

2015 Florida Main Street Annual Conference



St. Petersburg, Florida



August 19, 2015

Complete Streets Equal Stronger Main Streets



Bayshore Boulevard

Tampa, FL

AGENDA

1. What are Complete Streets?
2. Case Studies
3. Completing Your Main Street

Note: Case study images from projects and locations from around the world are used throughout this presentation for educational purposes only and will not be reproduced. They are not intended to necessarily represent the work of the presenter.

WHAT ARE COMPLETE STREETS?

Complete streets....

- are for everyone, no matter who they are or how they travel
- are Safe, Comfortable and Convenient
- benefit all users
- ensure that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users

WHAT ARE COMPLETE STREETS?

Complete streets can include....

- Sidewalks
- Bike lanes
- Crosswalks
- Medians
- Street Plantings
- Public Transportation
- Vehicles

WHO IS BEHIND COMPLETE STREETS?

The National Complete Streets Coalition, launched in 2004, is a part of Smart Growth America.

Their goal is to integrate “people and place in the planning, design, construction, operation, and maintenance of our transportation networks. The Coalition promotes the development and implementation of policies and professional practices that ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.”

HISTORY OF STREET DESIGN

“For decades, the purpose and goal of street design in the United States was to move as much motorized traffic as expeditiously as possible from point A to point B, regardless of whether the traffic was moving along a major freeway or commercial arterial, or through a city center, village main street, or even a residential neighborhood.”

– Federal Highway Administration

The Federal-Aid Highway Act of 1944 aimed to connect 90% of cities with a population of 50,000 or more.

HISTORY OF STREET DESIGN

As vehicle quantity grew, so did the amount and size of roads to handle the increased traffic.

Design has been basically vehicle-centric with lack of accommodations for alternate transportation options.

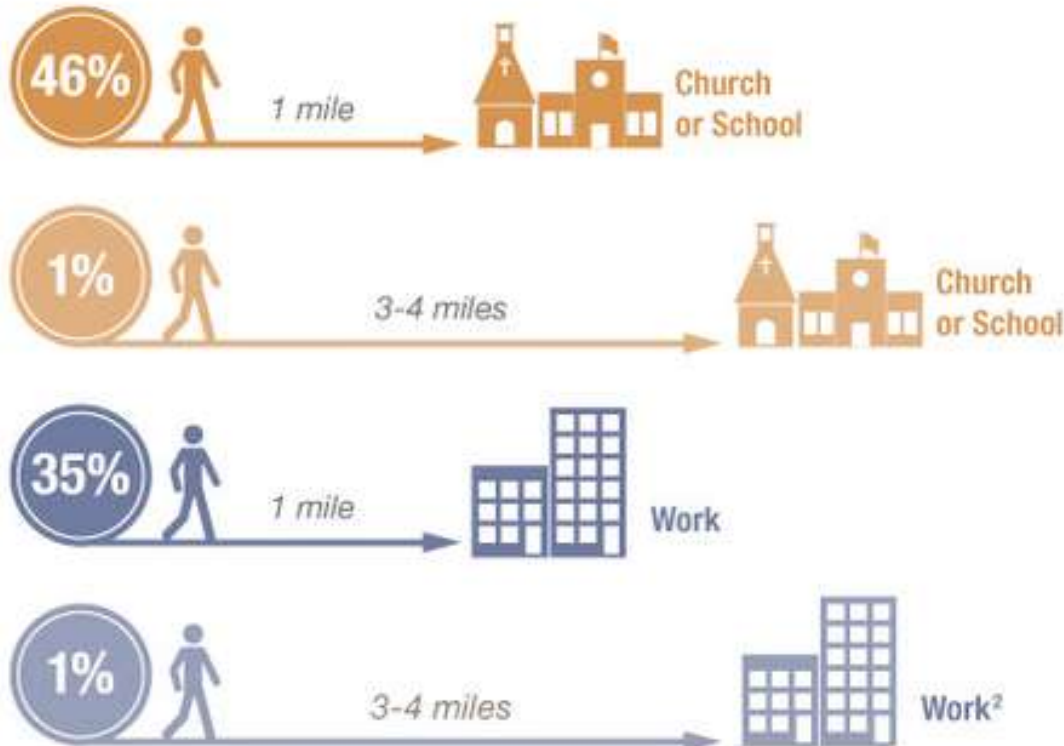


CONCERNS OF TODAY

- Aging Population
- Improving Public Health and Fitness
- Minimizing Transportation Costs
- Creating and Maintaining Vibrant Neighborhoods
- Reducing Fossil Fuel Emissions
- Adopting Greener and More Sustainable Lifestyles

