
APPENDIX C: MetroPlan Orlando
Draft Complete Streets Policy
DRAFT NOVEMBER 2016



Regional Complete Streets Policy

Draft: 12/5/16

- 1.0 Purpose
- 2.0 Background
- 3.0 Definition
- 4.0 Vision
- 5.0 Goals
- 6.0 Applicability
- 7.0 Design
- 8.0 Implementation
- 9.0 Exception/Appeals
- 10.0 Evaluation/ Performance Standards

1.0 Purpose

MetroPlan Orlando shall fund and support the planning, design, and construction of Complete Streets that consider the needs of everyone within the MetroPlan Orlando planning area and authority. This policy aligns MetroPlan Orlando with local, regional, and state efforts to ensure that officials, planners, and engineers consistently plan, design, and fund streets for all people.

2.0 Background

Today's changing environmental, social, and economic realities are requiring regions throughout the country to rethink previous approaches towards transportation planning and decision-making. Increasingly, communities want solutions that grow the local economy, improve mobility, and promote health in equitable and sustainable ways. These goals can be achieved through policies enabling a system that fosters change in the surrounding environment. MetroPlan Orlando recognizes this new challenge and seeks to incorporate a "Complete Streets" thinking throughout the region's transportation investments.

Complete Streets play an important role in implementing MetroPlan Orlando's recently adopted BluePrint 2040, the region's Long Range Transportation Plan. Complete Streets support vibrant, healthy, and sustainable communities. Complete Streets enhance safety to improve how people walk, bike, drive, and use transit. A street that offers shaded and safe access to local recreation opportunities can also improve mental health and encourage increased economic and physical activity. Additionally, the connectivity offered through a Complete Streets approach will strengthen the region's activity centers. A Complete Streets policy helps MetroPlan Orlando achieve the following overarching goals of BluePrint 2040:

- Safety
- Balanced Multi-Modal System
- Integrated Regional System
- Quality of Life
- Efficient and Cost Effective
- Energy and Environmental Stewardship
- Economic Vitality

MetroPlan Orlando's Complete Streets policy implements part of its Strategic Business Plan calling for more context sensitive and multi-modal solutions.

3.0 Definition

Complete Streets are planned, designed, constructed, operated, and maintained to safely and comfortably accommodate people of all ages and abilities, including pedestrians, cyclists, transit users, motorists, and freight and service operators. The Complete Streets program recognizes that depending on context, streets may serve diverse activities, functions, and intensity of uses.

4.0 Vision

MetroPlan Orlando's overarching transportation vision is adopted as the Complete Streets program's vision. The MetroPlan Complete Streets vision is: "A regional transportation system that safely and efficiently moves people and goods through a variety of options that support the region's vitality."

5.0 Goals

The goals of this Complete Street Policy are:

- 1) Create a connected network of streets, roads, and trails for everyone.
- 2) Provide safe and comfortable transportation options for vulnerable users of all ages and abilities.
- 3) Support redevelopment of and connectivity to activity centers.
- 4) Provide safe, comfortable, and effective access to transit through walking and bicycling.

6.0 Applicability

This policy applies to new construction and the reconstruction of local and state roads, including but not limited to intersection projects, capacity projects, safety projects, bridges, and other facilities that require MetroPlan Orlando funding. All phases of implementation will be governed by this policy including planning, design, right-of-way acquisition, and construction. MetroPlan Orlando recognizes the need for interdisciplinary and cross-jurisdictional coordination to effectively develop, operate, and maintain the region's transportation system.

This policy furthers MetroPlan Orlando's role as a leader in transportation planning in the region and the state. As a regional transportation partnership, the organization plans for the development of interdisciplinary and regionally significant bike, pedestrian, transit, freight, and roadway facilities. These mobility options are critical for ensuring safe, comfortable, and reliable transportation to schools, parks, medical facilities, grocery stores, and other necessary community services.

MetroPlan Orlando is not directly responsible for maintenance and operations of roads and transportation systems, but encourages local and state government partners to consider maintenance and operations activities as opportunities for providing safer, more comfortable, and accessible transportation options for everyone.

MetroPlan Orlando encourages all local government partners to adopt Complete Streets policies. MetroPlan Orlando will assist participating jurisdictions through an implementation program that aids in the development and adoption of local Complete Streets policies.

7.0 Design

Designs shall include accommodations for everyone and be sensitive to the project's context. Complete Streets may incorporate different elements for every project and road type.

