Florida Metropolitan Planning Organization Advisory Council
A forum for transportation decision-making

Creating Policies and Building Support
Creating Policies and Building Support

Agency
Charlotte County-Punta Gorda MPO

What was done?
The MPO has submitted projects for Complete Streets improvements, but have not participated in the policy creation arena. Previous efforts made were to enhance transportation facilities to make them multimodal. The MPO’s Long Range Transportation Plan (LRTP) has adopted goals and objectives to provide interconnected Complete Streets network for all users. Goal adoption was part of the LRTP update process, and no official Policy is adopted outside of the LRTP. The City of Punta Gorda has adopted a Complete Streets policy. Charlotte County has not adopted a policy, but several Community Redevelopment Agencies (CRAs) follow Complete Streets guidelines (previously called multi-modal).

Where and when?
Charlotte County; over the past 15 years

Why is this a Best Practice?
In fifteen years the MPO has been moving from little to no support for bicycle/pedestrian facilities to now, a larger vocal segment of the public is demanding these facilities. The showcase is the City of Punta Gorda, Hurricane Charley destroyed much infrastructure and Team Punta Gorda was a citizen-organized group of influential citizens who gave the City Council direction in re-building and changing the flavor of the community (boating, golfing, pleasant downtown, safe bicycle/pedestrian facilities that go somewhere). The rest of Charlotte County has observed the improvements done in the City and are now pushing for similar improvements in unincorporated Charlotte County.

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Summary
The MPO reflects the sentiment of the community and MPO policies are set by the three major agencies served: Charlotte County, the City of Punta Gorda and Charlotte County Airport Authority. A major contribution the MPO provides the community is a forum for public involvement in transportation planning and direction. Working with activist groups provides good input, and helps foster an environment where citizens demand better transportation options at a reasonable cost. That the citizens of Charlotte County have voted for a 1% sales tax and renewed it (three times) for specific capital improvements show that involvement works to overcome the challenges mentioned above. Citizens need to recognize the real value they get from their taxes.
Creating Policies and Building Support

Agency
Forward Pinellas

What was done?
Instead of creating a 'policy', Forward Pinellas created a program to provide funding to local government partners to implement Complete Streets projects that included both a transportation and land use component. Forward Pinellas decided that as an MPO developing a Complete Streets policy would not be very helpful and might even conflict with local government partners. It was decided to let the implementing agencies develop their own policies, and Forward Pinellas would provide funding for projects that met the mission and goals of the agency.

Where and when?
Pinellas County

Why is this a Best Practice?
By providing funding for Complete Streets projects, Forward Pinellas believes it is incentivizing quality transportation projects that also serve to transform the land use and economic conditions throughout the county.

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Summary
Although Forward Pinellas does not have a policy, their Board members and local government partners have been exceptional allies in the development of the Complete Streets program. The opportunity for funding to develop Complete Streets concept plans and to actually construct projects was vital to that support. Additionally it was found that involving FDOT and all of the local governments at the earliest stages, and continuously throughout the process, was critical in making a developed program that was successful for everyone.
Creating Policies and Building Support

Agency
Gainesville MTPO

What was done?
For several years, the Gainesville MTPO has had an Urban Design Policy Manual that includes many of the multimodal concepts that have been incorporated in FDOT’s Complete Streets Handbook.

Where and when?
Gainesville Urbanized Area; several years

Why is this a Best Practice?
The Gainesville MTPO has supported multimodal facilities for decades, and has found that the challenges faced are less policy-related than funding for implementation.

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Summary
The Gainesville cycling community, Americans with Disabilities Act, access to transit and Safe Routes to School have been the strongest allies in creating this policy. Their support is driven by many factors that include in-street facilities and rail-trails, accessible sidewalk networks, expansion of sidewalk network, and safer access to schools. The MTPO has found that advocates and stakeholders are important for an effective policy and its implementation.
Creating Policies and Building Support

Agency
Hernando/Citrus MPO

What was done?
The MPO has an approved vision statement and a Complete Streets policy is being incorporated into the CMP Policy update.

Where and when?
Citrus County and the City of Inverness

Why is this a Best Practice?
This is a best practice because of the allocation of resources for competing priorities being the main issue. It is conveyed that the nominal inclusion of multimodal concepts up front is far more cost-effective and practical than by retrofitting later.

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Summary
The Citrus County Board of County Commissioners and the City of Inverness have already grasped value of the concept and are strong supporters. Therefore, they developed synergy with multi-use trail supporters and local municipalities. During this process, the MPO learned from the success and failures of other agencies.
Creating Policies and Building Support

Agency
Hillsborough MPO

What was done?
In the 1990's, an elected official and citizen concern created the MPO’s Livable Roadways Committee (LRC) out of interest in function and aesthetics for corridors. The LRC developed Livable Roadway Guidelines in 2006. The Guidelines and this committee were used to develop the MPO’s Complete Streets policy in 2012.

Where and when?
Hillsborough County; 2012

Why is this a Best Practice?
After the adoption of the MPO’s Complete Streets policy in 2012, local jurisdictions adopted versions of their own policies by their respective boards/commissions. Additionally, during the MPO’s review and comment on corridors, PD&E studies, etc., they encourage accommodating multi-modes and completion of the roadway. MPO funded corridor studies build in the Complete Streets review and funding is prioritized for “complete” corridors.

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Summary
The MPO faces challenges as their Complete Streets vision is not always embraced philosophically by the implementing agencies. Other challenges including constrained rights-of-way and outdate technical manuals. The MPO has found success through plenty of public engagement, creating citizen champions and involving elected officials. Additionally, the Health Department and Vision Zero initiative have become valuable partners, with the urban cities implementing more of the Complete Streets policy than the suburban unincorporated area.
Creating Policies and Building Support

Agency
Indian River County MPO

What was done?
The Indian River MPO spearheaded the Complete Streets policy creation in Indian River County. They worked alongside many different agencies, such as Bike/Walk Indian River County, Florida Bicycle Association/League of American Bicyclists, Vero Cycling (local cycling club), MPO Bicycle Advisory Committee and Main Street associations.

Where and when?
Indian River County; 2015

Why is this a Best Practice?
Through the vast coordination with local bike/ped advocacy groups the MPO found success, especially with advocacy along the adoption process. The biggest challenges faced were dealing with the reluctance of departments, such as public works. It required a lot of patience, however paid off.

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Summary
During the 2015 MPO Bike/Ped Plan update, consultants suggested language for Comprehensive Plan Policy changes and template policies. The MPO assisted the County in adopting a Complete Streets Policy.
Creating Policies and Building Support

Agency
Lee County MPO

What was done?
Lee County MPO adopted a policy in efforts to encourage their local municipalities to do something similar and to encourage Complete Streets. They also lend support to local communities on their Complete Streets policies.

Where and when?
Lee County; 2009

Why is this a Best Practice?
Due to the vast coordination between various agencies and for having a focus on safety and health.

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Donald Scott
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Summary
The Lee MPO found success by gaining local support from bicycle pedestrian advocates, who helped push the adoption of Complete Streets policies. Some challenges were faced with the mixing of different communities’ visions of their respective areas.
Creating Policies and Building Support

Agency
Ocala/Marion County TPO

What was done?
Although the TPO does not have a policy, adherence to Complete Streets standards is set forth in their LRTP Goals, Objectives and Policies. Additionally, the TPO has worked with local governments to implement Complete Streets where feasible.

Where and when?
Ocala/Marion County

Why is this a Best Practice?
The TPO builds local support for policy adoption with a focus on community goals and vision to which complete streets, as the public realm, is a key element. Additionally, a focus on safety for pedestrians and bicyclists.

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Summary
The biggest challenge was the public’s perception that Complete Streets is an inefficient use of the taxpayers’ money. This obstacle was overcome by identifying Complete Streets as a tool for economic development and public safety. Support was received from downtown organizations, bike shops/clubs, and neighborhood groups/community leaders, particularly those in underserved communities. The TPO advises a focus on tangible benefits of Complete Streets from a financial and public safety perspective, mobilizing public involvement and encouraging community leaders to champion the advantages of Complete Streets to elected officials.
Creating Policies and Building Support

Agency
Palm Beach TPA

What was done?
The Palm Beach TPA adopted a Complete Streets policy in March of 2016 through the guidance of an ad hoc Complete Streets working group made up of representatives from municipalities, safety advocates, as well as local transportation and health agencies.

Where and when?
Palm Beach County; March 2016

Why is this a Best Practice?
The TPA's policy includes a "User Considerations Hierarchy", which asks project managers and roadway designers to think about pedestrians first, then cyclists, transit, and finally motor vehicles (freight, taxis, single occupancy vehicles). Since the TPA funds local transportation projects that are ranked by a scoring system, the TPA has allocated more points to prioritize funding Complete Streets projects.

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Summary
The Palm Beach TPA hosted a Smart Growth America "Laying the Foundation for Complete Streets" workshop to educate their Board Members and local advocates on Complete Streets, why they should have a policy and what a policy should contain. Following the workshop the TPA created an ad hoc working group to help guide the development of the policy as well as local Complete Streets design guidelines. The TPA does not own any roads therefore cannot control the way they are designed.
Creating Policies and Building Support

Agency
River to Sea TPO

What was done?
The TPO has funded a number of corridor studies that promote Complete Streets design as well as set aside funding in their long-range plan for Local Initiatives that include Complete Streets retro-fits. Previously, the TPO also completed local area transit visualizations to demonstrate how an area can redevelop. Although it was not called Complete Streets, it used the same concepts.

Where and when?
River to Sea TPO’s Metropolitan Planning Area

Why is this a Best Practice?
The agency does not yet have a Complete Streets Policy in place and plans to take it into consideration when conducting the LRTP update.

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Summary
The River to See TPO does not have any Complete Streets Policies in place, however they have supported and encouraged policies to be adopted by their members. This is not widespread and there has not been a consensus to adopt policies at the TPO. This will be pursued as the FDOT policy is issued and as they begin to update their LRTP.
Creating Policies and Building Support

Agency
Sarasota/Manatee MPO

What was done?
The MPO has included mention of and support for Complete Streets and development of Complete Streets policies in their last two LRTPs. They support a grant application by the Health Department of one of their major jurisdictions to the Centers for Disease Control and Prevention (CDC) to develop a Complete Streets policy for that county, and participated with that process after they won the grant. Later, the MPO collaborated with that County's public works and land use departments as they developed Complete Streets design standards. The MPO regularly shares Complete Streets information and strategies with MPO jurisdictions and the public, and have incorporated consideration of Complete Streets in the project prioritization process that are linked to performance measures.

Where and when?
Sarasota and Manatee Counties

Why is this a Best Practice?
The agency used the incorporation of Complete Streets ideas in their past two LRTP updates. This has assisted with the support and participation in local policy development. The biggest challenge faced is finding the funding for enough staff and consultant support to accomplish all mandated requirements.