LIKELIHOOD OF PEOPLE WALKING

STUDIES SHOW PEOPLE WILL WALK TO DESTINATIONS:



Centers for Disease Control and Prevention 2012, newpublichealth.org

BENEFITS: ELDERLY

- In 10 years, 20% of Americans will be 65 or older. Many of those will not be drivers, and would benefit from alternate modes of transportation other than a personal vehicle.
- Complete streets allow older adults to stay active and connected to their community, i.e. Main Street



BENEFITS: PEOPLE WITH DISABILITIES

1 in 5 Americans has some form of disability

Due to lack of complete streets, many are isolated and dependent on others



BENEFITS: YOUTH

Health:

Over 33% of youth under 20 years of age are obese. With obesity comes higher risk of pre-diabetes, high cholesterol, high blood pressure, sleep apnea, and joint problems

According to Safe Routes to School National Partnership, 13% of children ages 5 to 14 walk to school today. However, in 1968, 48% of children walked to school

Allows kids to be more active, gain independence and improve mental health



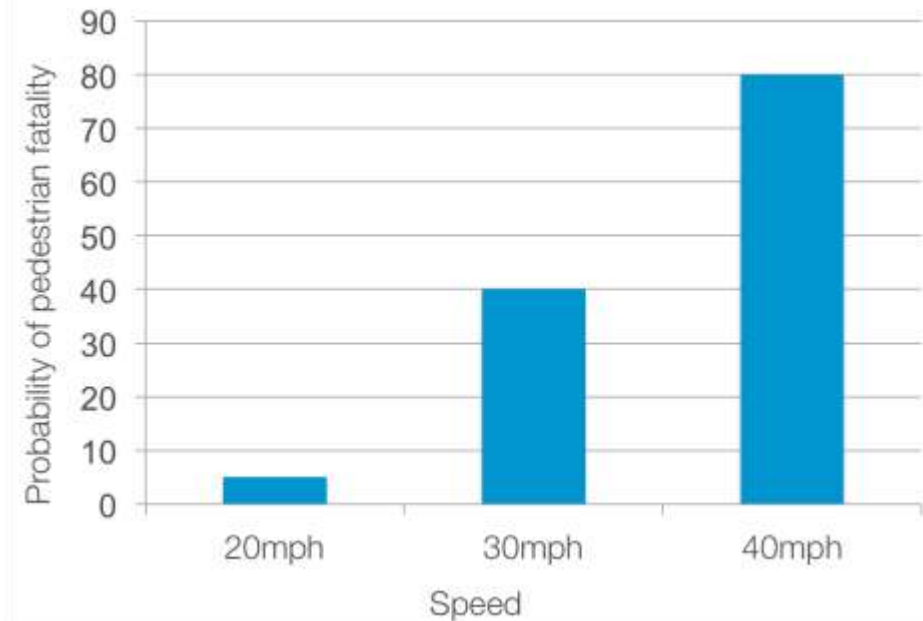
BENEFITS: SAFETY

Over 40% of pedestrian fatalities occurred where there is no available crosswalk

Slower speeds equal higher safety.....

Pedestrian crashes (per FHWA)

- ↓ **88%** with sidewalks
- ↓ **69%** with hybrid beacon
- ↓ **39%** with medians
- ↓ **29%** with road conversions



BENEFITS: ECONOMY

Gaines Street, Tallahassee, FL

Over \$30 million to reduce lanes, increase sidewalk widths, add medians and planting, install infrastructure, provide on street parking

Private Reinvestment: Estimated over \$450 million and 5,000 beds. Retail on bottom floor and housing above



