



March 21, 2017

AGENDA ITEM 5 B

SOUTH MONROE STREET COMPLETE STREETS

TYPE OF ITEM: No Action Required

STATEMENT OF ISSUE

At the January 11, 2017 City of Tallahassee Commission Retreat, City staff presented on investment and redevelopment in Tallahassee's South Side community. This presentation included a discussion of the application of complete streets principles on the South Monroe corridor (Attachment 1, page 11). The presentation noted, "South Monroe is currently a suburban roadway that does not conform to a context-sensitive design for pedestrians, bicyclists, and mass transit users." Instead of trying to apply street design during site plan approval, "staff is seeking to work with FDOT to transform South Monroe Street to a complete street." To supplement this discussion, staff provided the Commissioners with a brochure prepared by the Tallahassee-Leon County Planning Department entitled *An Introduction to Complete Streets and Context Sensitive Design* (Attachment 2).

The discussion of complete streets for Monroe Street is timely in that the Florida Department of Transportation is currently developing a Complete Streets Handbook. The schedule for the final version of this handbook is June/July 2017. The Florida Design Manual (FDM), a replacement of the Plans Preparation Manual (PPM), will follow the release of this handbook. The timeline for the development and completion of the Complete Streets Handbook and the FDM is included as Attachment 3. The FDM will include roadway design elements, such as design speed, lane widths, lateral offsets for street trees, and sidewalk widths, based on context classification. The proposed context classifications include C1 Natural Zone, C2 Rural Zone, C2T Rural Town, C3R Suburban Residential Zone, C3C Suburban Commercial Zone, C4 General Urban Zone, C5 Urban Center Zone, and C6 Urban Core Zone. The proposed context classification system is included as Attachment 4.

As noted at the City Commission retreat, staff is seeking to work with the Florida Department of Transportation to apply the complete streets principles, context classifications, and updated design guidance to the South Monroe Corridor (also referred to as the Monroe-Adams Corridor).

ATTACHMENTS

Attachment 1: South Side – Investment and Redevelopment Discussion

Attachment 2: *An Introduction to Complete Streets and Context Sensitive Design* brochure

Attachment 3: Decision Framework and Timeline for Complete Streets Implementation

Attachment 4: Proposed land context classification system

South Side – Investment and Redevelopment Discussion

City Commission Retreat
Tallahassee International Airport

January 11, 2017

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Introduction

South Monroe serves as a gateway to Tallahassee's south side. In recent years there has been a confluence of investment in the south side with many more planned projects. A project emerging from the South Monroe Sense of Place Action Plan is the transition of South Monroe Street to become a Florida Department of Transportation Complete Street. This report is intended to provide an update regarding the transition of South Monroe to a Florida Department of Transportation Complete Street, and share a comprehensive view of past and future investment in Tallahassee's south side.

Complete streets are designed and operated to enable safe access for all users, including pedestrians, people on bicycles, motorists, and transit riders of all ages and abilities. Street networks fulfill a basic need in human society. They connect people to each other and to destinations. Street networks are not just about transportation and infrastructure, but also about the movement of people, goods, ideas, and wealth. They foster economic activity and provide public space for human interaction. Street networks form an effective, flexible framework for building a community, in every sense of the word. The Mobility Element of the Tallahassee-Leon County Comprehensive Plan outlines the City's complete streets policy. The objective specifically states:

The transportation system shall be designed and operated to provide safe, convenient and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities.

(Objective 1.2 [M])

In many ways, a South Monroe Complete Street could serve to highlight the accomplishments and investment in Tallahassee's south side, and act as a catalyst for additional economic growth in the area as well as connect the initiatives that have been completed and/or programmed with the area, furthering the City Commission's Southern Strategy and South City priorities.

II. Recently Completed Programs in the South Side, by Department

Several departments within the City of Tallahassee, as well as joint agencies, have completed major developments or initiatives within the City's south side area. In an effort to leverage opportunities, facilitate collaboration, and develop additional strategies, a comprehensive summary of the many activities has been developed.

Blueprint 2000

Cascades Park: This 24-acre park stretching from downtown to South Monroe Street, was once the walled off from the public due to contamination. It now provides stormwater management and treatment to the surrounding area as well as recreational opportunities.

