

## Elements of Successful Complete Streets Policies

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## Complete Streets are for Everyone

- Designed and operated to enable safe access for all users:
  - Pedestrians
  - Bicyclists
  - Motorists
  - Transit Riders
  - People of all ages and abilities
- Move safely along and across streets



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## History of "Complete Streets"

- Coined in 2003 to replace term "routine accommodation" for cyclists
- Expanded to include a wide range of modes, organizations and interests
- Initial goal was inclusion of the term in federal transportation bill SAFETEA-LU
- Goal expanded to include policy adoption at the federal, state and local level



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**Includes a vision for how and why the community wants to complete its streets.**



- FDOT's Mission
  - The department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.
- FDOT's Vision
  - Serving the people of Florida by delivering a transportation system that is fatality and congestion free.

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**Specifies that all users = pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.**

- PPM
  - Section 8.1.1: ... goal of the Department ... Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities...special emphasis shall be given to projects in or within 1 mile of an urban area.
  - Section 8.1.2: The integration of public transit street facilities along with pedestrian and bicycle facilities furthers the implementation of this goal.




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**Specifies that all users includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.**

- Safe Routes to School
  - Enable and encourage children, including those with disabilities, to walk and bicycle to school.
- Safe Mobility for Life Program
  - Policy of the Department to provide specific improvements to the SHS ... that accommodate the special needs of elder citizens. These improvements include ...roadway, traffic operations, pedestrian and bicycle considerations.
- ADA Compliance
  - Procedure assures that all FDOT facilities, roads & structures provide accessibility for persons with disabilities...

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**Is adoptable by all agencies to cover all roads.**

- Florida Greenbook
  - Provide uniform minimum standards and criteria for the design, construction, and maintenance of all public streets, roads, highways, bridges, sidewalks, curbs and curb ramps, crosswalks..., bicycle facilities, underpasses, and overpasses...
  - <http://www.dot.state.fl.us/rd/design/FloridaGreenbook/FGB.shtm>
- PPM
  - Establishes design criteria and procedures for FDOT projects




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**Uses latest, best design criteria and guidelines while recognizing the need for flexibility.**

- PPM
  - Accessible shared use paths
  - Special emphasis crosswalk pattern
  - "Stop" for pedestrians
  - Transit boarding and alighting areas
  - Rectangular rapid flashing beacons and HAWKS
  - Countdown signals
  - Marked bike lanes in urban areas
  - Restriping to create wider outside lanes
  - Shared lane markings (sharrow)
  - Back in angle parking




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**Directs that complete street solutions will complement the context of the community.**

- Context Sensitive Solutions (CSS) Policy
  - Collaborative approach to decision making, project development, and implementation
  - Takes into account views of stakeholders and the local area
  - Considers the physical setting and seeks to enhance and conserve community defining features and environmental resources
  - Balances safety and mobility with local priorities
  - <http://ombnet.co.dot.state.fl.us/forms/procedures/bin/000650002.pdf>

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**Establishes performance standards with measurable outcomes.**

- Conformance with design criteria
- % coverage of network
- Modal split
- Crash rates and location



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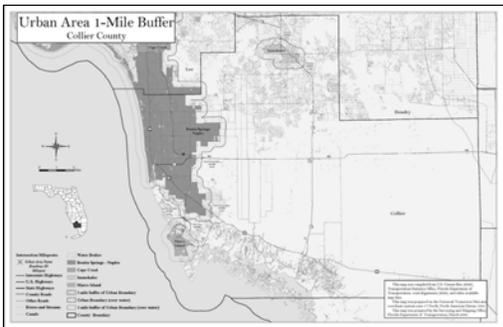
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**Urban Area 1-Mile Buffer Maps**



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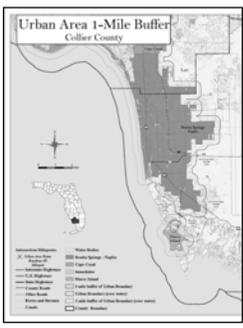
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**Performance Standards - New or Reconstruction**



- In or within 1 mile of an urban area:
  - Sidewalk/Shared use path
  - Bike lanes
- Beyond 1 mile of an urban area:
  - Sidewalk/Shared use path/Shoulder (paved or unpaved)
  - Bike lanes/Paved shoulder

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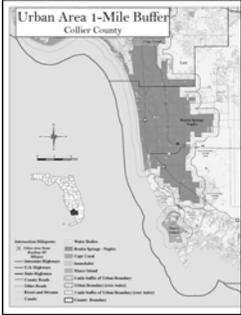
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### Performance Standards - Resurfacing



- In or within 1 mile of an urban area:
  - Sidewalk/Shared use path
  - Bike lanes
  - Wide curb lanes
  - Shared lanes
- Beyond 1 mile of an urban area:
  - Sidewalk/Shared use path/Shoulder (paved or unpaved)
  - Bike lanes/Paved shoulder

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### Completeness of Network

	Location	Centerline Mileage for Bicyclist or Pedestrian Facilities							Total
		District							
		1	2	3	4	5	6	7	
Bike Lanes	Urban	70.0	101.2	84.3	224.4	63.9	7.0	22.9	573.8
	Non-Urban	1.9	57.0		3.3	3.1	0.0	0.0	64.8
Paved Shoulders	Urban	114.5	160.4	11.4	221.5	201.4	46.8	84.5	924.2
	Non-Urban	1.4	39.4	23.4	6.2	11.2	0.0	1.6	85.9
Shared Use Paths	Urban	7.0	11.3	11.4	9.1	10.7	44.5	14.3	108.2
	Non-Urban	0.9	18.4	5.6	0.1	0.4	7.0	4.8	37.1
Sidewalks	Urban	318.6	348.9	264.0	550.3	538.0	330.0	370.0	2717.8
	Non-Urban	14.4	81.2	63.0	4.4	7.0	0.1	3.2	173.3

Source: FDOT, 2011, Roadway Characteristics Inventory  
 Note: Only highways with curbs were counted in the database. Paved shoulder totals may include bicycle lanes.

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### National Household Transportation Survey (NHTS)

Mode	FL 1990	US 1990	FL 2008	US 2008
Car	74.00%	70.44%	46.10%	44.30%
Van, SUV, Truck	15.41%	16.39%	38.50%	38.20%
RV, Motorcycle	0.37%	0.31%	0.50%	0.30%
Public Transportation	0.62%	1.96%	1.30%	2.20%
Walk	6.64%	7.22%	9.40%	11.00%
Bicycle	0.80%	0.71%	1.30%	1.00%
Other	2.16%	2.96%	2.60%	3.00%
Total	100%	100%	100%	100%

Analysis of daily travel by all modes.

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