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Summary
The MPO has LRTP language related to a key regional corridor. The US 41 Multimodal Emphasis Corridor concept was developed during the 2035 LRTP update as a means of redeveloping and revitalizing the corridor, which is designated as a scenic highway. The 2035 LRTP identified the corridor from 17th Street in Palmetto to the Charlotte County line, including Business 41 in Bradenton and Venice and the Venice Bypass. This project provides a renewed focus on urban revitalization of the US 41/Tamiami Trail scenic highway corridor through both counties, increasing network connectivity through a Complete Streets approach coupled with promoting development of Transit Oriented Development along the corridor.
Creating Policies and Building Support

Agency
Space Coast TPO

What was done?
Back in 2011, the Space Coast TPO held a Complete Streets workshop for local municipalities and FDOT staff. The Complete Streets Coalition and Kittelson & Associates lead the process. They developed a draft policy, in coordination with the TPO’s technical committee, for local municipalities to use and to take to their respective county commission/city councils. The TPO also prepared a PowerPoint for each municipality to use in educating their councils on what Complete Streets encompass.

Where and when?
Brevard County; May 2011

Why is this a Best Practice?
After the education component was complete, the TPO Board agreed to set aside 3 years, FY 15 - FY 18, worth of TMA (SU Funds) of $20 million for specific Complete Streets projects. Most of these projects are currently under construction and three are in the Design phase.

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Summary
The TPO’s previous LRTP public outreach and survey results revealed that citizens wanted sidewalks and more walkable communities. Holding a workshop with local and FDOT staff proved to be extremely helpful, as discussions were held that rules and FDOT standards need to change to require Complete Streets. Six years later, that has come to fruition. Currently in Brevard County, there are ten municipalities and one county that have adopted Complete Streets policies. The TPO found that education was a key component for elected officials, local planning staff and citizens.
Creating Policies and Building Support

Agency
St. Lucie TPO

What was done?
The TPO has not needed to adopt such a policy because it has institutionalized a Complete Streets Program into the organization, and integrates Complete Streets methodologies and criteria into all of its plans and programs.

Where and when?
St. Lucie Planning Area

Why is this a Best Practice?
Branding and promoting the Complete Streets effort as the St. Lucie Walk-Bike Network has been identified as a national example for planning and prioritization in the FHWA publication of Case Studies in Delivering Safe, Comfortable, and Connected Pedestrian and Bicycle Networks.

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Summary
The St. Lucie TPO has dedicated a task in its Unified Planning Work Program (UPWP) to Complete Streets and completed a study to improve multimodal access, safety, and connections and to encourage the development of Complete Streets Corridors. The planning of the St. Lucie Walk-Bike Network begins in the Go 2040 Long Range Transportation Plan, which identifies local pedestrian and bicycle needs. The needed connections to schools, places of employment, and local attractions are developed cooperatively among the local agencies, and the Network is regularly evaluated. The cooperation is continued with the State and Federal Agencies by the prioritization and programming of projects to address the needs using a variety of funding sources in the TPO’s Transportation Improvement Program. This cooperation recently yielded additional success with the award of more than $1.2 million of funding for projects in the network from a new State source, the Florida Shared Use Non-motorized (SUN) Trail Program.
Creating Policies and Building Support

Agency
FDOT

What was done?
FDOT adopted a Complete Streets Policy a few years back and is working on releasing a draft Complete Streets Handbook. A bulletin was released and there is continuous push throughout the department and local agencies for Complete Street design.

Where and when?
Florida; Since 2014

Why is this a Best Practice?
FDOT creates and adopts policies that give guidance on how to have the same equality throughout.

Who to Contact for more information:
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Summary
FDOT District 4 is working on releasing a draft Complete Streets Handbook, and have worked alongside MPOs and local municipalities on Complete Streets projects.
Measuring Activity Levels
Measuring Activity Levels

Agency
Charlotte County-Punta Gorda MPO

What was done?
Charlotte County-Punta Gorda MPO has worked alongside the City of Punta Gorda used manual counts to study the pedestrian and bicyclist activity on select corridors and at intersections.

Where and when?
City of Punta Gorda

Why is this a Best Practice?
This is a best practice because the positions chosen to cover the strategic corridors within the City merchant areas. The counts are done periodically during the high season, at the same times and locations with the goal of obtaining a trend.

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Summary
The MPO has gathered manual counts to identify strategic corridors that could be improved upon, pending pedestrian and bicyclist activity in the area. The goal of the MPO’s data collection was to collect data that has not been measured before and establish a database to help detect trends in usage. The MPO found that their basic goals were met with data collection, but there is not enough data to guide policy decisions on design. Limitations faced throughout the process include the reliance upon volunteers positioned at various strategic locations to gather the data. The MPO found that data collection depends on a human element rather than sound technically driven collection methods. The MPO’s methods do not provide continuous collection, however they act as a snapshot of the general activity.
Measuring Activity Levels

Agency
Collier MPO

What was done?
Collier MPO collected count data for specific reasons on select corridors and through manual counts. Currently, data is not being collected systematically or consistently.

Where and when?
Collier County

Why is this a Best Practice?
This is a best practice because the corridors were selected based on review of data for bicycle and pedestrian crashes involving motor vehicles.

Who to Contact for more information:
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Summary
The goals of the count program were to observe behaviors of bicyclists and pedestrians, observe the interactions between bicyclists/pedestrians and motor vehicles, and to gather an accurate count of how many, at what times and how pedestrians/bicyclists were crossing the corridor being examined. The MPO found that collecting accurate counts may result in surprising results which may lead to additional measures being undertaken. The MPO noted that careful pre-planning of collection methodology is necessary, and data dissemination needs to be done in a clean, concise manner to limit the interpretations of the data.
Measuring Activity Levels

Agency
Forward Pinellas

What was done?
County Parks & Conservation Resources, Forward Pinellas and St. Petersburg BP Program performed manual counts and used infrared counters on select corridors.

Where and when?
Pinellas County

Why is this a Best Practice?
Forward Pinellas chose to place their counters in locations that had previously been documented as high use areas, where linked to other trails, clear of signalized intersections, optimized solar-power sources, clear of electromagnetic interference and areas free of vandalism.

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Summary
Forward Pinellas used Bluetooth download, dedicated devices to compile and analyze the collected data to produce reports. There were some challenges faced while collecting data due to visitors, tourists, seasonal residents, and motorized traffic density/volumes. Additionally, they experienced limitations with their equipment due to sensitivity to electromagnetic fields and/or conductors. Overall, they were able to achieve their goals of quantifying the trail users, and to identify the mode, direction and time of day.
Measuring Activity Levels

Agency
Heartland Regional Transportation Planning Organization (TPO)

What was done?
The TPO in partnership with FDOT, and the occasional cities and counties on a project-by-project basis, perform manual counts and use cameras to track pedestrian and bicyclist activity on select corridors and at intersections.

Where and when?
Heartland Regional TPO Region

Why is this a Best Practice?
This is a best practice because of the decision making process the TPO goes through to determine ideal locations that the counts should be taken, which are usually by picking a collector or arterial roadway relating to walk to school or crossing an intersection.

Contact for more information:
Pat Steed
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Summary
The TPO does not have a current count program, other than using FDOT’s counting method or encouraging local jurisdictions to do counts where they find necessary, based on individual projects. The biggest challenge the TPO faces is funding and measuring these counts in low-density areas.
Measuring Activity Levels

Agency

Hillsborough MPO

What was done?

City of Tampa Public Works Department, Hillsborough Parks & Recreation and the Hillsborough MPO performed and examined bicycle and pedestrian activity throughout the region through manual counts, infrared counters and cameras on select corridors.

Where and when?

Hillsborough County; 2000, 2005 and 2010

Why is this a Best Practice?

This is a best practice because of the methodology the MPO considered when conducting these studies. The MPO chose 12 urban sites with 12-hours of data collected on one day with 2 shifts of 6 hours each, and 8 rural sites with 8-hours of data collected. Some sites were chosen due to an impending improvement that would allow for a before and after comparison. The MPO documented if the cyclists were riding on the road, sidewalk, the direction, and if they were using helmets. If pedestrians used the crosswalk, the MPO documented which crosswalk, the direction, age group, gender, and method (wheelchair, pushing strollers, i.e.), allowing for a thorough analysis.

Who to Contact for more information:

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Summary

The goals of the Hillsborough MPO were to gather exposure data for bicyclists and pedestrians at high crash locations, to help in identifying what roadways to focus on and what treatments make the most sense. In those locations where a bike lane or trail were constructed and a connection made to form a longer network, observing an increase in activity could at least partially be attributed to having a safe place to walk and cycle, justifying a return on investment. The biggest challenge the MPO faced while performing these counts, were the need for more counts. Ideally, the MPO would like to know if transit was part of the trip, and if the walking/biking was a first/last mile act. The MPO also would like to use these methods to help determine crossing locations and if mid-block crossings need to be implemented.
Measuring Activity Levels

Agency
Lee County MPO

What was done?
Lee County MPO performed manual counts with the use of cameras on select corridors and at intersections to track pedestrian and bicyclist activity.

Where and when?
Various locations in Lee County

Why is this a Best Practice?
This is a best practice because of the incorporation of cameras make it possible for the agencies to play back the recorded data for review. Additionally, locations were chosen based on the need for data related to ongoing or grant funded projects, such as a TIGER grant project, and to collect data for baseline data needs.

Contact for more information:
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Summary
Lee County MPO found their biggest challenges were collection methods are expensive and they became frustrated by the accuracy of the methods that were pitched for covering the data they were trying to capture. The biggest lesson the agencies participating learned was how eye opening it can be to those that think there is no current pedestrian/bicycle activity out on the roadway corridors based on their experience driving the corridors.
Measuring Activity Levels

Agency
Martin MPO

What was done?
The Martin MPO performs counts on bicycle and pedestrian activity levels using cameras on select corridors and at intersections looking for, however this is limited to specific projects and is not done on a consistent basis.

Where and when?
Martin County

Why is this a Best Practice?
This is a best practice because the MPO focuses on the activity levels on or near FEC corridors as part of their study.

Contact for more information:
Bolivar Gomez
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Summary
The Martin MPO has a goal to develop a long-term count program for bicycle and pedestrian activity; however they are currently limited to vehicle counts. The MPO’s biggest challenge is measuring activity levels of individuals on a daily basis. Besides doing counts for specific projects, the MPO collect surveys, asking participants about their level of walking and biking activity, and their primary reasons for those methods of non-motorized transportation.
Measuring Activity Levels

Agency
MetroPlan Orlando

What was done?
Orange County, the City of Orlando, MetroPlan Orlando, and FDOT complete region wide counts using manual counts, infrared counters and cameras.

Where and when?
MetroPlan Orlando Region

Why is this a Best Practice?
This is a best practice because these agencies vary their method of counts based on the purpose and technology. Purposes include exposure data to assess crash risk, effects of land use changes, and access to rail transit. The methodology varies, as infrared counters upload to a company website and manual counters are entered into spreadsheets.