Capital Cascades Connector Bridge: The latest addition to the Capital Cascades Trail system, this segment serves to physically connect the downtown and points north with the south side by providing a safe, off grade crossing at South Monroe Street.

FAMU Way/Capital Cascades Trail: The open ditch stormwater conveyance system that ran from South Monroe Street west toward Lake Bradford Road was replaced with underground box culvert, alleviating flooding and improving water quality, safety and aesthetics. Additionally, FAMU Way was extended and a multi-use trail was added to complete the rejuvenation of the corridor.

Lake Anita Favors-Thompson Plaza: This area, a key component of the stormwater management system, has quickly become a gathering spot for FAMU students and area residents. The terraced seating around the Lake, the light shows, vendor area and other amenities have helped make this a very popular venue.

Capital Circle Southwest: A Project Development and Environment Study (PD&E) study of Capital Circle, from Crawfordville Road to Orange Avenue, provided the foundation for the current design process being conducted by the Florida Department of Transportation. The design (currently at the 60% phase) incorporates the holistic approach utilized throughout the corridor including expanding the facility to six lanes, adding sidewalks, trails, storm water management facilities as well as lighting and landscaping. FDOT's latest draft work plan indicates that this roadway will be fully funded by 2022.

Planning

ULI Report: ULI North Florida was asked to form a Technical Assistance Panel (TAP) to review the issues facing South City with an eye toward development that can create a healthier

place to live, work and play. The TAP was impressed with the level of commitment on the part of community activists and the programs being offered. However, they relayed a more urgent and concentrated effort is needed to break down silos and bring disparate entities together in one unified plan that addresses south side revitalization.

The TAP's recommendations are based on ULI's Ten Principles for Building Healthy Places, which take a cross-disciplinary approach to urban development by incorporating healthy options into the built environment. These options include building sidewalks, creating safe pedestrian crosswalks, incorporating traffic calming devices, establishing recreational facilities and opportunities for walking and biking, and increasing access to healthy food. The recommendations made will be incorporated in the south side Master Plan, which is in the early stages of development.

Environmental Services and Facilities (ES&F)

Cascades Park Remediation: Cascades Park is an active Superfund Alternative Site, stemming from its site history as a manufactured gas plant and landfill. ES&F manages the cleanup of Cascades Park, and ensures the City is in compliance with the terms the Settlement Agreement with the U.S. Environmental Protection Agency. Through the efforts of ES&F, nearly 100,000 tons of contaminated soil was removed and quick strike injection was performed, causing the contaminant plume to stabilize and shrink.

While average Superfund sites take about 40 years to reach regulatory closure, through ES&F's efforts, regulatory closure is expected 10-15 years earlier than average, at a significant cost savings to the City.

Community Housing

Promise Zone: The City made two applications (2015, 2016) for a Promise Zone designation. Designated Promise Zones receive priority points when applying for selected federal grants. To qualify as a Promise Zone, the community must identify a geographic area which exhibits high poverty and need. The City worked collectively with Leon County to identify an area which includes a large portion of the south side and the greater Frenchtown area. The Tallahassee Promise Zone has a population of approximately 31,000 persons. The designated areas has some of the most challenging statistics in the community including an overall poverty rate of 52%, and unemployment rate which is more than twice the overall community rate as well as high levels of violent crime. As part of the City's Promise Zone application, the city proposed to develop programs and strategies to: (1) promote public safety, (2) improve access to job training and employment, (3) improve access to safe and sanitary affordable housing, (4) improve access to human and social services, and (5) develop and enhance neighborhood organizations and

leadership. As part of the application process the City received commitments from the County, School District, TCC, United Way, Department of Juvenile Justice, CRA and a host of local non-profit agencies to partner with the City to implement the application objectives.

In the process of developing the Promise Zone applications, the City acknowledged the high level of need which exists in this designated area and pledged to focus resources and efforts to this area of the community regardless of the outcome of the Promise Zone competition. The Promise Zone process was very competitive and the City did not receive a Promise Zone designation. However, Tallahassee was selected as a Promise Zone Finalist Community. As a Finalist, the City will receive technical assistance from the HUD Regional Office in Jacksonville to help identify and secure federal resources which could assist in addressing the priorities identified in the Promise Zone application. City staff has had several meetings with HUD staff and are developing a major community outreach effort to be implemented in early 2017. The focus of the effort is to inform the public on all of the specific initiatives that are planned or underway for the south side and South City.