INCOMPLETE STREETS



Sidewalk leading to nowhere or complete lack of sidewalks

No bike lanes

No medians



No On-Street Parking

Overall lack of transportation alternatives to the vehicle

No community access

CASE STUDIES

Examples of Complete Streets

1. La Ramblas, Barcelona, Spain
2. Capital Cascades Trail / FAMU Way – Tallahassee, FL
3. Downtown Cairo, Georgia

La Ramblas, Barcelona, Spain



Complete Streets Equal Stronger Main Streets

Capital Cascades Trail / FAMU Way Extension – Tallahassee, FL



Capital Cascades Trail / FAMU Way Extension – Tallahassee, FL



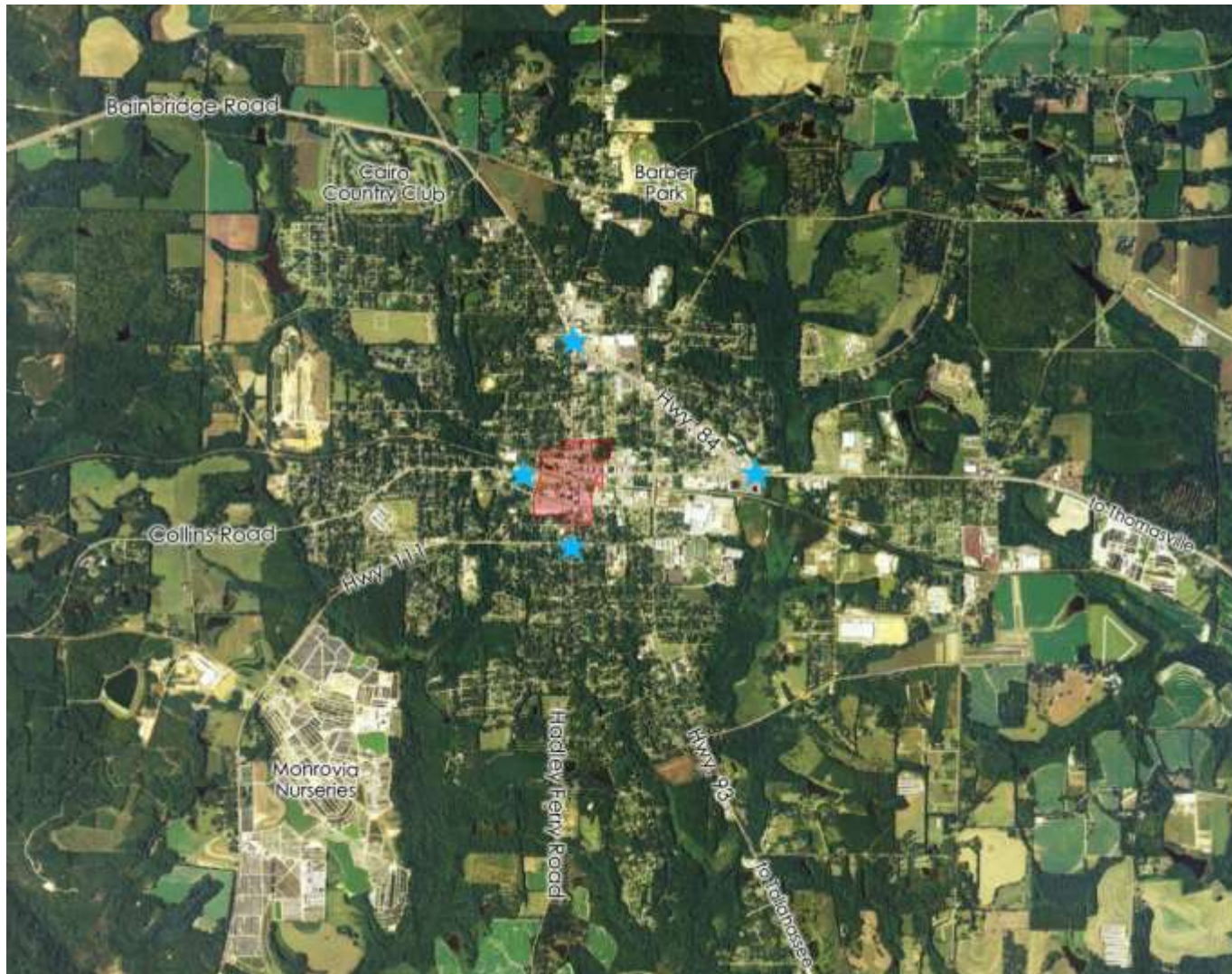
Before



After



Downtown Cairo, Georgia



- ★ Gateways to Downtown
- Downtown Study Boundary

Downtown Cairo, Georgia



--- Study Boundary

Downtown Cairo, Georgia



- Open Space
- Surface Parking lots
- Building Footprints
- Street ROWs
- Study Boundary



