



2. VISION, GOALS, POLICIES, AND BENCHMARKS

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(Credit: Kimley-Horn and Associates, Inc.)

INTRODUCTION

The 31 municipalities of Broward County are a diverse collection of large cities and small towns, but each jurisdiction can benefit from safer, healthier streets that serve all users. This chapter establishes the vision, goals, policies, benchmarks, and performance measures for complete streets in Broward County.

VISION

The intent of this manual is to describe how to properly design streets that adhere to a vision of complete streets in Broward County. It starts with the premise that any changes or improvements to streets should add value to the adjacent land and neighborhoods. Based on the feedback from the technical advisory committee members, the vision for Broward Complete Streets is outlined below. Complete streets...



*Ninth Avenue Complete Street in New York
 (Credit: Bikes Belong Foundation)*

- Are designed for people of all ages and physical abilities whether they walk, bicycle, ride transit, or drive
- Integrate income, racial, and social equity into their design and function
- Integrate connectivity and traffic calming with pedestrian-oriented site and building design to create safe and inviting places
- Connect people through everyday interaction
- Engage their communities in designing “from the bottom up”
- Are inviting places with engaging architecture, landscaping, and public art that reflect the diversity and cultures of the neighborhood
- Foster healthy commerce
- Strengthen and enhance neighborhoods as envisioned by community members without displacing current residents
- Encourage active and healthy lifestyles
- Integrate environmental stewardship, water management, energy conservation, and preservation of plant life
- Vary in character by neighborhood, density, and function
- Are context sensitive
- Are intermodal
- Mitigate the climate of Southeast Florida

GOALS

By establishing guidelines for local jurisdictions to create safer, healthier streets, the *Broward Complete Streets Guidelines* will promote the following goals.

- Provide transportation options for people of all ages, physical abilities, and income levels
- Serve the land uses that are adjacent to the street; mobility is a means, not an end
- Encourage people to travel by walking, bicycling, and transit, and to drive less
- Enhance the safety and security of streets, from both a traffic and personal perspective
- Provide increased opportunities for physical activity
- Create livable neighborhoods that connect communities, not divide them
- Reduce streetwater runoff into watersheds
- Maximize infiltration and reuse of stormwater
- Reduce greenhouse gas emissions and other air pollution
- Reduce energy consumption
- Promote the economic well-being of both businesses and residents
- Increase civic space and encourage human interaction
- Efficiently use the total amount of paved area to accomplish the above goals

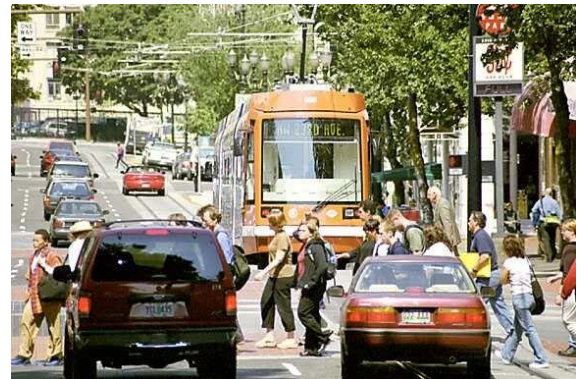


*Walkable communities are livable communities
 (Credit: Dan Burden)*

*"Too much priority (is) given to cars and not enough to people. People should have the freedom to choose alternative modes of transportation and feel safe."
 -- (North Lauderdale Complete Streets Public Workshop participant)*

POLICIES

Policies implement the vision and goals. Table 2.1 below aligns complete streets policies with the ten elements for complete streets established by the National Complete Streets Coalition. If local governments follow these policies, they will make progress toward meeting these goals and carrying out the vision of complete streets. Local governments should enact these policies through a complete streets ordinance or resolution.



*Multimodal street
 (Credit: Toole Design Group)*



Table 2.1 Broward County Complete Streets Elements and Policies

Complete Streets Elements	Complete Streets Policies
Vision	Local governments within the County will develop policies and practices that cause them to design their streets according to the Vision section in this Chapter.
All Users and All Modes	<p>Local governments will incorporate the full range of appropriate complete streets elements when planning and designing their transportation networks.</p> <p>Local governments will enhance the safety, access, convenience, and comfort of users of all ages and abilities. Local governments understand that children, elderly adults, and persons with disabilities will require special accommodations.</p> <p>Local governments will plan, design, and build high quality access and mobility for pedestrians, bicyclists, and transit passengers.</p>
Connectivity	<p>Local governments will design, operate, and maintain a transportation system that provides a highly connected network of streets that accommodate all modes of travel.</p> <p>Local governments will seek opportunities to repurpose rights-of-way, and to add new rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.</p> <p>Local governments will prioritize non-motorized connectivity improvements to services, schools, parks, civic uses, regional connections, and commercial uses.</p> <p>Local governments will require large, new developments to provide interconnected street networks with small blocks that connect to existing or planned streets on the perimeter of the development.</p>
Jurisdiction	<p>A local government's complete streets policy document is intended to cover all roads, streets, and alleys in the jurisdiction.</p> <p>Every local government agency, including public works, planning, community development, street services, and others will follow the policies in this document.</p> <p>Local governments will require all developers to obtain and comply with their standards.</p>
Phases	<p>Local governments will apply their complete streets guidelines document to all appropriate roadway projects including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway. This also includes privately built roads intended for public use.</p> <p>Complete streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.</p> <p>Local governments will draw on all sources of transportation funding to implement complete streets.</p>