CHSP funding for Promise Zone (PZ): In FY 2015/16 the City and County Commissions added additional resources to the CHSP program. A special CHSP allocation process was conducted to distribute these additional funds. A portion of the additional funding (\$447,827) was allocated for services to persons within the Promise Zone. This funding was to provide youth services, family services, employment training and placement and health services. Agencies receiving funds had to demonstrate that they were: (a) providing an increased level of services to the targeted area, (b) developing partnerships and collaborations with organizations located within the Promise Zone and (c) would participate in an enhanced evaluation process to monitor and measure their program outcomes. A total of nine agencies received an additional \$300,044 in CHSP funding in FY 2016/17 to continue their programs through September 30, 2017.

Affordable Home Ownership: One of the City's primary affordable housing goals is to maintain and expand the level of affordable homeownership. This is accomplished through assistance to low income homeowners to rehabilitate their homes, provide down payment assistance to low income homebuyers and expand the supply of affordable housing. In 2016 the City provided \$399,114 to the Tallahassee Lenders Consortium (TLC) to acquire and rehabilitate vacant homes and make them available to low income homebuyers. TLC was directed to target their acquisitions to properties located in the south side and Promise Zone.

III. Current Programs in the South Side, by Department

Several departments within the City of Tallahassee, as well as joint agencies, are currently managing major programs, developments or initiatives within the City's south side area. A comprehensive summary of the major activities is provided below.

Blueprint

Magnolia Drive Multi Use Trail: Phase 1, which spans from Meridian Road to Pontiac Drive, is currently under construction and coincides with sewer system and water line upgrades along the corridor. The trail will provide a safe pedestrian and bicycle route connecting area neighborhoods, schools and retail establishments.

Planning

South City Master Plan: The Planning Department has just initiated the development of a Master Plan for south side based on the findings of 2015 ULI Study. The plan development process will include engaging the South City focus group led by Commissioner Richardson as well as other appropriate strategic community partners. This process will seek input for prioritization of the Master Plan. The overarching goal of the Master Plan is to improve the built environment to support economic development, increase community health and safety, and promote the area's unique character.

Per the ULI report, the Master Plan will address infrastructure improvements, including, but not limited to:

- Add and maintain roads, sidewalks, street lighting, and streetscaping
- Enhance pedestrian mobility with pedestrian crossings, traffic calming, and wayfinding signage
- Create an east-west connector/ "spine" through south city
- Connect existing and proposed points of destination

Parks and trails will be included in the Master Plan as well. Specifically, the following goals will be addressed:

- Increase the number of parks and recreational facilities
- Create a multi-use trail on magnolia drive
- Construct the "best" playground in town
- Create greenway trail connections to FAMU – including the conversion of the existing drainage ditch

- Expand the existing community garden and create facilities to support a mobile farmer's market

The Master Plan will seek to create a sense of place in the south side by:

- Creating a south side brand to create visual connectivity to downtown and FAMU
- Developing economic investment opportunities along the commercial corridor
- Turning South Monroe Street shopping centers into a “town center”
- Identifying sites for catalytic retail and mixed-use redevelopment

It should be noted that development or redevelopment of the two major South Monroe shopping centers could also be a catalyst for the South City area.