Downtown Cairo, Georgia

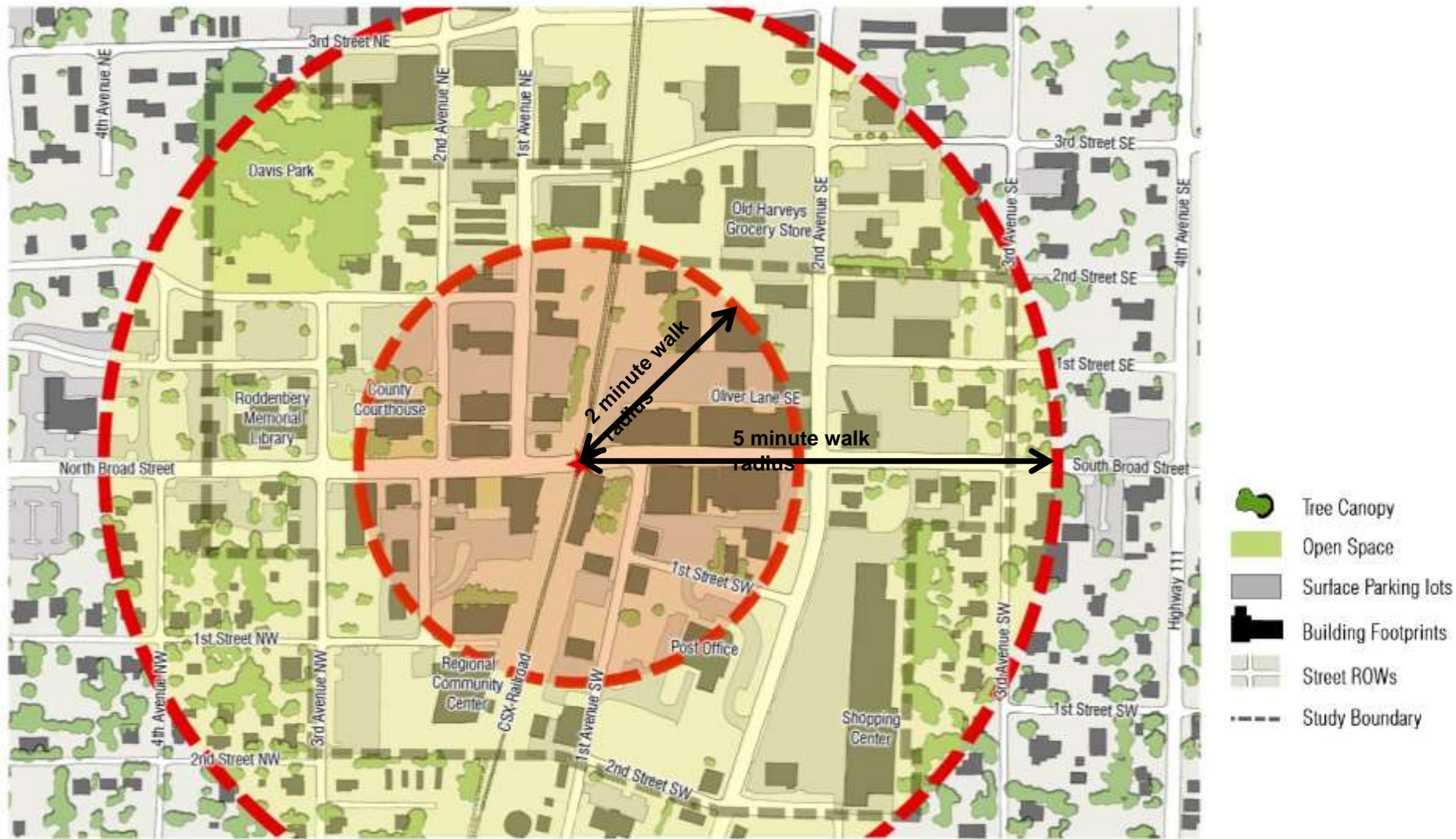


- Historic District
- Tree Canopy
- Open Space
- Surface Parking lots
- Building Footprints
- Street ROWs
- Study Boundary