Contact for more information:
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Summary
The biggest challenge MetroPlan faced were from an overall mode-shift perspective, as many trips occur off the arterial and collector network. Additionally, for assessing risk, behaviors are as important as counts, and many automated systems cannot collect behavior data. They were also limited as the infrared counters cannot tell the difference between pedestrians and bicyclists. MetroPlan found their attempt to apply pedestrian and bike mode splits from manual counts to the automated infrared counts is not yet feasible, as the splits varied from about 15% to 65% bike. MetroPlan found that consolidating data from a variety of sources and methods is a challenge, especially when the technology keeps changing.
Measuring Activity Levels

Agency
NCFRPC / Gainesville MTPO

What was done?
The Gainesville MTPO performed manual counts on select corridors to gather data on pedestrian and bicyclist activity levels.

Where and when?
Gainesville MTPO Region

Why is this a Best Practice?
This is a best practice because it focuses the study areas towards high ridership corridors near schools and college campuses, both of which are areas that encourage a lot of pedestrian and bicycle activity.

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Summary
The Gainesville MTPO’s methodology is manual counts recorded on paper, which is then compiled into a report. The goals of the MTPO are to use the count program to monitor ridership of transit. Additional corridors have been suggested for counts, however due to cost feasibility, they have yet to conduct counts at those locations. The biggest challenge for the agency is gathering statistically valid data for their reports.
Measuring Activity Levels

Agency
Ocala/Marion County TPO

What was done?
FDOT and the Center for Urban Transportation Research (CUTR), USF used cameras to study pedestrian and bicyclist activity on select corridors.

Where and when?
Ocala and Marion Counties

Why is this a Best Practice?
This is a best practice because of the partnership between multiple agencies.

Contact for more information:
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Summary
Ocala/Marion County TPO worked with multiple agencies to help get accurate data for pedestrian and bicyclist counts. They found their biggest challenges were the county sizes and funding available.
Measuring Activity Levels

Agency
Palm Beach TPA

What was done?
The Palm Beach TPA, Miami-Dade TPO, West Palm Beach DDA, Miami Beach and FDOT District 4 Office use manual counts, bicycle pneumatic tubes, infrared counters and cameras. Miami Beach is experimenting with sound wave technology in collaboration with the University of Miami. These methods are all used on select corridors and at intersections.

Where and when?
Palm Beach County

Why is this a Best Practice?
This is a best practice because the short term goals were to collect baseline data in various areas, which has been accomplished. Additionally, the mid-term goals were to identify where high usage levels are met with sub-par facilities; these locations are still being uncovered. In the long term the agencies hope to evaluate the impacts of SU funded projects, and inform the design and maintenance of future projects.

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Summary
TPA staff surveyed its Bicycle/Trailways/Pedestrian Advisory Committee (BTPAC) and Technical Advisory Committee (TAC) for suggestions for the first year of count locations. Additional locations were selected randomly based on area types (land use characteristics). Counts lasted for one week for most locations with a sample from each area type deployed for one month in an attempt to better understand traffic overtime. The equipment that the TPA choose was Eco-Visio, this equipment stores the data within each counter for up to 11 months. To upload the data the TPA staff first transfers the data to the Eco-Visio platform; which displays and catalogs data. Data can be downloaded to .csv files and joined to spatial points for geographic analysis. The TPA staff used this data to collect baseline data in various areas.
Measuring Activity Levels

Agency
River to Sea TPO

What was done?
The TPO in partnership with FDOT and Volusia County use manual counts on select corridors and at intersections to examine pedestrian and bicyclist activity.

Where and when?
Volusia County

Why is this a Best Practice?
This is a best practice because it used cameras facing different directions at an intersection and recorded the data, after which staff reviewed and performed manual counts. Although very labor intensive and time consuming, it is good to perform counts in this manner to ensure that it is a bicyclist or pedestrian that the machine is counting for, and not picking up a signal off something else.

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Summary
Data was collected throughout Volusia County along select corridors and at intersections. Data was collected through manual counts, however the TPO found strict limitations due to the counts being labor intensive and time consuming. FDOT was a partner agency that selected locations where major roads intersected and set up cameras. These cameras record all bicyclists and pedestrians in the intersection, after which staff was sent to count the action the cameras caught. The goal of this method is to expand the locations of bicycle and pedestrian traffic counts to include strategic locations throughout FDOT District 5.
Measuring Activity Levels

Agency
Sarasota/Manatee MPO

What was done?
Sarasota County and the City of Sarasota have done some data collection in certain locations. Additionally, a few private clubs or individuals have done data collection on select corridors using manual counts and cellphone applications like Strava.

Where and when?
Sarasota County

Why is this a Best Practice?
This is a best practice because of the incorporation of the application to track data at any time and any location.

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Summary
Sarasota County/Manatee MPO use manual counts and cellphone applications like Strava to collect bicycle and pedestrian data to help track the activity throughout the region. The MPO has faced challenges due to the need for funding a full-time Bike/Pedestrian Coordinator, lack of funding allowing the program to be ongoing, and lack of standardized methodology throughout the region.
Measuring Activity Levels

Agency
FDOT

What was done?
FDOT and local MPOs performed manual counts, used bicycle pneumatic tubes, infrared counters, and cameras to study a sample of bicycle and pedestrian activity along select corridors and at certain intersections.

Where and when?
FDOT District 4 Region

Why is this a Best Practice?
FDOT’s methods are a best practice because using an array of methods they are able to gather valuable data regarding bicycle and pedestrian activity throughout their various districts around the state. Although, FDOT can only take action at select corridors or intersections when required for projects.

Contact for more information:
Alex Barr
(954) 777-4284
alexander.barr@dot.state.fl.us

Summary
FDOT experienced limitations on data collection as they found that it was not accurate in counting people walking side-by-side, therefore there is no way to tell how accurate the data in fact is. FDOT gathers pedestrian and bicyclist activity data by performing counts using various methods, these methods are often used for feasibility studies for projects like pedestrian bridges, etc. FDOT staff perform the counts, prepare them and store them in a GIS database.
Planning a Connected Network
Planning a Connected Network

Agency
Florida-Alabama TPO

What was done?
The TPO will be establishing a working group to assist in developing criteria to rank projects that are submitted for the Complete Streets Project Priority.

Where and when?
Florida-Alabama TPO Region; spring 2018

Why is this a Best Practice?
This will be a best practice because it will be a way to implement Complete Streets in the Florida-Alabama TPO using a non-traditional practice, such as box funds for Non-Strategic Intermodal System funds, if the project is funded in FDOT FY 2019-2023 Work Program.

Contact for more information:
Mary Beth Washnock, marybeth.washnock@wfrpc.org
Gary Kramer, gary.kramer@wfrpc.org
(850) 332-7976, ext. 219

Summary
A working group of regional planners, engineers, and FDOT will be requested to provide input in developing criteria for ranking Complete Street Projects. The working group is anticipated to start meeting in the spring of 2018. The ranking will be approved by the TPO and reviewed by the TPO’s Technical Coordinating Committee (TCC) and Citizens’ Advisory Committee (CAC). The TPO Staff will rank the projects and include the ranking in the annual project priorities. The TPO will approve the project priorities with input from TCC, CAC, and staff.
Planning a Connected Network

Agency
City of Punta Gorda and Charlotte County

What was done?
City led public outreach at the Punta Gorda Isles Civic Center and City Council Chambers to identify streets that could be made bicycle friendly, either through re-striping of pavement or future road improvements.

Where and when?
City of Punta Gorda; 2015

Why is this a Best Practice?
Team Punta Gorda, an active and effective citizens group pushed for the City of Punta Gorda to staff and plan bicycle/pedestrian facilities in keeping with City’s adoption of Complete Streets as part of their Comprehensive Plan.

Contact for more information:
Mitchell Austin
(941) 575-3335
Maustin@ci.punta-gorda.fl.us

Summary
Working with City Staff and based on an extensive survey of local citizens, the City cataloged and maintains a list of streets and neighborhoods that can be improved with Complete Streets type improvements as funds become available. Lead agencies/groups coordinated through Team Punta Gorda were the Punta Gorda Police Department, Fire Department, Health Department, Safe Routes for Schools representative, and a local bicycle shop.
Planning a Connected Network

Agency
City of St. Petersburg

What was done?
A Complete Streets Implementation Plan is in progress.

Where and when?
City of St. Petersburg; November 2017

Why is this a Best Practice?
This is a best practice because it is a comprehensive approach to development of a Complete Streets network that incorporates public involvement, inter-agency coordination and furthers a strong commitment by City administration and elected officials to create a citywide street network that is safe and accessible to bicyclists and pedestrians of all ages and abilities.

Contact for more information:
Chelsea Favero
(727) 464-5644
cfavero@forwardpinellas.org

Summary
Earlier this year the City of St. Petersburg launched their Complete Streets Implementation Plan intended to update their 2003 Bicycle Pedestrian Master Plan while further developing a network of bicycle and pedestrian friendly streets. This effort includes an extensive public engagement process, and development of a functional classification overlay to establish modal preferences and design speeds based on land use conditions, roadway design guidance, and complete street evaluation metrics. The City formed an inter-agency, inter-departmental and citizen based group, the Complete Streets Committee, to guide development of the Implementation Plan. Forward Pinellas staff is represented on the Committee. The Complete Streets Implementation Plan builds on several initiatives the City has already undertaken pursuant to its adoption of a Complete Streets policy in 2015. These include the installation of pedestrian controlled rapid flashing beacons at crosswalks, protected bikeway enhancements, bike share, and more bicycle parking and intersection bulb outs in the downtown area.
Planning a Connected Network

Agency
Hernando/Citrus MPO

What was done?
A Complete Streets Vision Statement has been adopted by the MPO. A draft Model Policy has been created but not adopted at this point.

Where and when?
Hernando/Citrus MPO Planning Area; 2015

Why is this a Best Practice?
N/A

Contact for more information:
Steve Diez
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stevend@hernandocounty.us

Summary
No additional information provided.
Planning a Connected Network

Agency
City of Tampa

What was done?
Turned Zack Street, turned a 4 lane road into a pedestrian emphasis corridor

Where and when?
Tampa; spring 2012

Why is this a Best Practice?
The Complete Streets project promotes increased pedestrian activity, safe connections between businesses and trails, parks and retail uses and does not impact car travel.

Contact for more information:
Calvin Thornton
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calvin.thornton@tampagov.net

Summary
A complete street project connecting several public destinations Tampa Museum of Art, Tampa Firefighters and Glazer Children's museums, the Tampa Theatre, Union Station and federal courthouse. The street connects into the Tampa River Walk and Curtis Hixon Park. The project incorporated input from businesses and property owners along Zack Street with some who have agreed to install art on their private properties to accentuate the street’s redesign.
Planning a Connected Network

Agency
Martin MPO

What was done?
In November 2016, the Martin MPO began the process of developing a Bicycle, Pedestrian and Trails Master Plan.

Where and when?
Martin County; Since 2016

Why is this a Best Practice?
The Master Plan will incorporate components of Complete Streets. For instance, the Bicycle, Pedestrian and Trails Master Plan takes a comprehensive look at non-motorized facilities and will provide recommended improvements for biking and walking. Additionally, the Plan will address connectivity to transit stops as part of the project prioritization criteria. The FDOT Complete Streets Handbook currently under development will also be referenced, with emphasis on Context Classification.