South Side/Frenchtown CRA

Past and Current Approved CRA Programs and Projects in the South Side Area			
Year of Grant	Project Name and Address	Program	Funding Amount
2005	South Adams Sidewalk Improvements	Infrastructure	\$62,000
2007	Innovation Realty, 1617 S. Adams St; façade improvements	Commercial Façade Grant	\$45,473
2007	Cash for Houses; 1714 S. Monroe St; façade improvement	Commercial Façade Grant	\$4,442
2011	Hinson Commercial, 1600 S. Monroe St; façade improvements	Commercial Façade Grant	\$50,000
2014 & 2017	Earley's Kitchen, 1458 S. Monroe St; façade and parking lot improvements	Commercial Façade Grant, Business Facility Improvement Program and Retail Incentives Loan	\$72,701
2014 & 2016	Gandy Printers, 1800 S. Monroe St; exterior painting and parking lot improvements	Commercial Painting Grant & Business Facility Imp Program	\$12,550
2015	Big Bend Cares, SW intersection of S. Monroe St and E. Magnolia Dr; health care facility.	Large Project Funding.	\$1,500,000
2015	Affordable Housing, 402 W. Wallis and 2302 S. Meridian Streets; purchase and demolition	Affordable Housing	\$200,000
2015	Mahan Investments, 1818 S. Monroe St; façade improvements	Commercial Façade Grant	\$50,000
2015 & 2016	TAVA Group, 2532 S. Adams St; façade and parking lot improvements	Commercial Façade Grant	\$12,128
2015	South Towne & South City Shopping Centers, on S. Monroe St; parking lot improvements	Large Project Funding	\$200,000
2015 & 2016	Glass Land & Property Co, 1405, 1415, 1425 S. Adams St and common area; façade improvements, exterior painting, signage and parking lot improvements	Commercial Painting Grant & Business Facility Improvement Program	\$26,740
2015	FCAMEC Federal Credit Union, 2621 S. Adams St, exterior painting	Commercial Painting Grant	\$5,000
2016	Mahan Investments, 1812 S. Monroe St; parking lot improvements	Business Facility Improvement Program	\$16,000

2016	Happy Motoring, 1215 S. Adams St; building and parking lot improvements	Business Facility Improvement Program	\$50,000
2016	Adams Shopping Plaza, 1102 S. Adams St; façade and parking lot improvements	Business Facility Improvement Program	\$21,511
2016	Melanie Griffith Hines, 2010 S. Monroe St; façade and parking lot improvements	Business Facility Improvement Program	<u>\$12,003</u>
Total			\$2,340,548

South Monroe Brownfields Corridor Designation: The South Monroe (SoMo) Brownfields Corridor is managed by the Environmental Services & Facilities Department (ES&F). This highly successful and recognized program has brought the City over \$2 million in assessment and remediation funding. Using the momentum created from the success of the Gaines Street Corridor brownfield designation, the City set its focus on South Monroe. On April 27, 2016, the City designated the South Monroe Street Corridor Brownfields Area (Designation).

The Designation created several economic incentives for the area, with the goal of bringing quality land development, business and employment opportunities to the south side. The City most recently applied for a \$300,000 assessment grant from U.S. EPA, which can be used to assess contaminated property within the designated area.

The South Monroe Brownfields Corridor is in need of environmental attention and cannot recognize its true redevelopment potential until critical brownfield issues/areas are addressed.

The designated area contains:

- 4 Solid Waste and Landfill Sites
- 43 RCRA Waste Generator Sites
- 26 Leaking Underground/Aboveground Storage Tank (UST/ AST) Sites
- 48 UST/AST Sites
- 4 Drycleaner Sites
- 23 Division Waste Management Contaminated Sites

IV. Future Programs in the South Side, by Department

Several departments within the City of Tallahassee, as well as joint agencies, will be planning and developing major initiatives within the City's south side area over the course of the next several years. Additionally, several projects are in the concept development stage and will be programmed as funding becomes available (i.e. through the one cent sales tax revenue in 2020, grants, and awards). A comprehensive summary of these major activities have been provided below.

Blueprint 2020

Meridian/Orange Ave. Placemaking: This project will revitalize the commercial area from Orange Avenue north to the Town South shopping center. A StarMetro super stop is planned to support this high ridership area. The East Drainage Ditch, which runs south of the shopping center, will be enhanced to provide better stormwater management, reduce flooding and improve pedestrian access between the Town South shopping center and new development. The existing stormwater facility south of Orange Avenue will be incorporated into a park-like amenity for the area, similar to Lake Ella in Midtown.

Woodville Highway Improvements: This project will widen Woodville Highway from Capital Circle SW to Tram Road to four lanes improving mobility along the corridor. Additionally, storm water ponds, sidewalks, bike lanes and wide medians with landscaping will be included, creating a gateway feature. Design of the improvements is complete. Right-of way funding is included in the FDOT 5-year Work Plan. Construction funding is not included within the FDOT Work Plan.

