

Broward Complete Streets Model Policy

In July of 2012, the Broward Metropolitan Planning Organization (MPO) unanimously endorsed the Broward Complete Streets Guidelines. This comprehensive set of Guidelines is intended to help cities replace auto-oriented standards with standards that create safer, healthier streets by balancing all transportation modes and accommodates all users.

The Broward Complete Streets Initiative Technical Advisory Committee (TAC) recognized that all jurisdictions would require a mechanism for adopting the Guidelines. Thus, the TAC formed a Model Policy Taskforce to carefully craft a policy framework that could be easily tailored and adopted by local governments. This model policy was based on a nationally recognized policy approved by the City of Baldwin Park, CA in 2011. The Taskforce took this template and customized it to meet the needs of South Florida communities. Furthermore, the entire TAC reviewed the model policy and offered Broward-specific additions and considerations.

This model policy is intended to be comprehensive by including the following elements:

- A customizable recital to encourage local jurisdictions to provide their specific reasons and a context for pursuing Complete Streets
- Vision
- Objective
- Jurisdiction guidance
- Approach
- Exception process
- Performance measures (engineering, environmental and health)
- Implementation steps

This model policy is intended for flexible implementation. Local jurisdictions may adopt as many or as few of the components of this model as needed, depending on the goals of its residents and local leaders. The Taskforce aimed to set the highest standards, but understands that some jurisdictions may not find certain measures or steps applicable. Local jurisdictions are encouraged to view the model as a menu where they can order as much or as little as they feel appropriate. For any questions or comments regarding this model policy please visit, www.browardcompletestreets.org or email UHP Director, Laurie Fucini-Joy, laurie@urbanhs.com.

Acknowledgements:

2013 Broward Model Policy Taskforce:

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We also appreciate the close review by the Broward MPO Complete Streets Technical Advisory Committee.



DRAFT Model Broward Complete Streets Policy

Whereas, the City of _____ has a thriving population of residents who have indicated they want safe, healthy options to driving, and;

Whereas, the pedestrian and bicycle crash rate in the City of _____ is _____ and represents a public health risk, and;

Whereas, the City of _____ knows that by balancing all transportation modes and accommodating all users, Complete Streets policies and guidelines can help encourage the design, planning and construction of safer, healthier streets and ultimately increase physical activity and the health of neighborhoods, and;

Whereas, the Broward Metropolitan Planning Organization (MPO) endorsed the Broward Complete Streets Guidelines for the adoption of all of Broward's jurisdictions and has provided the City of _____ the tools necessary to adopt Complete Streets Guidelines, and;

Whereas, the Broward County Commission unanimously adopted a Complete Streets motion to facilitate the Broward Complete Streets Guidelines, and;

Whereas, the Broward Complete Streets Guidelines contain standards that can help calm traffic, increase physical activity and create safer, more welcoming environments for pedestrians, bicyclists and transit users, and;

Whereas, Complete Streets provide more independence and mobility for those unable to use cars, and;

Whereas, the Broward Complete Streets Guidelines reflect Florida State Statute, Florida Department of Transportation standards and Broward County policies and include incremental and flexible improvements that can be incorporated into existing and planned Capital Improvement Projects, and;

Now, therefore be it resolved: The City Commission adopts the following Complete Streets policy:

Objective: To adopt and implement Complete Streets Guidelines so that transportation improvements are planned, designed, constructed, operated and maintained to encourage walking, bicycling, and transit use while promoting safe operations for all users.

Vision: The City of _____ will plan, design and create livable, safe and connected streets with a highly efficient, multimodal transportation network that promotes the health and mobility of all citizens and visitors of all ages and abilities while reducing the negative impacts on the environment.

CONNECTIVITY

- (A) The City of _____ will design, operate and maintain a transportation infrastructure that provides a connected network of facilities and services accommodating all modes of travel and all users.
- (B) The City will actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and public transit.
- (C) The City will focus non-motorized connectivity improvements on services, schools, parks, civic uses,

regional connections and commercial uses.

- (D) The City will require large new developments and redevelopment projects to provide interconnected street networks with small blocks.
- (E) The City will review the zoning regulations and the land development code related to parking location, building setbacks and other factors adjacent to Complete Street Corridors to promote pedestrian oriented development.

JURISDICTION

- (A) This Complete Streets Guidelines are intended to cover all development and redevelopment in the public domain and all street improvement assessment districts within _____, but will also focus on regional connectivity.
- (B) Every City Department including _____ will follow the Guidelines.
- (C) The City requires all developers and builders to obtain and comply with the City's standards.
- (D) The City requires those agencies that it has permitting authority over, including, but no limited to, utilities and service contractors to comply with the Guidelines.
- (E) The City will leverage the resources of other agencies, including, but not limited to, federal agencies, Broward County Government, Florida Department of Transportation, Broward Public School District, Florida Department of Health in Broward County, Tri-Rail, and the Broward MPO, to achieve Complete Streets.

APPROACH

The City of _____ will adopt Complete Streets Guidelines and apply this policy to all roadway projects. This includes projects involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use. Complete Streets elements may be achieved through single projects or incrementally through a series of smaller improvements or maintenance and operation activities over time.

- (A) The City will reference and modify the Transportation Element of its Comprehensive Plan, its land development regulations, and its roadway design standards to ensure consistency with the Guidelines.
- (B) The City shall coordinate its infrastructure investments with the Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP), agency work programs, and the Broward County Transit Development Plan to increase the coordination of Complete Streets implementation.