Contact for more information:
Bolivar Gomez
(772) 288-5412
bgomez@martin.fl.us

Summary
Martin MPO has budgeted about $15.8 million to resurface and build bike lanes on nearly 13 miles of roads, which include US-1, Bridge Road and Jensen Beach Boulevard. The inclusion of bicycle lanes during the resurfacing process is a best practice because it provides improvements in a cost-effective manner. It is a coordinated effort between Martin County Engineering and Martin MPO.
Planning a Connected Network

Agency
Space Coast TPO

What was done?
The TPO developed a Complete Streets Evaluation Methodology Development and Project Screening Report to help program $18 M by identifying high priority Complete Street projects. The TPO wanted to ensure they were developing projects in areas that could support them.

Where and when?
Brevard County; January 2014

Why is this a Best Practice?
This is a best practice because the report development included a three step screening process that looked holistically at Brevard County to identify opportunity corridors, develop the corridors into projects and then prioritize those projects.

Contact for more information:
Georganna Gillette
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Georganna.Gillette@brevardfl.gov

Summary
The screening criteria included:  Phase 1 – Identify Locally Supported Priority Corridors:  Develop a long list of complete street corridors (not projects).  This was completed by first identifying suitable areas where walking/biking/transit would be most utilized and then identifying network deficiencies in those areas.  This work built upon the TPO’s Bicycle and Pedestrian Mobility Plan that defined an Accessibility Index that utilized socio-economic data and geographic characteristics to identify and prioritize quarter-mile “walk sheds” that are generally well-suited for walking.  Phase 2 - Feasibility Analysis:  Identify from the corridor list developed in Phase 1 a list of projects that could be implemented in the near term and are cost effective.  Phase 3 - Cost/Benefit Analysis:  A total of 6 projects were programmed through FY 2018.  Four projects have had ribbon cuttings in the cities of Cocoa, Cocoa Beach and Cape Canaveral.
Documenting Performance of Implemented Projects
Agency
Florida-Alabama TPO

What was done?
An annual Complete Streets funding source was listed in the 2040 Long Range Transportation Plan in the amount of $250,000 with Non-Strategic Intermodal System funds.

Where and when?
Florida-Alabama TPO Planning Area; 2015-2017

Why is this a Best Practice?
Based upon FDOT’s Complete Streets Policy, the Long Range Transportation Steering Committee determined this policy was important enough to pursue during development of the 2040 LRTP and the TPO Board agreed when it adopted the 2040 LRTP on November 3, 2015 and the FY 2019-2023 Project Priorities on July 12, 2017. The Complete Streets Program is currently Priority #6 for Non-Strategic Intermodal System Projects in the TPO’s FY 2019-2023 Project Priorities Document.

Contact for more information:
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Gary Kramer, gary.kramer@wfrpc.org
(850) 332-7976

Summary
The annual funding source occurred during the development of the 2040 Long Range Transportation Plan as the Complete Streets Program was a program that a Steering Committee of the TPO’s Technical and Citizens’ Advisory Committees determined was worth pursuing when developing the 2040 Cost Feasible Plan.
Documenting Performance of Implemented Projects

Agency
City of Punta Gorda and Charlotte County

What was done?
Team Punta Gorda and the City of Punta Gorda government led public outreach effort with the long-range goal of achieving Bicycle Friendly Status Designation by the League of American Bicyclists. The goal was part of the City’s adoption of Complete Streets as part of their Comprehensive Plan.

Where and when?
City of Punta Gorda; 2014

Why is this a Best Practice?
This is a best practice because it demonstrates public involvement from an effective community organization and support for an initiative from the City’s Comprehensive Plan.

Contact for more information:
Mitchell Austin
(941) 575-3335
Maustin@ci.punta-gorda.fl.us

Summary
Team Punta Gorda is an all-volunteer organization committed to making the greater Punta Gorda area a great place to live, work and play. Originally created after the devastation caused by Hurricane Charley in 2004, Team volunteers focus on a wide variety of projects to enhance the friendly, quaint, historic waterside community. A goal supported by Team Punta Gorda was achieving Bicycle Friendly Status by the League of American Bicyclists. An extensive outreach was started surveying the citizens of Punta Gorda, with comments generally supporting Complete Streets initiatives. The current direction from the City Council was to identify where bicycle/pedestrian facilities could be implemented and the cost associated with each project. The City maintains the list for future initiatives and opportunities. A lesson learned is to garner the support of a major citizen volunteer group whose mission statement mirrors that of Team Punta Gorda. Team Punta Gorda is effective in providing input to City policies and guidance.
**Agency**
Forward Pinellas

**What was done?**
Developed a Complete Streets competitive funding program to fund concept planning and construction projects submitted by the local governments. The intent is to make this an annual program, with ongoing monitoring as the program matures and projects are implemented.

**Where and when?**
Pinellas County; Since 2016

**Why is this a Best Practice?**
This should be considered a best practice because MPOs have no/limited ability to implement Complete Streets projects, but do have the ability to fund such projects. Forward Pinellas decided the local governments are best suited to adopt their own policies, and they didn’t want to create a situation where the agency developed a policy that conflicted with those of any local governments. Additionally, Forward Pinellas was best suited to fund projects that would bring about transformative redevelopment that benefits the county as a whole.

**Contact for more information:**
Chelsea Favero
(727) 464-5644
cfavero@forwardpinellas.org

**Summary**
The Forward Pinellas Complete Streets Program provides funding for concept planning and construction projects. This annual, competitive program is intended to implement those projects that are most likely to bring about transformative redevelopment that will benefit the county as a whole. The agency currently is providing up to $100,000 annually for concept planning projects and up to $1 million annually for construction projects. Those projects that are most competitive have a strong land use component and the applications submitted must demonstrate how the improvement to the roadway will also benefit the surrounding community. While the program is still in its early stages, the intent of the agency is to monitor implemented projects to ensure that the goals of the program are being achieved and make any adjustments going forward, as needed. The first call for projects was issued in fall 2016, with funding awarded in March 2017. An additional call for projects is anticipated in the fall of 2017, with funding to be awarded in March 2018.
Documenting Performance of Implemented Projects

Agency
Hillsborough County Public Works, CUTR, and USF

What was done?
Development of methodology to document Complete Streets performance

Where and when?
Hillsborough County; 2014

Why is this a Best Practice?
This is a best practice because pedestrians and bicyclists in the corridor are interviewed, surveyed and documented annually. Additionally, behavioral changes will be reviewed over a 5 year period.

Contact for more information:
Julie Bond
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bond@cutr.usf.edu

Summary
Fletcher Avenue was a corridor with one of the highest pedestrian accident rates in unincorporated Hillsborough. More than 1,400 pedestrians cross the stretch of Fletcher daily. Between 2006 and 2010 there were 63 pedestrian accidents there, resulting in three deaths and 22 incapacitating injuries. Proposed improvements to Fletcher include pedestrian "refuge" islands, mid-block pedestrian crossings, bicycle lanes and landscaping. A mile of new sidewalk was installed, and the targeted stretch of Fletcher has also been repaved.
Agency
Martin Metropolitan Planning Organization (MPO)

What was done?
A Complete Streets Matrix was developed to show recommended complete street enhancements noted between three County departments/divisions: Martin MPO, Martin County Office of Community Development and Martin County Growth Management. The purpose was to display correlation amongst comprehensive planning documents and reports to determine areas needed for improvements for all users of the transportation system.

Where and when?
Martin County; August 2017

Why is this a Best Practice?
The development of a working Complete Streets Matrix allows for determination of what is valuable to the community identified through planning/development organizations. By determining areas with lack of complete street facilities, future funds can be prioritized and performance/implementation can be monitored. Further, a working, living document allows for regular update as planning documents are developed and the need for complete street enhancements shift to various other locations in the planning area.

Contact for more information:
Bolivar Gomez
(772) 288-5412
bgomez@martin.fl.us

Summary
An interagency meeting was held on August 4, 2017 to review Matrix findings and discuss the next steps of further study, needs and programmed projects. The Martin MPO annually conducts a ‘Call for Projects’ for Transportation Alternatives Program (TAP) applications to interested parties. Additionally, the MPO annually assembles a TAP screening committee to allow for all submitted applications to be considered and assist in selecting the most construction ready project. The City of Stuart received funding last year and the project is currently underway.
Agency
North Florida TPO

What was done?
The TPO adopted CCS Guidelines as part of the 2040 LRTP update. The plan identifies a number of potential CCS corridors. The adopted Cost Feasible Plan includes several CCS corridors; The Annual List of Priority Projects was subsequently amended to include a list of CCS priorities. List of Priority Projects; Arlington Expressway Corridor Study. The CSS Guidelines were used for this study which explored the feasibility of converting this urban expressway to a grand boulevard. Two additional CCS studies scheduled for the current fiscal year: 9th Street in Fernandina Beach, Nassau County; US1 b King Street in St. Augustine, St. Johns County. These studies were requested by the respective local governments.

Where and when?
November 2014

Why is this a Best Practice?
We know that we are not the only MPO promoting safe and Complete Streets. We respect the work of our peer agencies and seek to emulate their best practices. In the process of doing so, we create our own best practices.

Contact for more information:
Denise Bunnewith
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dbunnewith@northfloridatpo.com

Summary
Local interest in complete/context sensitive streets came to light in developing Path Forward 2040, the North Florida TPO’s Long Range Transportation Plan adopted in November 2014. The plan identifies a number of CCS corridors and includes CCS Guidelines. The List of Priority Projects (LLOP) was subsequently expanded to include a list of CCS projects. Hyperlinks (in green) are provided to the current LLOP and the CCS Guidelines. These guidelines were used for an illustrative study of the Arlington Expressway Corridor, exploring the feasibility of converting this urban freeway to a boulevard. See hyperlink above. The current UPWP includes two CCS studies. One is in the City of Fernandina Beach in Nassau County and the other is in St. Augustine in St. Johns County. The first regional safe streets submit is scheduled for October 25, 2017. Scheduled North Florida Safe Streets Summit for October 25, 2017 at the Doubletree, Jacksonville. Keynote speaker Gabe Klein. www.nflsafestreetssummit.com; The agenda includes an elected officials breakfast scheduled concurrently with a walkshop, followed by a morning panel focusing on health and safety and an afternoon panel focusing on a local perspective.
Florida Metropolitan Planning Organization Advisory Council

A forum for transportation decision-making

Creating Design Guidelines
Creating Design Guidelines

Agency
Broward MPO

What was done?
The Broward Complete Streets Guidelines were developed through a partnership with Broward Regional Health Planning Council (BRHPC), Smart Growth Partnerships and the Broward MPO. A CDC grant, awarded to BRHPC, was utilized to fund the initial development of the Guidelines. A Technical Advisory Committee was formed to assist with this effort, which included representatives from municipal, county and State agencies, as well as non-traditional partners such as non-profit groups, advocacy groups and member of the health industry.