Magnolia Drive (S. Adams St. to Apalachee Parkway) Multi Use Trail

- **Pontiac Drive to Chowkeebin Nene:** scheduled for construction bid advertisement in spring 2017.
- **Circle Drive to Apalachee Parkway:** design and permitting is underway. Right of way acquisition may begin early 2017.
- **South Meridian Street to South Monroe Street:** design and permitting is underway. Right of way acquisition may begin early 2017.
- **South Monroe to South Adams:** Design coordination with the Big Bend Cares on the new facility on the south side of Magnolia Drive is complete. Blueprint and the County are working with Big Bend Cares to develop a phasing plan for the Magnolia improvements in order to expedite the construction of the multiuse trail on the south side of the road to coincide with the grand opening of the new facility. Blueprint is negotiating a JPA with Big Bend Cares for the inclusion of this work by their contractor.

Planning

Monroe Street – a Complete Street: As all of these projects begin to unfold, few of them have the ability to be catalytic to generate a lasting economic development impression for the south side. While there are a few development proposals being considered along the South Monroe corridor, the visual appeal of the corridor has little to be desired. South Monroe could be viewed very similar to the Gaines Street Corridor 10 years ago where the physical design of the roadway and land uses and existing land uses themselves deterred appropriate urban infill development, thus hindering economic growth opportunities. Once Gaines Street became a “place” or a destination, growth followed. While South Monroe Street is not intended to be another Gaines Street (that connects two universities with our downtown), it is a significant urban gateway that connects our South City to our downtown and Florida A&M University. South Monroe is currently a suburban roadway that does not conform to a context-sensitive design for pedestrians, bicyclists, and mass transit users. Currently, staff is required to negotiate street design issues at site plan approval in order to achieve only some of the complete street facilities. This approach will not yield a successful implementation of a complete street transformation of South Monroe Street. Therefore, staff is seeking to work with FDOT to transform South Monroe Street to a complete street.

South side/Frenchtown CRA

FY 16/17 Approved GFS Programs and Projects (funds available but not exclusive to South side)		
Program/Project	Funding Status	Fund Balance
Affordable Housing Funds available for use within the GFS District	In the FY 2016 Budget. Additional funds available pending results from joint city/county affordable housing study.	\$300,000
FY 2017 Business Facility Imp Program funds available for use within the GFS District	Current BFIP Balance, FY 2017 Budget	\$281,560
Neighborhood Enhancement and Public Safety	In the FY 2016 Budget	\$150,000
Subtotal		\$731,560

Out-Year CRA Programs and Projects (from GFS Investment Plan, not currently funded)		
Program/Project	Funding Status	Projected Funds
South side Farmer's Market	Not currently funded; funding projected for FY 18 or later	\$300,000
S. Monroe and Adams Business Corridor	Not currently funded; funding projected to coincide with Blueprint improvements.	\$800,000
FAMU Way to Magnolia Art District	Not currently funded; funding projected for FY 18 or later	\$80,000
Subtotal		\$1,180,000

TOTAL CRA FUNDS	\$1,911,560
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Environmental Services

Brownfields: Brownfields Management will continue to assist property owners reach maximum reimbursement of contamination remediation that will allow sites to reach their maximum redevelopment potential. In some cases, up to 75% of remediation costs can be reimbursed with state and federal funds.

Community Housing & Human Services

Promise Zone finalist designation: Tallahassee has been designated as a Promise Zone finalist. The finalist designation entitles the City to directed technical assistance from the HUD Regional Office in Jacksonville to help secure federal resources to address the priorities which were identified in the City's Promise Zone application.

Redevelopment of Orange Ave. Public Housing: The Orange Ave. Apartments is a 200 unit public housing complex owned and operated by the Tallahassee Housing Authority (THA). These units are over 40 years old and THA is seeking to replace the units and redevelop the project site.

