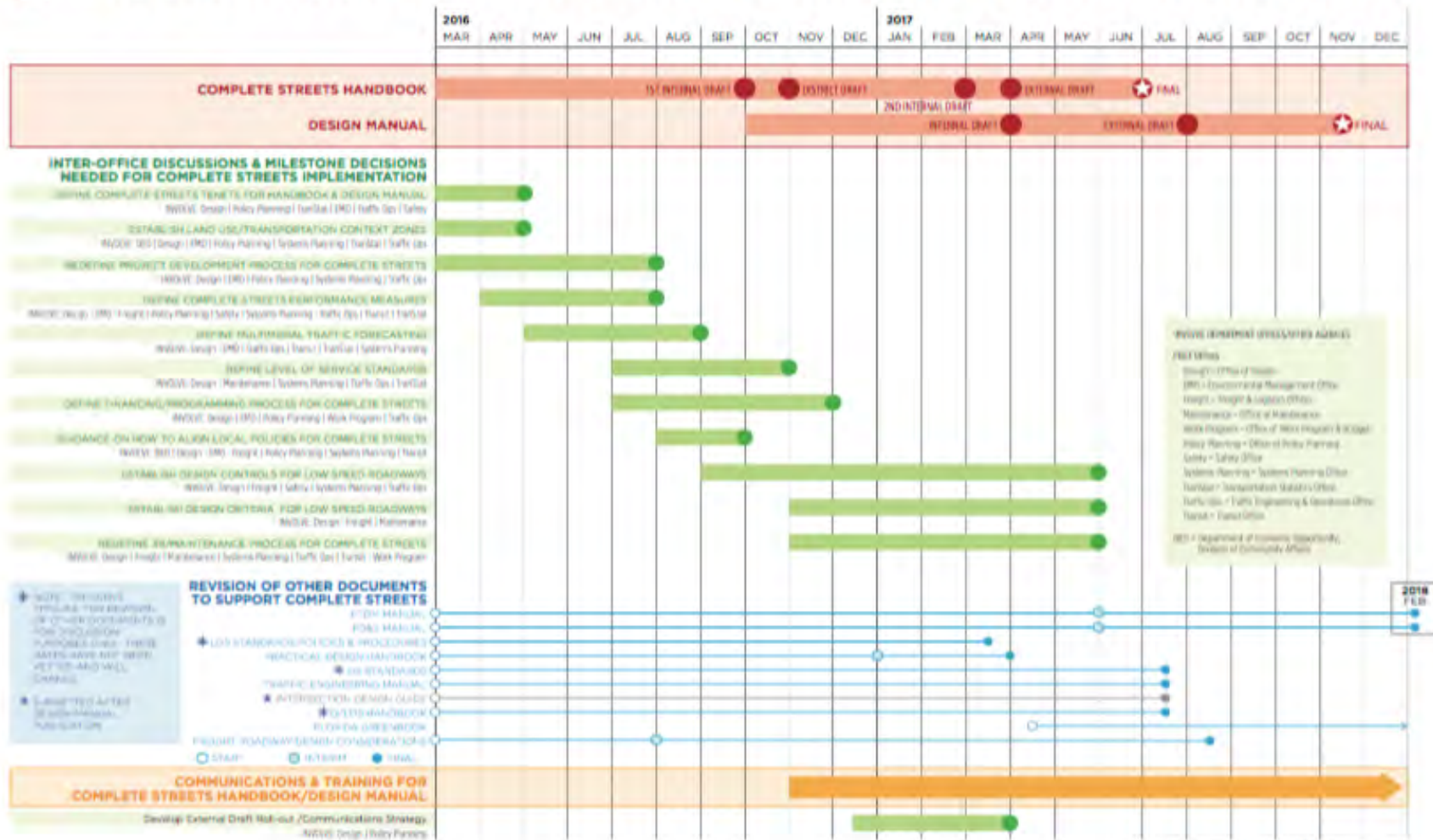
Training on new practices

- Workshops
- Computer-based training
- Staff + regional and local agencies
- Public education and outreach