- Commercial
- Civic/Institutional
- Industrial
- Residential
- Vacant or unknown
- Open Space
- Surface Parking lots
- Study Boundary

Downtown Cairo, Georgia



Downtown Cairo, Georgia



Downtown Cairo, Georgia

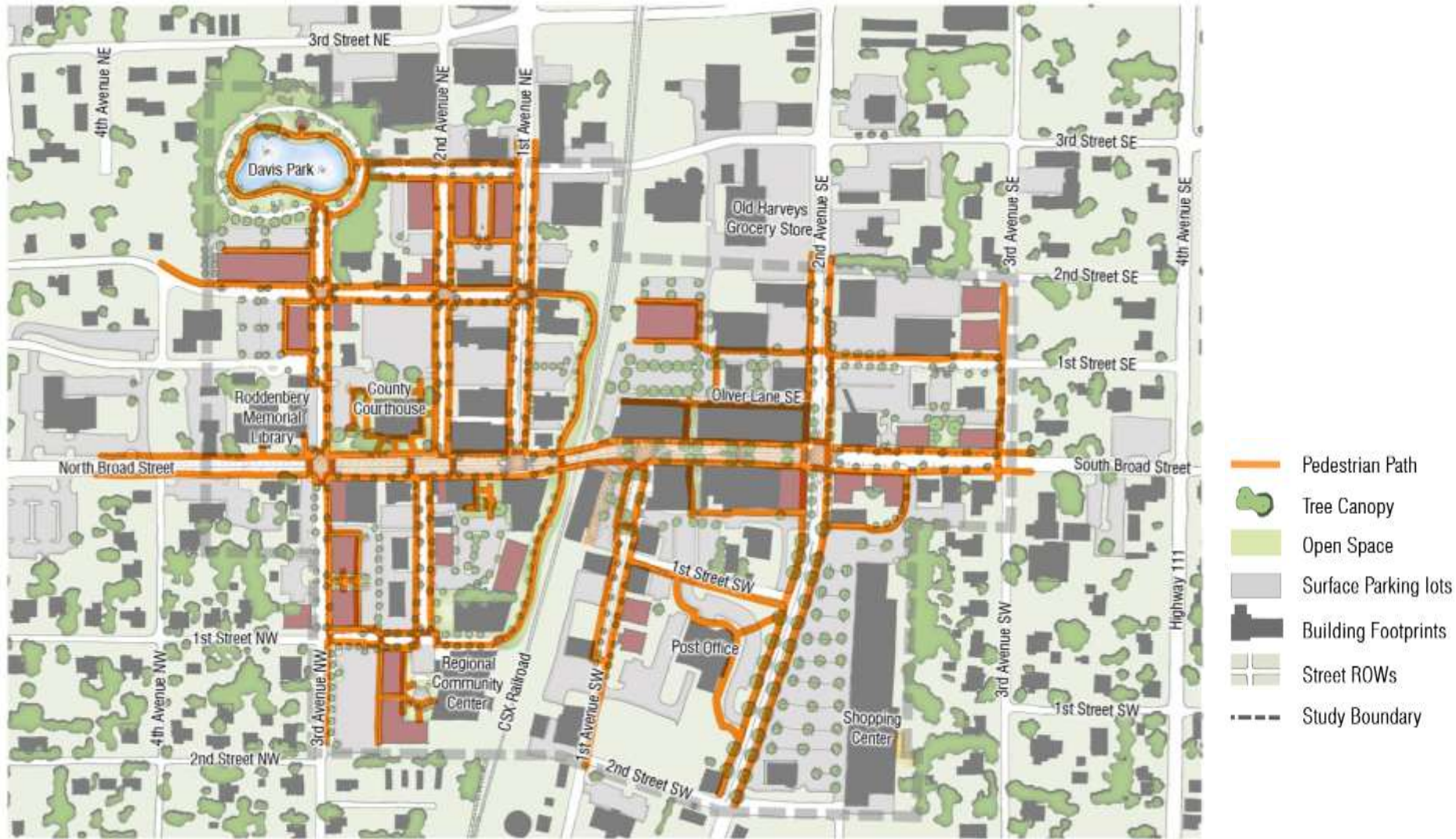


Guiding Principles:

- Increase Vehicular and Pedestrian Connectivity
- Enhance Circulation Features
- Increase Walkability
- Increase Traffic Calming
- Promote Building Façade Beautification
- Increase Tree Planting
- Increase Urban Building Density
- Increase Building Use Diversity
- Address Park, Recreation and Open Space Needs
- Make wise, informed Public Investment

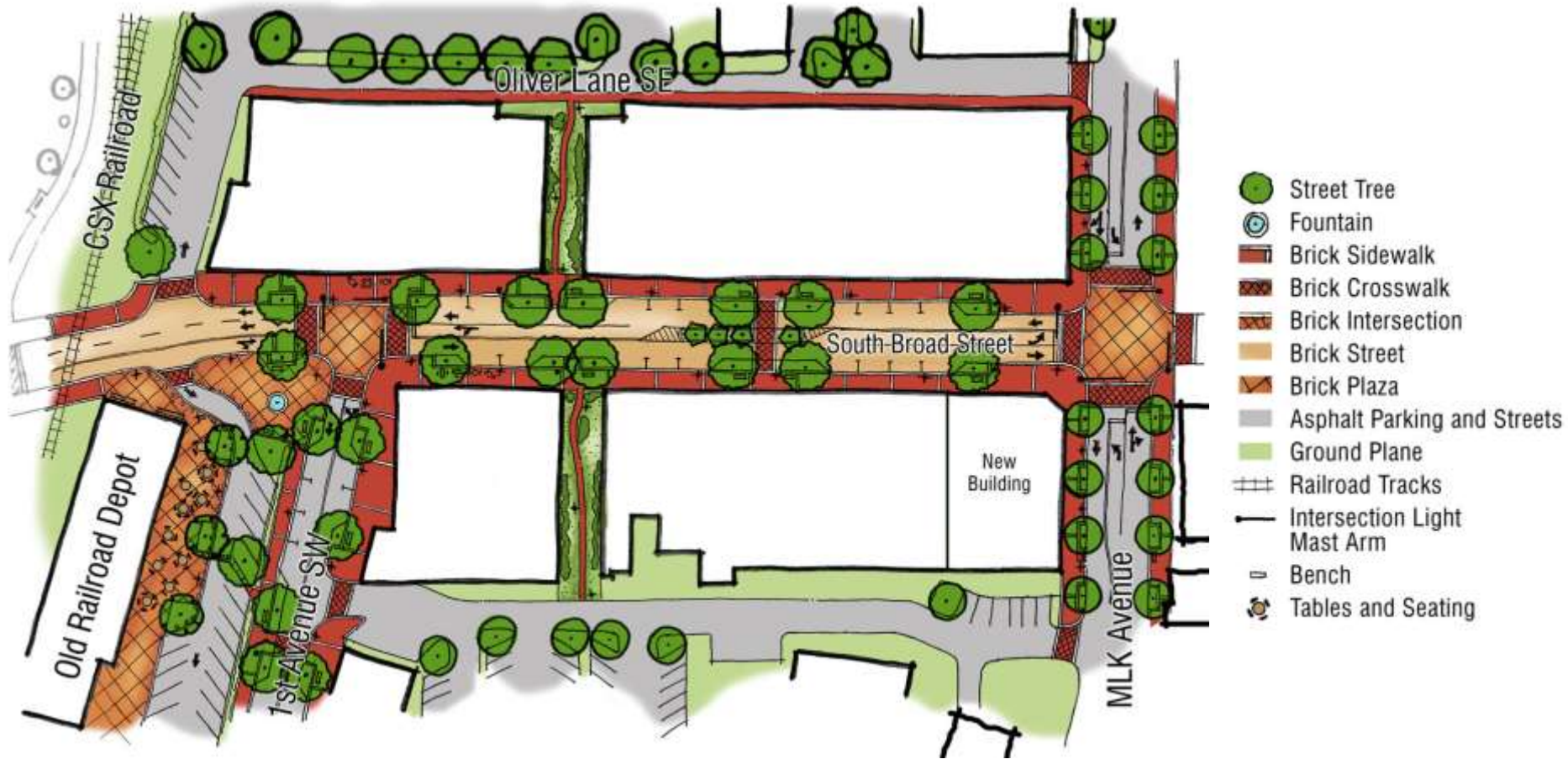


Downtown Cairo, Georgia



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Downtown Cairo, Georgia



Downtown Cairo, Georgia

Existing



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Downtown Cairo, Georgia

Proposed



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HOW CAN MAIN STREETS INCORPORATE COMPLETE STREETS?