Where and when?
Broward County; Since 2012

Why is this a Best Practice?
The Broward Complete Streets Guidelines manual is based on Complete Streets principles that aim to design streets for people of all ages and physical abilities and accommodate all travel modes. These Guidelines serve as a template that can be adopted, modified, customized, or expanded based on each community’s needs and desires. The result will be more livable neighborhoods with healthier residents due to opportunities for increasing social interaction and for active transportation (walking, bicycling, and accessing public transportation).

Contact for more information:
Ricardo Gutierrez
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gutierrezr@browardmpo.org

Summary
The Broward Complete Streets Guidelines were developed with the assistance of the County’s transportation partners as well as non-traditional partners such as the YMCA, Broward County Health Department, Florida Atlantic University and AARP. These non-traditional partners provided a unique and refreshing perspective in planning; designing and operating County roads. The Broward Complete Streets Guidelines manual offers another way to design streets and provides guidance for those municipalities that decide to adopt these principles. This collaborative effort began in January 2012 and culminated on July 12, 2012 with the endorsement of the Guidelines by the Broward MPO Board.
Creating Design Guidelines

Agency
Charlotte County-Punta Gorda MPO

What was done?
Team Punta Gorda organized briefs from the Florida Bicycle Association and FDOT Complete Streets Coordinator for interested citizens at the Punta Gorda Civic Association on May 11 and 25, 2017. Currently the MPO has arranged for the FDOT Complete Streets Coordinator to brief the MPO’s Citizens’ and Technical Advisory Committees (CAC/TAC) at their July 12, 2017 meetings. Future meetings of the MPO Board and Bicycle/Pedestrian Advisory Committee (BPAC) are scheduled to receive the FDOT Complete Streets brief in October

Where and when?
Charlotte County and City of Punta Gorda; Since 2017

Why is this a Best Practice?
The introduction of context based planning for transportation facilities is a major change in direction recently adopted by FDOT. Stakeholders and advisors of transportation initiatives need to be educated on the influence this change will have on transportation projects before future decisions are made on transportation.

Contact for more information:
Gary Harrell
(941) 883-3535
harrell@ccmpo.com

Summary
Team Punta Gorda, is a citizen’s volunteer organization to make greater Punta Gorda a better place to live, work, and play. The Complete Streets initiative is in its embryonic stage for Charlotte County, but complements the City of Punta Gorda that has already adopted a Complete Streets policy. The first step is to educate the stakeholders, advisors and policy makers on how this will affect the projects under their purview. Rather than have a local planner brief the groups, the MPO relies on the trained expertise from FDOT. Complete Street questions asked by County stakeholders have created a synergy with FDOT staff regarding certain projects in the development pipeline. The recent result is addition of design features not considered before the process.
Creating Design Guidelines

**Agency**
Hillsborough MPO

**What was done?**
Development of a Complete Streets Policy

**Where and when?**
Hillsborough County

**Why is this a Best Practice?**
Converting corridors into spaces for all users and prioritizing funding for Complete Streets Corridors.

**Contact for more information:**
Wade Reynolds  
(813) 272-5940  
reynoldsw@plancom.org

**Summary**
The Health Department and Vision Zero Initiative have been valuable partners in the development of this Policy. The Guidelines and Policy to review and comment on corridors and PD&E studies encourage the accommodation of all modes and completion of the roadway. Funded corridor studies build in Complete Street review, and successful implementation requires lots of public engagement, citizen champions, and involvement of elected officials.
Creating Design Guidelines

Agency
Neat Streets Miami

What was done?
Developed Complete Streets Design Guidelines

Where and when?
Miami-Dade County; June 6, 2017

Why is this a Best Practice?
This is a best practice because street design guidelines that have been developed and adopted locally reflect the values of the agencies that will be responsible for their implementation.

Contact for more information:
Gaby Lopez
(305) 755-7801
gaby@miamidade.gov

Summary
Miami-Dade County has developed the Complete Streets Design Guidelines to provide policy and guidance to all parties involved in street design projects: governmental agencies, consultants, private developers, and community groups. The Miami-Dade Board of County Commissioners adopted the Guidelines on June 6, 2017. The Guidelines can be viewed here: https://www.miamidade.gov/neatstreets/library/complete-street-design-guidelines.pdf. It is the goal of these guidelines to support the development of streets that are safe for all users, with consistency in policy and design across all street projects in Miami-Dade County. Users of this document will be able to identify context-sensitive street elements and design features that can be applied in a manner consistent with federal and state best practices. Engineers, planners, and policy makers will find guidance and criteria to help prepare design plans based on principles of safer, more comfortable, and accessible streets so that walking and bicycling are viable transportation choices. The document also addresses some common concerns and perceived barriers regarding designing pedestrian and bicycle facilities.
Creating Design Guidelines

Agency
Palm Beach TPA

What was done?
After adopting a Complete Streets Policy in March 2016, the Palm Beach TPA facilitated an ad hoc Complete Streets Working Group to assist in the development of Local Complete Streets Design Guidelines.

Where and when?
Palm Beach County; spring 2016 - fall 2017

Why is this a Best Practice?
The development of these guidelines included stakeholder input through an ad hoc Complete Streets working group. The guidelines include local photography and examples of streets and land uses in Palm Beach County as well as street type and land use context maps. The guidelines also identify Complete Streets Opportunities for lane eliminations and roadways with excess right-of-way.

Contact for more information:
Valerie Neilson
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(561) 478-5743

Summary
The Palm Beach TPA began development of their local Complete Streets Design Guidelines after the adoption of their Complete Streets Policy in spring of 2016. This effort involved input from municipalities and stakeholders through an ad hoc Complete Streets Working Group that met over the course of a year and a half. The guidelines include local photography with Palm Beach County examples of types of roads and land uses. They also include land use and street type context maps as a reference for where to apply the design guidance provided in typical section tables. In addition, the Palm Beach TPA created Complete Streets Opportunities maps that identify possible candidates for Complete Streets projects on roadways that have excess right-of-way and potential lane elimination candidates that have low current and projected traffic counts. The TPA will use these guidelines to advance the implementation of Complete Streets in Palm Beach County.
Prioritizing Projects and Funding
Prioritizing Projects and Funding

Agency

Martin MPO

What was done?

The Martin 2040 LRTP Multimodal Cost Feasible Plan (CFP) includes walking and bicycling improvements in the cost estimate for the roadway capacity projects, providing for sidewalks on both sides of the streets and bicycle facilities.

Where and when?

Martin County

Why is this a Best Practice?

This is a best practice because CMP strategies are lower-cost alternatives to traditional roadway widening that typically involve traffic operational improvements and may include street connectivity and non-motorized transportation improvements. The objectives of the Livable Community Initiatives (LCI) are to improve mobility and quality of life through improvements that encourage the use of alternative transportation modes.

Contact for more information:

Bolivar Gomez
(772) 288-5412
bgomez@martin.fl.us

Summary

One of the most effective ways of extending the pedestrian and bicycle network is to add walking and bicycling facilities during roadway maintenance and capacity enhancement projects. These facilities are components of Complete Streets, which aims to design roadways for all users, transportation modes, and abilities. In addition to traditional roadway construction projects, the Martin 2040 LRTP proposes to increase the current funding level for the Congestion Management Plan (CMP) Strategies and LCI box funds.
Prioritizing Projects and Funding

Agency

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, Alachua County, and the City of Gainesville

What was done?

Bicycle facility planning within the Gainesville Metropolitan Area

Where and when?

Gainesville Metropolitan Area; Since 2000

Why is this a Best Practice?

Planning process and agency collaboration

Contact for more information:

Scott R. Koons
(353) 955-2200, ext. 101
Koons@ncfrpc.org

Summary

FDOT funded the Alachua Countywide Bicycle Master Plan in 2001, which can be viewed here: which identified existing facilities and potential corridors for in-street bicycle facilities and off-street bicycle/pedestrian facilities. The plan can be viewed here: http://ncfrpc.org/mtpo/publications/BMP_Update/GainesvilleBicycleMasterPlan.pdf. This plan was further refined in 2004 by the Bicycle Master Plan Addendum, which can be viewed here: http://ncfrpc.org/mtpo/publications/BMP/Report_Addendum_Final.pdf. This document aggregated corridors to identify facilities for potential funding. Further detail was developed in 2008 with the Archer Braid document, which can be viewed here: http://ncfrpc.org/mtpo/publications/Archer_Braid/Archer_Braid_Final_Report_Web.pdf. Components of the Archer Braid were local area program-managed by Alachua County and the City of Gainesville for construction using Enhancement/Transportation Alternatives Program funds. The last two components of the Archer Braid are being privately funded as part of two major multiuse developments astride Interstate 75. With these last two components, a cyclist can ride from the City of Archer in western Alachua County to the City of Hawthorne in eastern Alachua County. In addition, some corridors are being developed using Safe Routes to School funding.
Prioritizing Projects and Funding

**Agency**

Village of Tequesta, Palm Beach TPA, FDOT, and the Treasure Coast Regional Planning Council (TCRPC)

**What was done?**

Knowing a resurfacing, restoration and rehabilitation (RRR) project was programmed for a section of SR-5/US-1/Federal Highway, the Village of Tequesta coordinated with the TCRPC and FDOT to implement their Complete Streets vision. This vision included a lane elimination (reducing a 6-lane divided roadway to a 4-lane divided roadway), buffered bike lanes and decorative pedestrian lighting. The Village worked with the TCRPC to define the additional scope of work and with FDOT ensure it met criteria and standards. FDOT determined funding opportunities to implement the desired additional scope, without detrimentally impacting the FDOT’s original RRR project or schedule.

**Where and when?**

Village of Tequesta; July 2017

**Why is this a Best Practice?**

This best practice partners local agencies with their MPO and FDOT district in proactively planning and funding projects that are needed and desired, while minimizing impacts to the traveling public. It gains efficiencies of cost and time as the projects are done concurrently, saving taxpayers money.

**Contact for more information:**

Kim Delaney, (772) 221-4060, kdelaney@tcrpc.org
Nick Uhren, (561) 684-4042 nuhren@palmbeachtpa.org
Leslie Wetherell, (954) 777-4438, leslie.wetherell@dot.state.fl.us

**Summary**

With a vision in mind and perfect timing that a RRR project was within the Village limits, the TCRPC and the Village saw a great opportunity to collaborate with the FDOT and Palm Beach TPA on the prioritization of a project. The Village conducted a traffic study, then FDOT reviewed and concluded that the lane repurposing could meet the traffic demands. The Village of Tequesta and Town of Jupiter provided resolutions approving this project. The Village provided Transportation Alternatives program funds to support the additional work elements of sidewalk, bulb-outs and lighting. The project’s design has won the following awards: Florida Planning and Zoning Association’s 2017 Outstanding Infrastructure Award, National Association of Development Organization’s 2017 Innovation Award, and American Planning Association Florida 2017 Award of Merit.
Prioritizing Projects and Funding

Agency
Palm Beach TPA

What was done?
The TPA created an annual competitive application process to distribute the allocation of Surface Transportation Block Grant (STBG) funds and the sub-allocation of the Transportation Alternatives funds. The two funding programs are:

- Local Initiatives (LI) – ~$20 million/year – funds lower-cost, non-regionally significant projects with a maximum reimbursement of $5 million.
- Transportation Alternatives (TA) - ~3.1 million/year

Where and when?
Palm Beach County; Since 2014

Why is this a Best Practice?
Prioritizing the projects based on quantitative criteria to further the Goals & Objectives in the LRTP is a precursor to full implementation of performance measures in the coming year. The TPA is directly linking funding to the Goals & Objectives and is ensuring local jurisdictions and government agencies have a chance to put forth projects for consideration.