Progress: Implementation schedule

FDOT DECISION FRAMEWORK & TIMELINE FOR COMPLETE STREETS IMPLEMENTATION



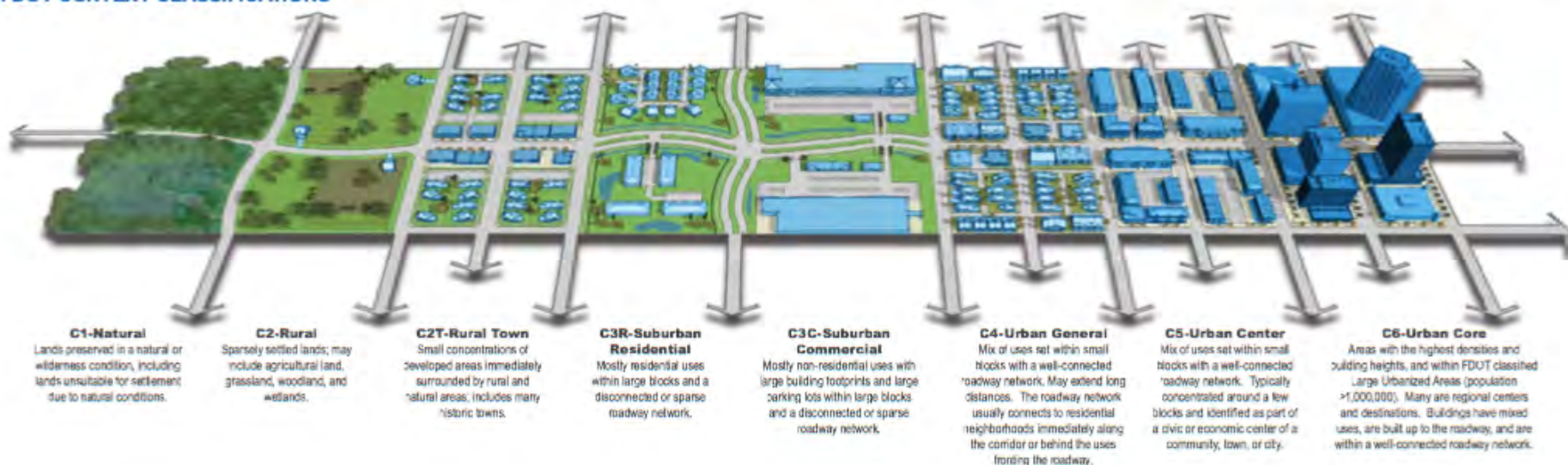
New land use context zones

- 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.

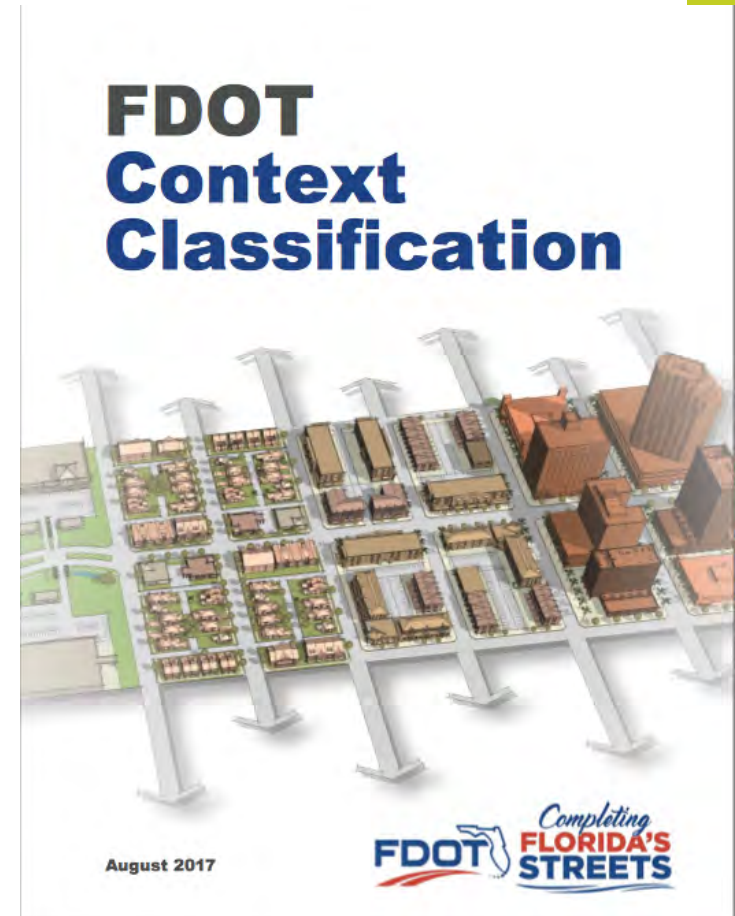
FDOT CONTEXT CLASSIFICATIONS



Major milestones achieved

In early 2017:

- Draft *FDOT Design Manual* (formerly the Plans Preparations Manual)
- Land use context classification guidance