Facilities will be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance from a variety of organizations absent conflict with the Complete Streets policy. The best practices and guidance can include, but are not limited to the following:

- FDOT guidelines and manuals,
- American Association of State Highway and Transportation Officials (AASHTO) publications,
- Manual on Uniform Traffic Control Devices (MUTCD),
- Americans with Disabilities Act Accessibility Guidelines (ADAAG),
- Public Rights-of-Way Accessibility Guidelines (PROWAG),
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice, and
- Transit Street Design Guide, Urban Bikeway Design Guide, and the Urban Streets Design Guide by the National Association of City Transportation Officials (NACTO).

The agency or government with ownership or maintenance responsibility for the road shall retain the design decision authority over its projects.

Context Sensitivity

MetroPlan Orlando recognizes that Complete Streets solutions vary according to each street's land use context. Appropriate design standards and input from community members should be considered within each context, providing for a flexible, innovative, and balanced approach resulting in safe, comfortable environments for everyone.

8.0 Implementation

MetroPlan Orlando will implement its Complete Streets policy through a multi-faceted approach that considers local context, existing programming, and community outreach. Implementation of this policy will be done through a menu of options, including but not limited to:

Education and Training

MetroPlan Orlando will develop educational materials for local agencies; assist in trainings for elected officials, community leaders, and private development partners on the benefits of Complete Streets; and distribute best practice information on Complete Streets design.

These materials include, but are not limited to:

- Communications Guide
- Trainings
- Informational Handouts
- Manuals

Programming

MetroPlan Orlando will incorporate the Complete Streets policy into its existing and forthcoming planning and policy documents. This includes, but is not limited to:

- Project Application Tool: MetroPlan Orlando will develop guidance documents, such as a checklist, that assist local municipalities with incorporating Complete Streets elements into planning and design. The documents will guide a project's submission in MetroPlan Orlando's Project Application Tool and resulting Project Profile. Complete Streets best practices, governing design standards, and a series of local case studies will inform this guidance.
- Planning Documents and Activities: The Complete Streets policy will be integrated into MetroPlan Orlando's planning documents and activities, including but not limited to:
 - Bicycle and Pedestrian Plan
 - Long Range Transportation Plan
 - Public Involvement Plan

- Transportation Systems Management and Operations Activities, including Intelligent Transportation Systems and emerging technologies
- Freight Planning Activities
- Health Planning Activities

Funding

MetroPlan Orlando will explore and identify funding sources to implement high quality Complete Streets projects in priority multi-modal areas, based on existing and future land use contexts. These funding sources could include, but not be limited to:

- Resurface, Restoration, and Rehabilitation projects
- Federal and state discretionary grant programs
- Philanthropic programs
- Public-Private Partnerships

9.0 Exception/Appeals

There are conditions where it may be inappropriate to provide bicycle, pedestrian, or transit facilities. These exceptions include:

1. Limited access facilities where bicyclists and pedestrians are prohibited by law from using the road. In this instance, it is necessary to accommodate bicyclists and pedestrians elsewhere within the same transportation corridor and to provide safe, comfortable crossings for bicyclists and pedestrians at interchanges and connecting neighborhoods, activity centers, or regional trail network.
2. An equivalent alternative already exists, or is programmed in the Transportation Improvement Program (TIP) as a separate project, for the specific use being exempted.
3. The cost of providing bicycle and pedestrian facilities would be excessively disproportionate to the need or probable use.
4. A demonstrated absence of current and future need.

For projects funded by MetroPlan Orlando, exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the MetroPlan Orlando Board. These exceptions will be submitted and proceed through the established MPO transportation planning process. The exception will be subject to review and comment by the Community Advisory Committee, Municipal Advisory Committee, Technical Advisory Committee, and Transportation Systems Management and Operations Committee.

10.0 Evaluation/ Performance Standards

MetroPlan Orlando shall continually evaluate this policy on inputs, outputs, and outcomes, as determined by a five-year evaluation plan. MetroPlan Orlando will report to the Board the performance of the Complete Streets policy based on the evaluation plan and performance standards listed below.

- | | |
|--|--|
| <ul style="list-style-type: none"> • Total mileage of bike lanes/trails built or designated • Linear feet of new pedestrian accommodations • Square feet of new pedestrian accommodations • Number of new curb ramps installed • Miles of road diets/narrowed lanes • Ratio of shelters to bus stops | <ul style="list-style-type: none"> • Economic Benefits of Complete Streets projects • Bicycle connectivity to activity centers • Pedestrian connectivity to activity centers • Vehicular trip lengths • Vehicle miles traveled per capita • Safety elements installed • Rate of crashes, injuries, and fatalities by mode • SunRail and LYNX ridership |
|--|--|

- Mode split
- Pedestrian counts
- Bicyclist counts
- Miles of transit guideway

MetroPlan Orlando will update and strengthen its evaluation criteria and performance standards as new plans and policies are adopted.

DRAFT