Contact for more information:
Andrew Uhlir
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auhlir@palmbeachtpa.org

Summary
The LI program started in 2014 and goes through a similar annual application process as the TA program. Projects are first scored by TPA staff based on criteria that further the Goals and Objectives of the LRTP, then reviewed and prioritized by the TPA’s advisory committees, and ultimately approved the TPA Governing Board into the Project Priority List for the following year’s Transportation Improvement Program (TIP). Construction funding becomes available in the TIP in the new 5th year for LI and the new 3rd year for TA. The programs are capped at a federal contribution of $5,000,000 per project for LI and $1,000,000 for TA.
Prioritizing Projects and Funding

Agency
Forward Pinellas

What was done?
The Forward Pinellas Complete Streets Program uses a qualitative process to select candidate Complete Streets projects for funding. The program provides an opportunity for our local government partners to submit applications describing proposed Complete Streets projects for funding consideration. A panel of transportation and land use planners, from within the agency as well as from advisory committees, meet to review the applications received against pre-determined criteria. Concept planning projects receive funding starting on July 1 of the award year, with the funding coming out of the agency’s general budget. Construction projects are added to the Forward Pinellas Multimodal Priority List as top priorities so FDOT can seek funding in the new 5th Year of the Work Program, as it is developed.

Where and when?
Pinellas County; Since 2016

Why is this a Best Practice?
This should be considered a best practice because it allows Forward Pinellas to leverage its funds to local governments for projects that create safer and more accessible and economically vibrant streets while furthering its Long Range Transportation Plan objectives. Further, as the countywide land use and transportation planning agency, we are able to incorporate a land use/redevelopment angle into the funding of projects, asking local governments to demonstrate how their Complete Street project will serve as a catalyst for private sector redevelopment that is consistent with and supportive of the Countywide Land Use Plan.

Contact for more information:
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Summary
Project applications are received in December, and evaluated in the early calendar year with funding awarded by the Forward Pinellas Board in March. This annual, competitive program is intended to implement projects that are most likely to bring about transformative redevelopment that is consistent with and advances key objectives established in the agency’s adopted Countywide Land Use Plan. The agency is currently providing up to $100,000 annually for concept planning projects and up to $1 million annually for construction projects. The agency uses broad criteria to evaluate the projects, seeking out those that do not just provide accommodations for the most modes, but that have a strong land use component. The applications submitted must demonstrate how the improvement to a roadway will serve as a catalyst for private investment and benefit the surrounding community. Broad qualitative prioritization criteria allows for this to be done easily by a non-biased selection committee instead of using a more rigid point-based system.
Prioritizing Projects and Funding

Agency
Hillsborough MPO

What was done?
Walk Bike Plan to connect 23 inner city neighborhoods in a loop of Complete Streets to each other.

Where and when?
City of Tampa; 2015-2016

Why is this a Best Practice?
The project began as a combined effort of the Old Seminole Heights and Tampa Heights neighborhoods with a mission to identify, enhance, and expand pedestrian/wheelchair, bike paths that safely connect 23 inner city neighborhoods while emphasizing the beauty of the City’s existing assets and acknowledging that Complete Streets can contribute to the City’s aesthetic beauty.

Contact for more information:
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Summary
The project aims to provide a continuous bicycle and pedestrian pathway around the urban core of Tampa. The proposed bicycle and pedestrian network once completed will provide an alternative form of transportation for people to access jobs, schools, parks, shopping and entertainment areas. Data was acquired from the City of Tampa, Hillsborough County, and FDOT, including locations of existing traffic signals, bicycle lanes, multi-use paths, and sidewalks within the study area. After the routes from previous phases of the plan were identified, field visits were conducted to examine existing conditions and evaluate potential roadways to be selected for the preferred routing of the project. The 20-mile project was divided into 8 segments for funding purposes, with two of the segments being funded for Preliminary Engineering in 2019. The strategy of community partnership and a variety of public needs has created quick victories for this project and residents of Tampa.
Prioritizing Projects and Funding

Agency
Polk Transportation Planning Organization (TPO)

What was done?
In support of the TPO’s recently adopted 2040 LRTP, the TPO sets aside a majority of the federally sub-allocated TMA-SU funds for the cities of Lakeland and Winter Haven TMAs for candidate Complete Streets projects.

Where and when?
Polk County; Since 2015

Why is this a Best Practice?
One of several approaches Polk TPO has undertaken to address the high bicycle and pedestrian crash rate in Polk County. Several projects are currently programmed for funding by FDOT.

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Summary
In conjunction with the development of Momentum 2040 the TPO prepared a Complete Street Action Plan that evaluated and provided recommendations for complete street improvements on eight (8) of the most unsafe roads in Polk County for bicycle and pedestrians. The Action Plan can be viewed here: http://polktpo.com/what-we-do/current-planning-initiatives/complete-streets The TPO worked with our local governments in order to identify and prioritize candidate projects for consideration by FDOT. As a result, the FDOT has programmed nearly $15M in the last few years for Complete Streets projects on some of the most dangerous roads in Polk County.
Prioritizing Projects and Funding

Agency
Sarasota/Manatee MPO

What was done?
The Sarasota/Manatee MPO and members of the MPO’s Technical Advisory Committee updated their project prioritization criteria for funding transportation projects to be consistent with guidance from MAP-21 and the FAST Act relating to performance-based planning in the transportation planning process. Committee members recommended new objective criteria and established a point system for ranking and prioritizing projects on three (3) different types of roadways: community, regional, and inter-regional. The updated project prioritization methodology was then presented to an Ad Hoc Committee of the MPO Board and was adopted by the full MPO Board on April 24, 2017.

Where and when?
Sarasota/Manatee MPO Planning Area; April 24, 2017

Why is this a Best Practice?
Complete Streets projects have scored better and are ranked higher on the MPO’s project priority list under the updated project prioritization system, particularly if they are located on a “community” roadway where safety/security and environment/livability measures were weighted higher compared to mobility/congestion/reliability and freight/economy measures.

Contact for more information:
Leigh Holt
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leigh@mympo.org

Summary
The Sarasota/Manatee MPO did not want to wait until State and Federal guidance on MAP-21 and FAST Act on transportation performance measures were finalized, and instead decided to adopt new project prioritization criteria that would ensure the MPO Board is selecting projects for funding that help meet the transportation performance targets relating to safety/security, infrastructure condition, mobility/congestion/reliability, economy/freight, project delivery, and environment/livability that the MPO Board will establish during 2018. The MPO Board felt it was important to streamline the project prioritization process and align MPO practices with Federal and State laws, rules, and procedures in order to access all available funding for transportation. Projects are scored according to objective criteria in each of the following areas, which also correspond with required transportation performance measure target setting requirements established in MAP-21 and the FAST Act: safety/security, infrastructure condition, mobility/congestion/reliability, economy/freight, project delivery, and environment/livability. This updated project prioritization process ensures that the MPO is prioritizing transportation projects for funding that will help meet the MPO’s performance targets as well as those established by the state and federal government.
Prioritizing Projects and Funding

Agency
West Florida Regional Planning Council

What was done?
An updated Pedestrian Bicycle Master Plan is currently being prepared for the Florida-Alabama TPO. As part of this process, the project prioritization methodology is also being updated.

Where and when?
Florida-Alabama TPO Planning Area; May 2018

Why is this a Best Practice?
Complete Streets projects have scored better and are ranked higher on the Sarasota/Manatee MPO’s project priority list under the updated project prioritization system, particularly if they are located on a “community” roadway where safety/security and environment/livability measures were weighted higher compared to mobility/congestion/reliability and freight/economy measures.

Contact for more information:
Leigh Holt
(941) 359-5772
leigh@mympo.org

Summary
The Sarasota/Manatee MPO did not want to wait until State and Federal guidance on MAP-21 and FAST Act on transportation performance measures were finalized, and instead decided to adopt new project prioritization criteria that would ensure the MPO Board is selecting projects for funding that help meet the transportation performance targets relating to safety/security, infrastructure condition, mobility/congestion/reliability, economy/freight, project delivery, and environment/livability that the MPO Board will establish during 2018. The MPO Board felt it was important to streamline the project prioritization process and align MPO practices with Federal and State laws, rules, and procedures in order to access all available funding for transportation.
Florida Metropolitan Planning Organization Advisory Council
A forum for transportation decision-making

Promoting Innovative Projects and Implementations
Promoting Innovative Projects and Implementations

Agency
Heartland Regional Transportation Planning Organization in partnership with the Town of Zolfo Springs and the Central Florida Regional Planning Council

What was done?
FDOT is in the process of realigning US 17 through the Town of Zolfo Springs. Upon completion of the realignment, FDOT will dedicate the existing portion of US 17 to the Town, which the Town will designate as Main Street. This provides potential for the expansion of commercial opportunities in the downtown area, otherwise not available to the Town. The realignment will also route traffic away from the businesses located along Main Street.

Where and when?
Town of Zolfo Springs; spring 2018.

Why is this a Best Practice?
The vision for the Main Street area includes the development of a walkable, pedestrian friendly area that provides opportunities for economic growth if businesses and activities and areas of interest for residents and visitors. Studies have found that making the parking and walking experience positive heightens the appeal of the place and, in many cases, increases repeat visits by as much as 30% to primary and secondary destinations. (Source: Wayfinding: The Value of Knowing How to Get There by Martin Flores, ASLA, and Michael Young, 2011.)

Contact for more information:
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Summary
The Town of Zolfo Springs, a Rural Area of Opportunity, is home to approximately 1,818 people (BEBR, 2013) and is located south of the Peace River at the crossroads of three major roads, US 17, SR 66 (Florida Cracker Trail), and SR 64 in central Hardee County. To address both the opportunity for expansion of downtown businesses and the future loss of traffic along Main Street, the Town has adopted a Downtown Vision Plan. The Plan was developed through extensive community stakeholder engagement including residents and business owners to provide input about the future of Main Street in Zolfo Springs. The Plan addresses the Town’s vision for how the new US 17 and Main Street corridors will develop and how the Town’s economic vitality can be increased. The Plan creates a sense of place by providing streetscaping and walkability with easy access to local business and government offices in the heart of Zolfo Springs. The Plan may be viewed at http://www.cfrpc.org/zolfospringsvisioning. Currently, the Town is exploring funding sources to enhance Main Street with Complete Streets improvements. FDOT is realigning US 17 through Zolfo Springs. Upon completion of the realignment, FDOT will dedicate the existing portion of US 17 to the Town, which the Town will designate as Main Street.
Promoting Innovative Projects and Implementations

Agency
Martin MPO

What was done?
MPO staff held an inter-governmental meeting between county staff to determine the components of a Complete Streets Study the MPO would undertake in the near future.