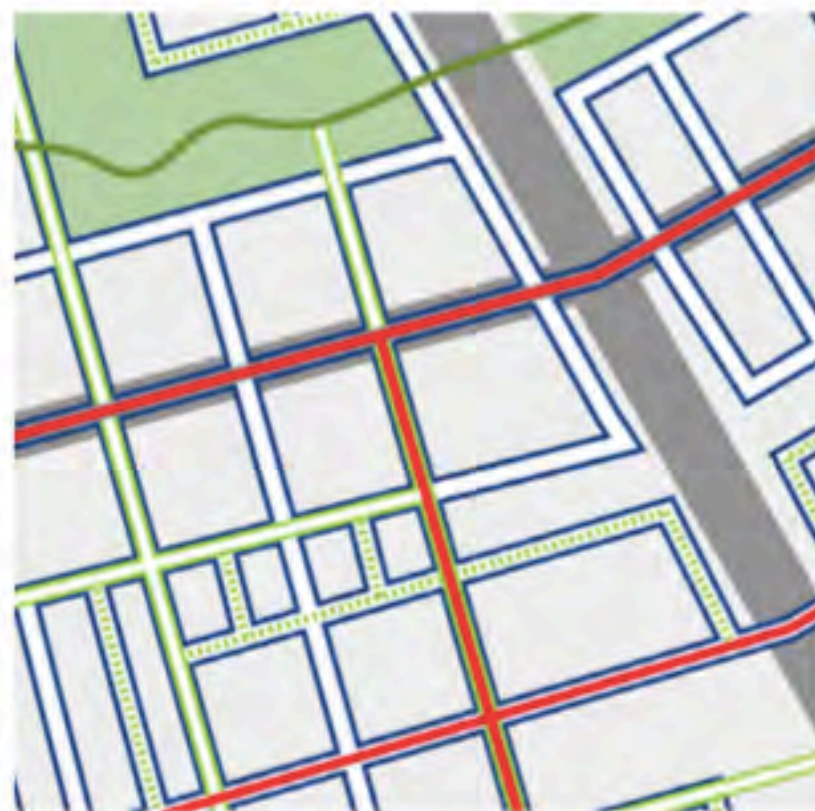
WHAT IS THE ROLE OF LOCAL PARTNERS?

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.

CONTEXT-SENSITIVE SYSTEM OF COMPLETE STREETS

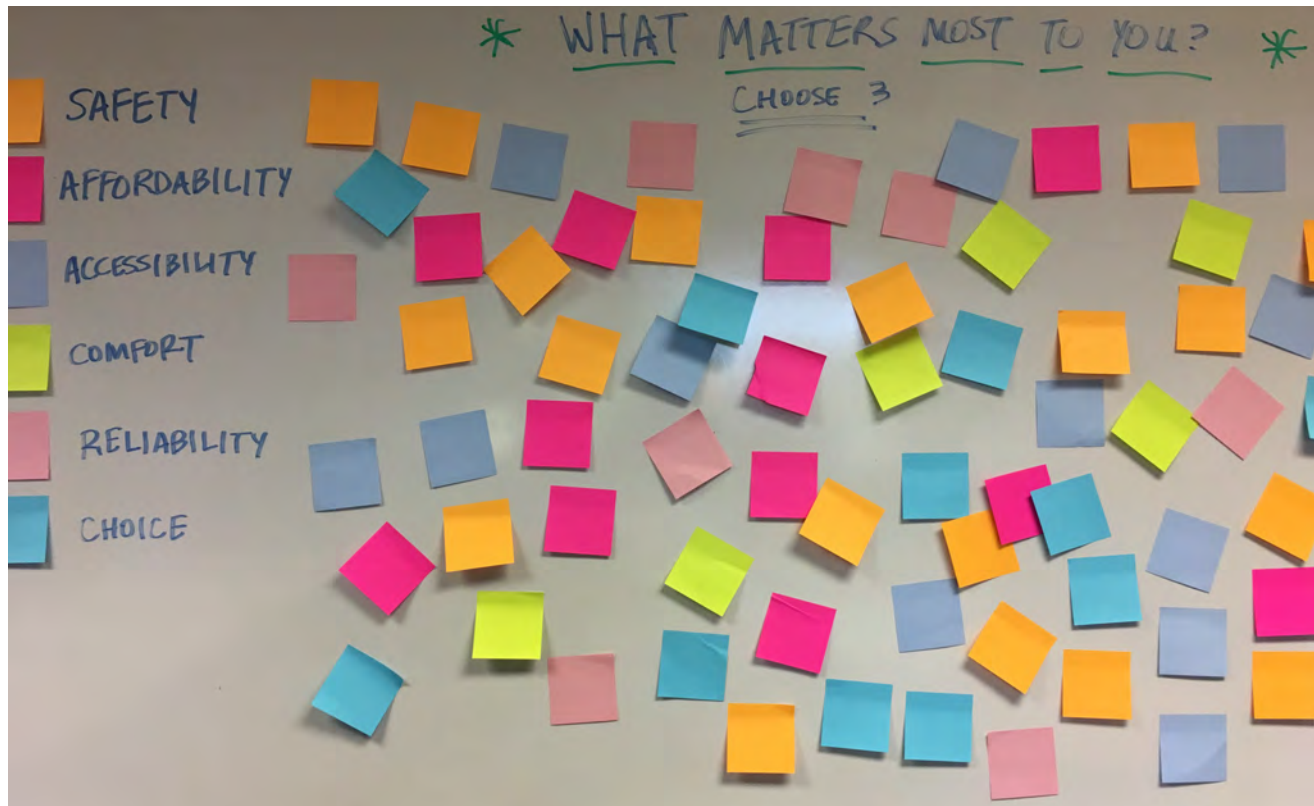


Role of local governments/MPOS

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What are your priorities?



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