EXCEPTIONS

The City of _____ will pursue Complete Streets elements in all corridors. Complete Streets principles and practices will be included in street construction, reconstruction, repaving, and rehabilitation projects, as well as other plans and manuals, except under one or more of the following conditions:

- (A) A project involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.
- (B) The City Council exempts a project due to excessive and disproportionate cost (20 percent as recommended by the Federal Highway Administration) of establishing a bikeway, walkway or transit enhancement as part of a project.
- (C) Unless otherwise determined by the City Council, the _____ departments (whichever entity the City determines) will jointly determine through a process open to the public if certain Complete Streets

projects/features are not feasible or cost effective to implement the provisions of this policy through public or private project design or manuals or other plans.

DESIGN

Additionally, _____'s City Council declares it is the City's policy to:

- (A) Adopt new Complete Streets Guidelines to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets in _____ while ensuring a context sensitive approach to unique circumstances of different streets and communities.
- (B) Within two years of the passage of this policy, incorporate the Complete Streets Design Guidelines' principles into all City plans, manuals, rules, regulations and programs as appropriate.
- (C) Provide well-designed pedestrian accommodations on all streets and crossings. Pedestrian accommodations can take numerous forms, including, but not limited to, traffic signals, access management, lighting, roundabouts, bulb-outs, curb extensions, sidewalks, buffer zones, shared-use pathways, and perpendicular curb ramps, among others.
- (D) Provide well-designed bicycle accommodations along all streets. Bicycle accommodations can take numerous forms, including, but not limited to, the use of bicycle boulevards, striping, access management, slow streets, low auto volume streets, bicycle storage, traffic calming, signs, and pavement markings, among others.
- (E) Where physical conditions warrant, landscaping shall be planted or other shading devices installed whenever a street is improved (such as the addition of medians or wider sidewalks) newly constructed, reconstructed, or relocated. An emphasis shall be placed on the addition of native trees that provide shade.

CONTEXT SENSITIVITY

- (A) In accordance with Smart Growth Principles, the City of _____ will plan its streets in harmony with the adjacent land uses and neighborhoods and promote walkable, livable communities through the design of a strong street network.
- (B) The City will solicit input from local stakeholders during the planning process.
- (C) The City will integrate natural features, such as beaches and waterways into design of streets.
- (D) The City will design streets with a strong sense of place. It will use architecture, landscaping, street furniture, public art, signage, etc. to reflect the community and neighborhood.
- (E) In and along retail and commercial corridors, the City will coordinate street improvements with merchants to develop vibrant and livable districts.

PERFORMANCE MEASURES

(New Performance Measures and an Evaluation Toolkit are currently being drafted. Check out the Broward MPO website for more details.)

The City will evaluate policy implementation using the following performance measures:

1. Total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation.
2. Total miles of streets with pedestrian accommodation. (goal-all)
3. Numbers of missing or non-compliant curb ramps along City streets. (goal-0)
4. Percentage of tree canopy along City streets.
5. Percentage of new street projects that are multi-modal.
6. Number of alternative modes of transportation available.
7. Total number of people (instead of cars) moved on street rights of way.
8. Number and severity of pedestrian-vehicle and bicycle-vehicle crashes.
9. Number of pedestrian-vehicle and bicycle-vehicle fatalities. (goal-0)

10. Number of residents diagnosed as overweight or obese (data collected at the County level).
11. Number of residents engaging in physical activity (moderate/vigorous) three times per week (data collected at the County level.)
12. **ADA Compliance: Percentage of increase in ADA complaint infrastructure.**

IMPLEMENTATION

(A) *Lead Department.* The City shall identify a department to lead the implementation of this policy and to coordinate with other impacted departments to ensure a comprehensive adoption of the Guidelines.

(B) *Advisory Group.* The City will establish an advisory committee to oversee the implementation of this policy. The committee will include members from various City Departments. In addition, the committee may include representatives from Broward County Transit and/or Tri-Rail, representatives from the bicycling, disabled, youth and older adult community, and other advocacy organizations, as relevant.

(C) *Inventory.* The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the City's database and will prioritize projects to eliminate gaps in the sidewalk and bikeways networks.

(D) *Capital Improvement Project Prioritization.* The City will reevaluate Capital Improvement Project prioritization to encourage implementation of bicycle, pedestrian, and transit improvements.

(E) *Revisions to Existing Plans and Policies.* The City will reference and modify the Transportation Element of its Comprehensive Plan and any other existing plans related to the design of the public right of way to ensure consistency with the Guidelines.

(F) *Storm Water Management.* The City will prepare and implement a plan to transition to sustainable storm water management techniques along its streets (per public health, City and State regulations).

(G) *Public Official and Staff Training.* The City will train (through online tools such as Webinars and brief videos) pertinent leaders and staff on the content of the Complete Streets principles and best practices for implementing the policy.

(H) *Coordination.* The City will utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities within the public right of way.

(I) *Funding.* The City will actively seek sources for public and private funding to implement Complete Streets. Furthermore, the City shall attempt to coordinate its infrastructure investments and Complete Streets implementation with the Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP), and the Long Range Transportation Plan (LRTP), other agency work programs, and the Broward County Transit Development Plan.