Where and when?
Martin County; August 2017

Why is this a Best Practice?
This is a best practice because it allowed for representatives from different departments to come together at one table and discuss what should be considered in a Complete Streets study. Ideas brought forth were then incorporated into the Draft Scope of Services for the Martin MPO Complete Streets Study set to begin in February 2018.

Contact for more information:
Bolivar Gomez
(772) 288-5412
bgomez@martin.fl.us

Summary
Representatives from Martin County’s Growth Management Department, Office of Community Development serving as the Community Redevelopment Agency (CRA) and the Assistant County Administrator attended to provide input.
Promoting Innovative Projects and Implementations

Agency
West Florida Regional Planning Council

What was done?
The Florida-Alabama TPO Pedestrian Bicycle Master Plan Update

Where and when?
Florida-Alabama TPO Planning Area; May 2018

Why is this a Best Practice?
Partnerships with local governments and community organizations have been strengthened during the planning process.Keeping all stakeholders updated on plan progress and encouraging input and suggestions has supported existing relationships and formed new ones.

Contact for more information:
David Wood
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Summary
Identifying and communicating with stakeholder groups has been a key aspect of this project. Additionally, the Planning Council found ensuring that stakeholders have a chance to provide input has supported positive relationships.
Promoting Innovative Projects and Implementations

Agency
FDOT, City of Fort Lauderdale and Broward County

What was done?
One mile of SR A1A was reconstructed north of Sunrise Boulevard after being partially destroyed by Hurricane Sandy. FDOT, the County, and City partnered together to transform the area into a facility which better accommodated bicycles and pedestrians. FDOT worked closely with the City on the design of the features down to the smallest details of brick paver color and bike rack design. During the design, FDOT and the County maintained close coordination to ensure the project accommodated the County’s proposed dune enhancements.

Where and when?
City of Fort Lauderdale; May 2016

Why is this a Best Practice?
This was an outstanding example of multiple levels of government joining forces to achieve a singular vision, which accomplished all the needs of the project.

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Summary
Super storm Sandy occurred in November of 2012 and eroded the shoreline undermining the pavement. FDOT acted quickly to provide a sheet pile wall, preventing further loss of the roadway and began designing a permanent road accommodating all modes of transportation while increasing its resiliency. FDOT completed an emergency temporary repair in April 2013. The permanent reconstruction began in July 2014 and was completed in May 2016. The project transformed the area from one block south of Sunrise Blvd to NE 18th Street. The design implemented the Broward County Greenways Plan and the City’s vision for the area providing a wide pedestrian promenade adjacent to the beach, bicycle lanes, widened sidewalk on the west side, turtle friendly pedestrian lighting, more mid-block crossings and a decorative wave wall. FDOT also coordinated with Broward County on their project to add dunes in this area which would, along with the wave wall, further protect the facility against flooding and blowing sand.
Promoting Innovative Projects and Implementations

Agency
FDOT, Alachua County and the City of Gainesville

What was done?
Multimodal Corridor Road Diet

Where and when?
Downtown Gainesville; 1998-2009

Why is this a Best Practice?
Perseverance and cooperation.

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Summary
An FDOT scheduled resurfacing project for Main Street in downtown Gainesville evolved into a reconstruction project. Given the opportunity of reconstruction, the Metropolitan Transportation Planning Organization pursued a road diet of the four-lane facility to a two-lane facility with in street parking and pedestrian amenities. The corridor was transferred to Alachua County. Alachua County and the City of Gainesville collaborated on an interlocal maintenance agreement. In addition, Alachua County reconfigured a four-lane segment of Main Street (County Road 329) north of State Road 20 as a two-lane divided facility with paved shoulders and pedestrian and transit amenities.
Promoting Innovative Projects and Implementations

Agency
Hillsborough MPO

What was done?
A Health Impact Assessment (HIA) for the George Road Complete Streets Implementation Plan was conducted by the Department of Health Hillsborough and MPO.

Where and when?
Town ‘N’ Country, an unincorporated area in Hillsborough County; 2016-2017

Why is this a Best Practice?
Final recommendations of the study found that complete street features would have significant and positive impact on the populations living along the corridor including increased physical activity, good mental health/wellbeing and stress levels. The study also concluded that decreases in premature mortality and chronic diseases could be expected from implementation of the plan.

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ogilviem@plancom.org

Summary
The research questions the MPO team developed were:

- What would be the impact of the MPO executing the George Road Complete Streets Implementation Plan?
- How would executing the George Road Complete Streets Implementation Plan affect the health of the population within the targeted geographic location?
- Would the impacts cause undue burden or harm to vulnerable populations in the area (i.e. racial and ethnic minorities; people with movement-related disabilities; and people of lower socioeconomic status)?

The project was funded after the conclusion of the HIA.
Promoting Innovative Projects and Implementations

Agency
Polk TPO

What was done?
Development of a user-friendly guide to submitting candidate projects through the TPO.

Where and when?
Polk County; 2015

Why is this a Best Practice?
This practice is supportive of key projects recommended in the TPO’s Plan (e.g., Complete Streets, Neighborhood Mobility Audits, Multi-Use Trails and Safe Routes to Schools).

Contact for more information:
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Summary
In conjunction with the TPO’s member local governments, the TPO developed a guide to submitting candidate projects for funding consideration by FDOT. The guide helps those local governments applying/submitting projects and can be viewed here: http://polktpo.com/documents-in-category/categories/polktpo/plans-and-projects/priority-transportation-projects.
Promoting Innovative Projects and Implementations

**Agency**
City of Sarasota

**What was done?**
The City of Sarasota redesigned 1.5 miles of Old Bradenton Road as a Complete Street project.

**Where and when?**
City of Sarasota; April 2015

**Why is this a Best Practice?**
This redesign of Old Bradenton Road served to slow vehicle speeds, as traffic calming was a concern expressed by residents of the surrounding neighborhood, while simultaneously creating a more comfortable environment for bicycles, pedestrians and transit users.

**Contact for more information:**
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**Summary**
The redesigned Old Bradenton Road project included lowering the speed limit from 35 to 30 mph, adding green bicycle lanes, sidewalks on both sides of the road, 4 new attractive transit shelters (see Chicki Huts pictured), adding 5-foot raised and landscaped medians with native landscaping, and two modern one-lane roundabouts at the intersections of Old Bradenton Road and Myrtle Avenue, and Old Bradenton Road and 47th Street. Project also included extensive utility replacement/relocation and Low Impact Design concepts for water quality, evaporation and percolation. The green bicycle lanes are the first in the Sarasota/Manatee area, and the green material applied to the road is a slip resistant epoxy binder.
Incorporating Health and Equity
Incorporating Health and Equity

Agency
Heartland Regional Transportation Planning Organization (HRTPO) in collaboration with Highlands County, the cities of Avon Park and Sebring, South Florida State College, and the Central Florida Regional Planning Council

What was done?
The Memorial Boulevard Multi-Use Trail was a collaborative effort between the agencies to connect city-to-city and underserved neighborhoods to goods and services as well as to the South Florida State College Multi-Use Trail.

Where and when?
Cities of Avon Park & Sebring; FY 2015-2016

Why is this a Best Practice?
The Multi-Use trail was a collaborative effort to connect city-to-city and underserved neighborhoods to goods and services as well as to South Florida State College.

Contact for more information:
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Summary
This project was completed through several funding sources, which were coordinated and administered by Highlands County in partnership with the cities of Avon Park and Sebring. This multi-use trail is located on the west side of Memorial Boulevard, which begins to the north in the City of Avon Park and extends south to the City of Sebring.
Incorporating Health and Equity

Agency
Martin MPO

What was done?
The Martin MPO recognizes the importance of the relationship between public health and the built environment. Therefore, public health is one of the factors that play a key role in shaping the Moving Martin Forward, the 2040 LRTP.

Where and when?
Martin County

Why is this a Best Practice?
Goal 1 of the Martin 2040 LRTP provides for “an efficient multimodal transportation system that supports the local economy and maintains the quality of life.” The Martin 2040 LRTP includes specific objectives to meet this goal associated with increasing the coverage of bicycle facilities and sidewalks within Martin County. To achieve these objectives, the Martin 2040 LRTP Multimodal CFP includes an interconnected network of bike paths, on-road bike lanes, and sidewalks. Furthermore, the Multimodal CFP proposes to allocate over $50 million of transportation investment for bicycle and pedestrian facilities. One of the most effective ways of extending the pedestrian and bicycle network is to add walking and bicycling facilities during roadway maintenance and capacity enhancement projects. These facilities are components of Complete Streets, which aims to design roadways for all users, transportation modes, and abilities. The Martin 2040 LRTP Multimodal CFP includes walking and bicycling improvements in the cost estimate for the roadway capacity projects, providing for sidewalks on both sides of the streets and bicycle facilities. These projects and others will help the transportation planning community link together its outcomes with public health outcomes to improve the overall quality of life for Martin County and its residents in the years to come.

Contact for more information:
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Summary
The Martin 2040 LRTP Multimodal Cost Feasible Plan continues to fund the U.S. 1 Corridor Retrofit Project, which identifies a context sensitive approach developed as a strategic alternative to roadway widening along U.S. 1 to achieve viable transportation options and enhanced efficiency. A selection of the project elements that may have direct positive health outcomes are: context sensitive design solutions that encourage alternative modes of transportation; grid network of connecting streets utilizing traditional neighborhood design; bus priority treatments including transit signal priority (TSP) and bus queue jump lanes at key intersection bottlenecks.
Incorporating Health and Equity

Agency
Broward MPO, FDOT, & the City of Sunrise

What was done?
A 4.33 mile bicycle lane is currently being constructed on Sunset Strip, in the City of Sunrise. The three agencies collaborated on the project scope, which included a lane-repurposed section and a widening section to construct buffered bike lanes. This project was funded through the Broward MPO’s Mobility Program.

Where and when?
City of Sunrise; September 2018

Why is this a Best Practice?
This is a best practice because the project provides an opportunity for bicyclists to improve their cardiovascular system, helps with everyday activities, decreases stress levels, reduces depression and strengthens bones. This equity best practice improves the community’s mobility and connectivity needs. This transportation system helps residents’ access schools, health care facilities, parks and jobs. Equity has recently emerged as one of the E’s, along with Education, Enforcement, Engineering, Encouragement and Evaluation.