THA is seeking a developer to prepare and implement a redevelopment master plan for the site. The goal is to replace and/or expand the current number of affordable housing units, introduce mixed-income and market rate housing into the development and provide space for mixed-use developments to include commercial and retail uses. The RFQ evaluation process is complete and the THA Board of Directors will complete the selection process in January. The selected developer will be expected to conduct outreach meetings with the Orange Ave. Apartment residents and other community stakeholders to gather information to be included in their proposed master plan.

Community School Initiative: The City has sponsored a number of meetings with community stakeholders to discuss the interest in developing a "Community School" to promote public education and community redevelopment objectives in the south side. In 2015 the City, working in conjunction with Whole Child Leon, submitted a grant application for a state planning grant to develop a community school to serve the South City area. Community Schools include wrap around services such as health services and food assistance for their students and parents as part of a comprehensive program to promote student achievement. Community Schools also work to become better integrated within their neighborhoods by promoting health services, job training and employment programs for area residents.

The state provides grant funding for planning and implementing Community Schools. There is strong community interest in using the Community School structure to develop an early learning

center at the Wesson School site. Rickards High School is, also, a potential Community School site. To qualify for state funding it will be necessary to develop a Memorandum of Understanding (MOU) between the school district, the Children's Home Society, an institution of higher learning and a federally qualified health center demonstrating a commitment to develop and implement a Community School. City staff has been in regular contact with the state community school grant administrators with the goal of putting the City's initiative in a strong position to receive state funding, if there is a decision to move forward with a community school proposal.

Invest Health Planning Grant: In 2016 the City successfully partnered with the Leon County Health Department to secure a planning grant through the Invest Health Program. This grant program is sponsored by the Robert Wood Johnson Foundation and the Reinvestment Fund Inc. to help communities develop strategies to encourage public and private investment to promote better health in challenged neighborhoods. The Tallahassee Invest Health team includes representatives from the City, Leon County Health Department, Tallahassee Memorial Hospital (TMH) and FAMU. Tallahassee is one of 50 medium sized cities which are participating in the Invest Health Program. The Invest Health grant provides \$60,000 for an 18 month period with funding to be used to develop a strategy for a project or initiative to promote health improvements. The Tallahassee team has focused on leveraging the Orange Avenue-Meridian Street Place Making Project which will be developed as part of the Blueprint 2020 Sales Tax Extension program. That project includes development of StarMetro Superstop along with landscaping and streetscape improvements which could be enhanced to include elements which would support the Invest Health objectives.

Affordable Housing Workgroup: The City and County Commissions have established an Affordable Housing Workgroup to develop recommendations to advance affordable housing development. This 17 person panel will look at ways to effectively leverage public and private resources to address affordable housing needs. Specifically, the group is charged with reviewing examples of successful affordable housing projects which could serve as models for public/private partnerships and demonstrate a holistic approach that integrates housing with other community needs such as education and employment. The East Lake development in Atlanta, which was built by the Purpose Built Communities organization, is an example of one successful model. There may be an opportunity to link this initiative with the Orange Ave. Apartments Master Plan project being undertaken by the Housing Authority.

V. Recommendations

From the broad reaching South City Master Plan and Brownfields remediation to the Invest Health grant and business façade improvement program, significant efforts both large and small in scale but comprehensive in scope are in place to improve the physical, economic, functional and, overall health of south side area of Tallahassee. The City of Tallahassee has over the past decades committed significant resources to the south side. As shown in this compilation, the City remains committed and will continue to invest in the south side.

While many parts of the puzzle are in place and will be in place over time, it is believed that a single catalytic project could unite what has been accomplished to date and link future major initiatives that will bring necessary investment and reinvestment to the south side. It is recommended that transforming South Monroe to a context sensitive street – a complete street, for its intended future will stimulate new growth within the corridor and adjoining areas.

Recommendation

- 1. Accept the report and direct staff to work with the Florida Department of Transportation to develop a Complete Street strategy for South Monroe Street.**



RESOURCES:

Smart Growth America – National Complete Streets Coalition <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>

Context Sensitive Solutions – U.S. Department of Transportation, Federal Highway Administration <http://contextsensitivesolutions.org/>

Steuteville, Robert. (2016, February 23). "The new science of street design." Public Square. Retrieved from <https://www.cnu.org/publicsquare/new-science-street-design>.