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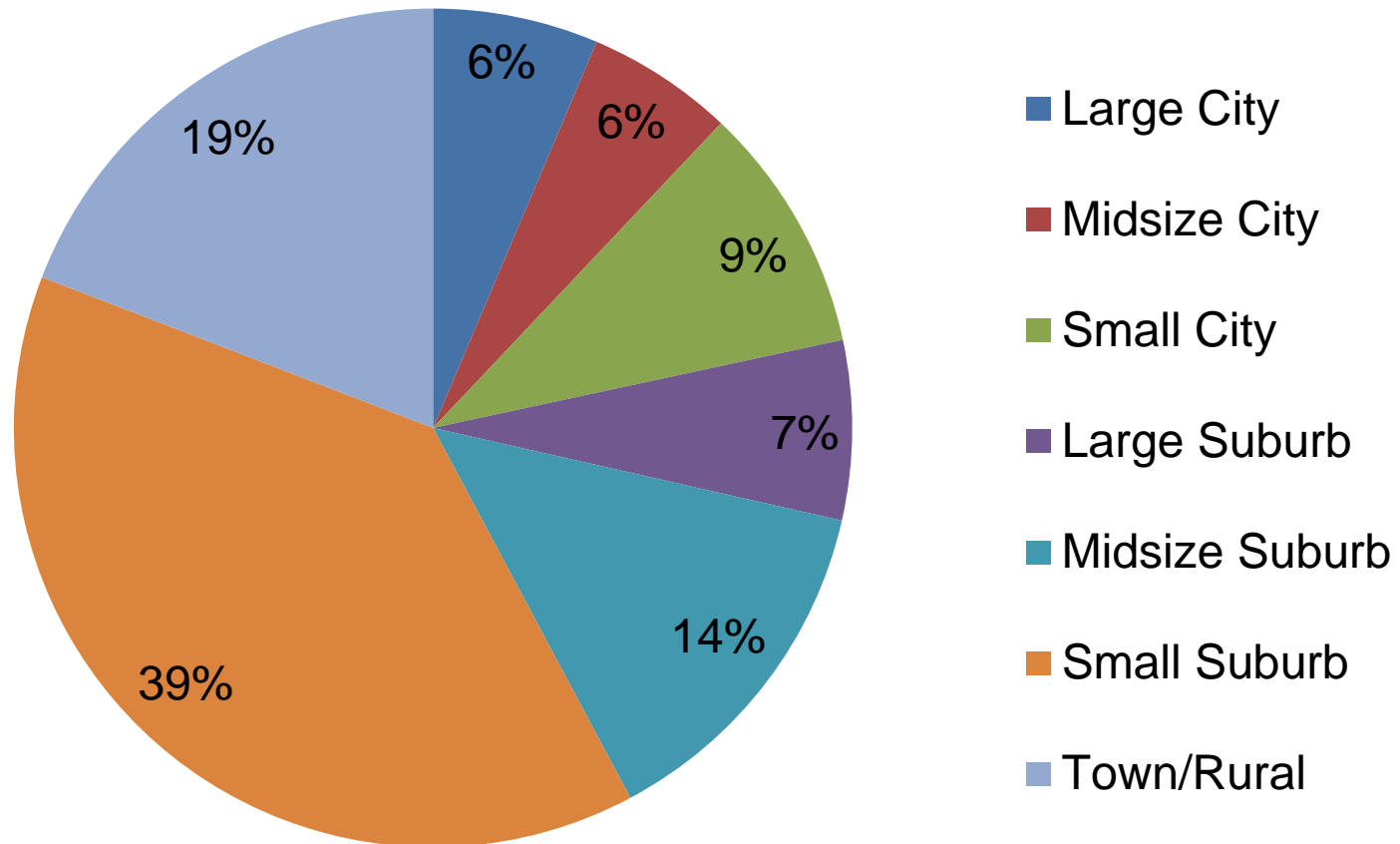
POLICY ADOPTIONS AT ALL SCALES

By the end of 2014:

- States : 30*
- MPOs : 58
- Counties : 58
- Cities : 564
- **Total : 712**

**Including Commonwealth of Puerto Rico and the District of Columbia*

POLICY ADOPTIONS AT ALL SCALES



Smart Growth America (2014). *Complete Streets Policy Analysis 2014*

FLORIDA DEPARTMENT OF TRANSPORTATION

Florida Department of Transportation

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GOVERNOR

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ANANTH PRASAD, P.E.
SECRETARY

POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-a

As of September 17, 2014, FDOT has now incorporated the Complete Streets policy.


COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This **Complete Streets Policy** will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.



Ananth Prasad, P.E.
Secretary

FLORIDA MAIN STREET COMMUNITIES

- > Apalachicola Main Street
- > Arcadia Main Street
- > Main Street Bartow
- > Blountstown Main Street
- > Chattahoochee Main Street
- > Cocoa Main Street
- > Cocoa Beach Main Street
- > Main Street Crestview Association
- > Main Street DeLand Association
- > Deuces Live Main Street (St. Petersburg)
- > Eau Gallie Arts District Main Street
- > EDGE District (St. Petersburg)
- > Main Street Fort Pierce
- > Grand Central (St. Petersburg)
- > Homestead Main Street
- > Kissimmee Main Street
- > Downtown LaBelle
- > Leesburg Downtown Partnership
- > Lincoln Park Main Street (Fort Pierce)
- > Lynn Haven Main Street
- > Marianna Main Street
- > Melbourne Main Street
- > Milton Main Street
- > Main Street Monticello
- > Newberry Main Street
- > New Port Richey Main Street
- > Ocala Main Street
- > Okeechobee Main Street
- > Ormond Beach Main Street
- > Palatka Main Street
- > Panama City Main Street
- > Main Street Perry
- > Quincy Main Street
- > St. Cloud Main Street
- > East Stuart Main Street
- > Stuart Main Street
- > Tallahassee Downtown
- > Venice Main Street
- > Main Street Vero Beach
- > Vilano Beach Main Street
- > Main Street Wauchula
- > Main Street Winter Haven
- > Main Street Zephyrhills

It is likely that every FLMS Community has FDOT corridors used as a form of access to their Main Street district.

Tool: Policy Workshops

- Bring together stakeholders and decision makers
- Encourage open dialogue about challenges and solutions
- Outside expert instructors lend credibility, offer national expertise
- Develop appropriate policy for your community
- Understand common implementation steps, develop work plan



ANALYSE YOUR COMMUNITY

Consider your community base. Who is it you are serving?

How can you increase access for them?

Analyze your physical Main Street District and surrounding access to it.

Are there gaps in the sidewalk?

Are there intersections in need of crosswalks?

Are there gaps in bike lanes?

Are there bus stops that should be added?

Is the speed limit too high?

ANALYSE YOUR COMMUNITY

Lee County, Florida

Due to a Complete Streets analysis, the County saved \$58.5 million dollars after re-examining 5 proposed road widening projects and found them unnecessary

Instead of widening two lane roads to four lanes, they adjusted the design to alter the roads to two lane divided roadways with median and turn lanes

The County Long Range Transportation Plan (LRTP) was amended to incorporate this.

Now they will have transportation corridors that account for multiple user types

ANALYSE YOUR COMMUNITY

Rural Communities

Low income households can spend up to 55% of budget on transportation

Rural communities and small towns tend to have higher concentrations of older adults and low income citizens, two populations that are less likely to own cars or drive

Public transportation, social service van pools, carpooling, and ridesharing services to reach healthcare, employment, and other resources can be a lifeline in rural areas

Complete Streets will look different in rural communities than they do in more urban counterparts. For example, roads surrounded by agricultural use may be “complete” by simply providing wide shoulders to allow safe bicycling and walking and providing connections to regional trail and public transportation networks.

Informational Resources

National Complete Streets Coalition (Part of Smart Growth America)

Website: <http://www.smartgrowthamerica.org/complete-streets>

Florida Department of Transportation Complete Streets Implementation

Website: <http://www.dot.state.fl.us/rddesign/CSI/Default.shtm>

National Association of City Transportation Officials

Website: <http://nacto.org/>

Safe Routes to School (Grants Available)

Website: <http://www.saferoutesinfo.org/>

QUESTIONS?



Wood + Partners, Inc.

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