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Sean Dinneen, (954) 888-6071, fsdinneen@sunrisefl.gov

Summary
The Broward MPO approached FDOT to design and construct mobility projects throughout the County. Many of these are minor bike lane and sidewalk improvements, but Sunset Strip was much grander in scope. The partners realized there would be major impacts to the City and approached the project with context sensitive solutions in mind. In addition to over 4 miles of bike lanes, the project will build two roundabouts in lieu of the existing signalized and stop controlled intersections. As an off-system project, FDOT had design flexibility using the Florida Green Book and other best practices from around the country. This project demonstrates the health and equity aspects of Complete Streets as it kicks off the City’s vision to further develop the Town Center area while providing residents access to schools, health care facilities, parks, and jobs.
Incorporating Health and Equity

Agency
Palm Beach TPA

What was done?
The Palm Beach TPA performed its first Health Impact Assessment (HIA) for the US-1 Multimodal Corridor Study to incorporate impacts and guide proposed improvements to community health and equity.

Where and when?
Palm Beach County; 2017

Why is this a Best Practice?
Including health partners in transportation studies can provide information to consider for determining proposed improvements and impacts. Health partners can also provide valuable data and studies relevant to transportation.

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Summary
The Palm Beach TPA performed its first HIA for the US-1 Multimodal Corridor Study and created a HIA Steering Committee with health agencies and partners in the community to incorporate health and equity in the study’s proposed improvements. The effort kicked off in spring of 2017 and the HIA Steering Committee wrapped up its last meeting in November. The study will be completed in early 2018. The Palm Beach TPA had previously not collaborated with local health partners when conducting corridor studies. Health partners provided new perspectives and informed the TPA as well as provided data for similar / parallel efforts going on that that the TPA was not aware of, for example a countywide access to healthy food study and associated GIS data. This data helped inform the US-1 Multimodal Corridor Study and guide recommended improvements as well as potential impacts.
Incorporating Health and Equity

Agency
Forward Pinellas

What was done?
Forward Pinellas partnered with Pinellas County and the Florida Department of Health in Pinellas County to purchase and install 5 automated trail counters to better measure usage of the Pinellas Trail.

Where and when?
Pinellas Trail; January 2017

Why is this a Best Practice?
The installation of automated trail counters should be considered a best practice because this approach reinforces an MPO’s performance-based, outcome-driven planning process. Increasingly, funding is being dedicated to expanding urban trail networks and usage data allows decision-makers to accurately measure the return on that investment. This data is also being used to provide context to health indicators that are tracked by the Florida Department of Health in Pinellas County.

Contact for more information:
Rodney Chatman
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rschatman@forwardpinellas.org

Summary
Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization (MPO), conducts planning efforts in areas serving minority and low-income communities to reduce risk factors for chronic diseases related to a lack of physical activity. The Centers for Disease Control and Prevention’s “Partnerships to Improve Community Health” grant program provided Forward Pinellas with funds for improvements to parks and trails that support walking and biking, in collaboration with the Florida Department of Health in Pinellas County, Pinellas County Public Works, and the Pinellas County Parks and Conservation Resources Department. A project that Forward Pinellas completed using the grant was the installation of automated trail counters, which tracks the number of pedestrians and bicyclists that pass by five locations around the county. This provides valuable data on how people use the Pinellas Trail ensuring that investment decisions will have the greatest impact on health, equity and quality of life.
Incorporating Health and Equity

Agency
Forward Pinellas

What was done?
Forward Pinellas partnered with Pinellas County and the Florida Department of Health in Pinellas County to conduct an assessment of the accessibility of select county parks that were located in areas that had higher than average concentrations of minority and/or low-income populations.

Where and when?
Pinellas County; 2015

Why is this a Best Practice?
This type of accessibility assessment should be considered a best practice because historically, minority and/or low-income populations suffer from higher incidences of chronic diseases. Most of these chronic diseases result from a lack of physical activity and identifying barriers to access to recreational opportunities, along with changes in dietary habits, helps to improve these conditions.

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Summary
The primary focus of the Parks Accessibility Assessment was to evaluate the access that historically disadvantaged populations within Pinellas County have to safe and convenient recreational opportunities. The assessment was conducted at 18 locations around the County. In evaluating park access by population subset, low-income and minority populations were identified consistent with the characteristics described in Environmental Justice: 2010 Demographic Analysis Report published by Forward Pinellas in 2012. The assessment included an annotated map series of park access points, street network, sidewalk inventory, trail access locations, bicycle facilities, and other features with potential physical structures that affect access to parks. Based on the barriers identified through the GIS analysis and confirmed by site inspections, a list of safe-access improvement projects—such as sidewalks, bike lanes, and trail extensions were identified and incorporated into the final recommendations of the assessment.
Incorporating Health and Equity

Agency
Forward Pinellas

What was done?
Forward Pinellas and consultant AECOM, in collaboration with Pinellas County, developed the Joe’s Creek Greenway Trail Alignment Study report, which identified a preferred trail route in an underserved community.

Where and when?
Central Pinellas County; May 2017

Why is this a Best Practice?
This study is an excellent example of coordination and cooperation between partner agencies to achieve a common goal of improving health outcomes through non-motorized accessibility improvements. The preferred trail alignment will also spur economic growth and stability by providing connections, and ultimately a better quality of life for a diverse community.

Contact for more information:
Alicia Parinello
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Summary
The Joe’s Creek Trail Alignment Study strategically ties central Pinellas County together by providing a connection to underserved areas. Currently, the study area lacks multimodal transportation infrastructure and has high concentrations of minority and low income populations. The five-mile, east-west trail would provide a healthy and safe way to travel across the county by connecting residents to the Pinellas Trail, area schools, shopping centers, and other destinations. Overall, there has been substantial public support for this trail, and Forward Pinellas will continue to work with the community and various stakeholders on other ways to improve the lives of area residents.
Incorporating Health and Equity

Agency
Forward Pinellas

What was done?
Forward Pinellas and consultant AECOM, in collaboration with Pinellas County, designed, fabricated and installed wayfinding signs in strategic locations to direct bicyclists and pedestrians to nearby parks in underserved communities.

Where and when?
Pinellas County; June 2016

Why is this a Best Practice?
This planning effort is a creative example of coordination and cooperation between partner agencies to improve community health through physical activity. The project included extensive research to locate areas in need of wayfinding to county parks serving minority and low-income neighborhoods.

Contact for more information:
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Summary
Forward Pinellas utilized the Centers for Disease Control and Prevention’s “Partnerships to Improve Community Health” grant program to make improvements to parks and trails that support walking and biking around Pinellas County, with a goal to improve community health. In collaboration with the Florida Department of Health in Pinellas County and various County government departments, a pedestrian-scale wayfinding plan was developed for six county parks. After the plan was complete, thirty signs were designed, fabricated and installed in strategic locations to direct pedestrians and bicyclists to six county parks that primarily serve minority and low-income communities. The signage identifies the amenities available at the nearest park, as well as how far and long it will take to get there by bicycling and walking. The six parks were Eagle Lake Park, 1800 Keene Road, Largo; Joe’s Creek Greenway, 4303 46th Avenue N, St. Petersburg; John S. Taylor Park, 1100 8th Avenue SW, Largo; Lealman Park, 3890 55th Avenue N, St. Petersburg; Ridgecrest Park, 12520 Ulmerton Road, Largo; and Walsingham Park, 12615 102nd Avenue, Seminole.
Incorporating Health and Equity

Agency
Hillsborough MPO

What was done?
Creation of the Community Health Atlas Pilot Project, which is a web-based tool provides planners and communities a baseline profile of chronic disease data, demographics, health care access, food environment, transportation, emergency preparedness, and environmental indicators.

Where and when?
City of Tampa

Why is this a Best Practice?
Achieving health equity requires identifying, acknowledging and addressing disparities in health and health care access, eliminating disparities cannot be accomplished without data.

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Summary
The creation of the Health Atlas is particularly helpful in identifying health disparities. It was catalyzed by the development of Garden Steps, the MPO and its partners’ entry to the Healthiest Cities and Counties Challenge. The project is committed to improving food access in Tampa’s food desert areas through establishing community gardens and access to them for bicyclists and pedestrians. The Health Atlas continues to provide empirical data to support Garden Steps and other health-focused initiatives. The Health Atlas will be updated yearly with the first update coming in June 2018 to include new information on chronic diseases in Unincorporated Hillsborough County, Temple Terrace, and Plant City and a community-level assets tab.
Incorporating Health and Equity

Agency
Polk TPO

What was done?
Neighborhood Mobility Audits (NMA)

Where and when?
Underserved neighborhoods throughout Polk County; 2015

Why is this a Best Practice?
The NMAs evaluated transportation needs for 15 underserved neighborhoods and evaluated resident’s access to jobs and essential services.

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Summary
The NMAs were a significant component of TPO’s Momentum 2040 Long Range Transportation Plan, and can be view at: http://polktpo.com/what-we-do/our-planning-documents/neighborhood-mobility-audits. The focus of the NMAs was on complete street features such as bike/pedestrian and transit facilities that could improve transportation within these neighborhoods. Candidate projects from the NMAs were considered in the TPO’s annual prioritization of projects and many have been programmed by FDOT (nearly $3.5M).
Incorporating Health and Equity

Agency
Sarasota/Manatee MPO

What was done?
The MPO hosted a public workshop/training with Transportation for America, called “Transportation for Communities,” with a focus on developing health and equity performance measures for project prioritization in partnership with community stakeholders. The MPO presented maps of the accessibility analysis at the workshop, access to job opportunities by census block per travel mode (auto, walk, bike, transit), as well as maps showing access to essential services by census block per travel mode (walk, bike).

Where and when?
Robert L. Taylor Community Complex in Sarasota’s Newtown neighborhood; November 2017

Why is this a Best Practice?
The public workshop was a venue for members of the public and stakeholders from the health and social service sector to engage in the transportation planning process and influence the way MPO projects are prioritized. This was also an opportunity for new stakeholders to learn from experts at Transportation for America about the transportation planning process, specifically about how to incorporate best practices on health and equity. Additionally, the multimodal accessibility analysis that was developed for the workshop will enable the MPO to use the multimodal accessibility results to identify areas as multimodal target areas for investments in Complete Streets and other non-motorized infrastructure, assess potential transportation projects on their multimodal accessibility scores as a prioritization criterion, and to identify target areas in the two-county area with inequitable access to opportunities (jobs skills mismatch, access to health care and healthy food, and access to recreational opportunities) and prioritize these areas for transportation investments that could help mitigate inequality of access.

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Summary
Local participants invited to the “Transportation for Communities” workshop learned about using transportation performance measures to guide investment decisions and set system targets and learn about innovative performance measures that are being used elsewhere to help illustrate the vital connections between transportation and social justice, accessibility, economic development, personal health, and other key issues in the region. The workshop began with introductions to the concept of transportation performance measures and how specific measures can help planners understand transportation’s effect on the environment, community health, economic development, economic opportunity, and resilience. Participants applied these concepts to the Myrtle Street Enhancements project, which is currently being designed and constructed and includes the addition of sidewalks on both
sides of the road, storm water system upgrades, lighting, and resurfacing in a location near a high school and neighborhood that is majority low-income and people of color.