U.S. Department of Transportation, National Highway Traffic Safety Administration. (1999, October). "Literature Review on Vehicle Travel Speeds and Pedestrian Injuries." Retrieved from <http://www.nhtsa.gov/people/injury/research/pub/hs809012.html>.

For more information about Complete Streets in Leon County and the City of Tallahassee and Leon County, contact the Tallahassee-Leon County Planning Department at (850) 891-6400.



AN INTRODUCTION TO
COMPLETE STREETS
AND CONTEXT
SENSITIVE DESIGN



WHAT ARE COMPLETE STREETS?

Complete streets are designed and operated to enable safe access for all users, including pedestrians, people on bicycles, motorists, and transit riders of all ages and abilities.

WHY ARE COMPLETE STREETS IMPORTANT?

Street networks fulfill a basic need in human society. They connect people to each other and to destinations. Street networks are not just about transportation and infrastructure, but also about the movement of people, goods, ideas, and wealth. They foster economic activity and provide public space for human interaction. Street networks form an effective, flexible framework for building a community, in every sense of the word.

DO WE HAVE A COMPLETE STREETS POLICY?

Yes. The Mobility Element of the Tallahassee-Leon County Comprehensive Plan outlines our complete streets policy. The objective specifically states:

The transportation system shall be designed and operated to provide safe, convenient and context-sensitive access for pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. (Objective 1.2 [M])

DO ALL COMPLETE STREETS LOOK THE SAME?

No. Complete streets are context-sensitive. A complete street in rural parts of the community would be different from a complete street in urban parts of the community. Complete streets can also account for constraints. Complete streets policies should recognize the need for flexibility in balancing user needs.

ARE COMPLETE STREETS JUST STREETS WITH SIDEWALKS AND BIKE LANES?

No. Complete streets address all aspects of the street. There are numerous ways to incorporate facilities for pedestrians, people on bicycles, and transit riders. Additionally, vehicular travel lanes and speeds need to be addressed. If Complete Streets are built with dimensions that are too large—encouraging drivers to speed—they’re wasteful and ineffective.

WHY SHOULD WE BE CONCERNED ABOUT TRAFFIC SPEEDS AND INCLUDE FACILITIES FOR PEDESTRIANS AND PEOPLE ON BICYCLES?

Studies have shown that a pedestrian hit by a car traveling 20 mph has a roughly 5% chance of being killed (about 1 out of 20 pedestrians would die). If the vehicle is traveling 30 mph, the death rate jumps to 45% (about 9 out of 20 pedestrians would die). If the vehicle is traveling 40 mph, the death rate jumps to about 95% (about 19 out of 20 pedestrians would die). As vehicular speeds increase, the likelihood of a pedestrian or a person on a bicycle surviving a collision diminish. Designing roads that control speeds and provide facilities for pedestrians and people on bicycles appropriately for the specific context of the street improves safety and increases quality of life for everyone.

WHAT ARE THE STRATEGIES FOR DESIGNING COMPLETE STREETS?

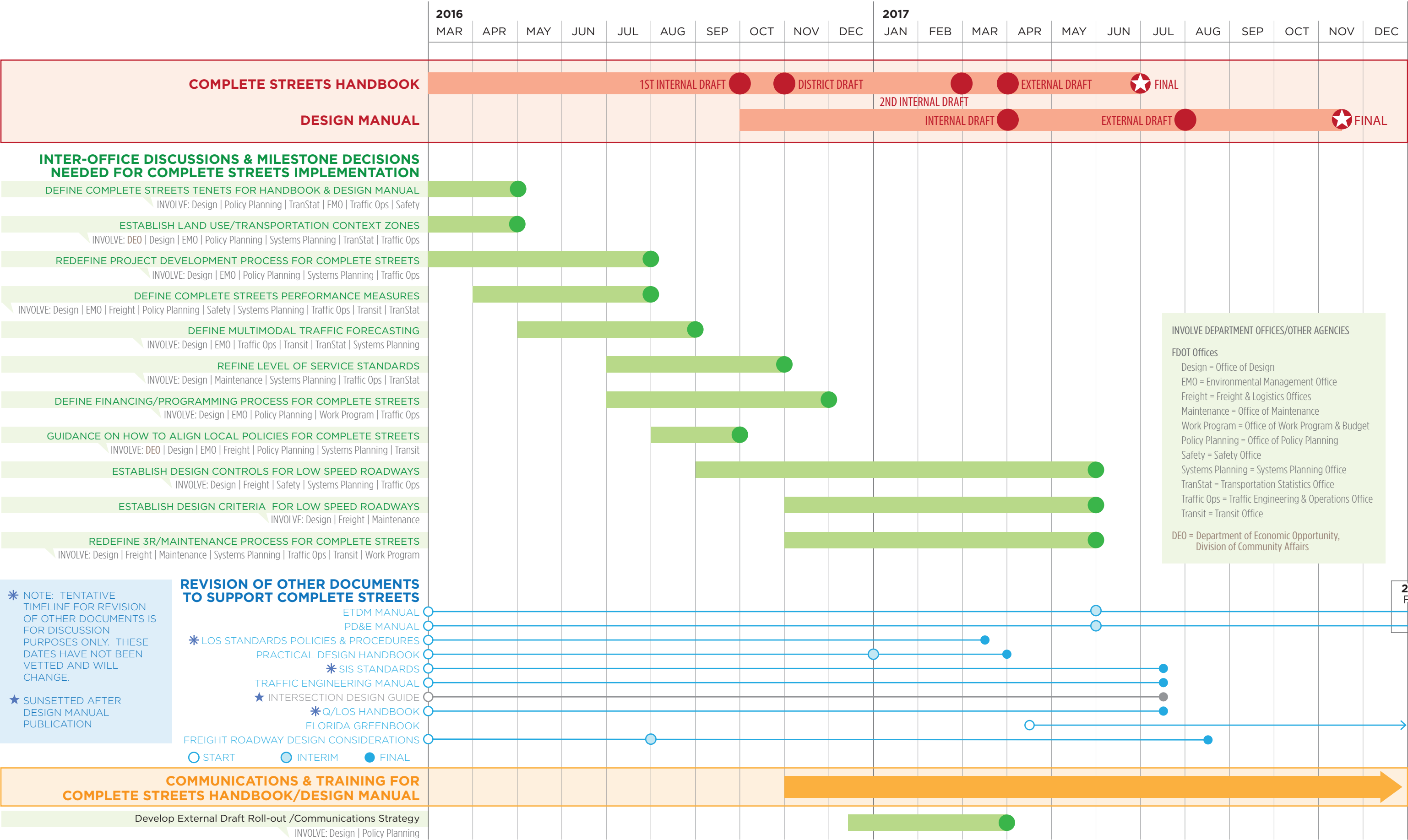
Complete Streets strategies vary based on the context of the street. The appropriate width of sidewalks will vary based on where in the community they are located and how much pedestrian traffic is anticipated in the future. Paved shared use paths (also known as multiuse trails) may also be appropriate in certain places. Protected bike lanes, raised bike lanes, buffered bike lanes, standard bike lanes, and shared lane markings (Sharrows) are all options for people on bicycles. The type of facility included on a street will depend on the constraints of the street, the context of the street, and what other design elements are included. In rural areas, paved shoulders can serve as appropriate bicycle facilities. Most low-speed local streets do not need any specific facilities for people on bikes. Similarly, transit facilities such as covered bus stops, super stops, bus pull offs, or dedicated bus lanes may be appropriate based on other design elements of the street and anticipated ridership.



Complete streets are streets for everyone.

FDOT

DECISION FRAMEWORK & TIMELINE FOR COMPLETE STREETS IMPLEMENTATION



Context Zones	FDOT Classification	Description	Distinguishing Characteristics
Rural	C1	Natural Zone	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
	C2	Rural Zone	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.
Rural Town	C2T	Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many are historic towns.
Suburban	C3R	Suburban Residential Zone	Mostly residential uses within large blocks and a disconnected/sparse roadway network.
	C3C	Suburban Commercial Zone	Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.
Urban	C4	General Urban Zone	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor and/or behind the uses fronting the roadway.
	C5	Urban Center Zone	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the community, town, or city of a civic or economic center.
Urban Core	C6	Urban Core Zone	Areas with the highest densities and with building heights within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