Complete Streets Elements	Complete Streets Policies
Exceptions	<p>Complete streets policies will affect all street construction, reconstruction, repaving, rehabilitation, and operations projects, except very specific conditions as established by an individual jurisdiction. Some suggested exceptions may include:</p> <ul style="list-style-type: none"> A. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes. B. The governing authority exempts a project due to an excessively disproportionate cost of establishing a bikeway, walkway, or transit enhancement as part of a project. C. The responsible employees within a local jurisdiction that manage engineering and planning jointly determine that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants of native vegetation, wetlands, natural features, or other critical areas, or due to impacts on neighboring land uses, including from right-of-way acquisitions. D. The responsible employee within a local jurisdiction that manages environmental resources issues a documented exception that application of complete streets principles is inappropriate for the surrounding environment. E. The responsible employee within a local jurisdiction that manages planning issues a documented exception where changes to the street may negatively impact the historical or cultural nature of the street or neighborhood. F. When a local jurisdiction is unable to influence the actions of the agency that has legal authority to operate and maintain the street.
Design	<p>Local governments will adopt new complete streets design guidelines such as those contained within the <i>Broward Complete Streets Guidelines</i> to guide the planning, funding, design, construction, operation, and maintenance of new and modified streets while remaining flexible to the unique circumstances of different streets where sound engineering and planning judgment will produce context sensitive designs.</p> <p>Local governments will incorporate the street design guidelines' principles into all plans, manuals, rules, regulations, and programs as appropriate. As new and better practices evolve, local governments will incorporate those as applicable.</p> <p>Local governments will use street pavement widths as efficiently as possible to accommodate all modes of transportation, recognizing that allocating designated space by mode is preferred, but shared facilities may be the most practical solution in some cases.</p> <p>Local governments will provide well-designed pedestrian accommodation in the form of sidewalks or shared-use pathways on all arterial, collector, and local streets.</p> <p>Local governments will provide frequent, convenient, and safe street crossings. These may be at signalized intersections designed to be pedestrian friendly, or at locations not controlled by a traffic signal including unsignalized intersections and mid-block locations where needed and appropriate.</p>



Complete Streets Elements	Complete Streets Policies
	<p>Local governments will provide bicycle accommodation along all urban arterial and collector roadways with the goal of having a bicycle grid network with no more than ½ mile spacing between bicycle accommodations.</p> <p>Where physical conditions warrant, local governments will plant trees and manage streetwater whenever a street is newly constructed, reconstructed, or relocated.</p>
Context Sensitivity	<p>Local governments will plan their streets in harmony with the adjacent land uses and neighborhoods.</p> <p>Local governments will design their streets with full input from local stakeholders.</p> <p>Local governments will design their streets in harmony with natural features such as waterways, slopes, and preserves.</p> <p>Local governments will design their streets with a strong sense of place. They will use architecture, landscaping, streetscaping, public art, signage, etc. to reflect the community, neighborhood, history, and natural setting.</p> <p>Local governments will coordinate with merchants along Main Street corridors to develop vibrant retail districts.</p>
Performance Measures	<p>Street fatalities and injuries decrease for all age groups.</p> <p>The number and percentage of trips by walking, bicycling, and transit increases.</p> <p>Motor vehicle travel is reduced.</p> <p>Prevailing speeds of motor vehicles on urban streets decrease.</p> <p>Streetwater runoff is reduced.</p> <p>Water quality in rivers, canals, and the ocean improves.</p> <p>Retail sales and tourism increase.</p> <p>Resident satisfaction increases.</p>
Implementation Plan	<p>Broward County, municipalities, and local jurisdictions will adopt and apply a set of complete streets policies and the <i>Broward Complete Streets Guidelines</i>.</p> <p>Local governments will incorporate complete streets concepts into the next circulation element of their general plans.</p> <p>Local governments will either implement complete streets designs on every street, or initiate the process by preparing and adopting bicycle plans, pedestrian plans, green streets plans, Safe Routes to School plans, and an Americans with Disabilities Act transition plan.</p> <p>Local governments will prepare and adopt a storm water mitigation plan that intends to capture streetwater runoff on site.</p>



Complete Streets Elements	Complete Streets Policies
	In order to encourage the adoption of the <i>Broward Complete Streets Guidelines</i> , the Broward MPO will consider developing a policy giving priority to projects that follow complete streets principles.

CREATING A NEW SET OF BENCHMARKS

Conventional street design applies auto-centric performance measures. The most common is the Level of Service (LOS), which seeks to maintain flow of motor vehicles and leads to widening streets and intersections, removing on-street parking, and other strategies to accommodate the flow of existing or future motor vehicle traffic. These techniques undermine the goals and tenets of complete streets.

To meet the goals and tenets of complete streets, Broward County and local jurisdictions should adopt the following benchmarks.

BENCHMARKS

- Every street and neighborhood is comfortable for walking and bicycling.
- Every child can walk or bike to school safely.
- Seniors, children, and individuals with disabilities can cross all streets safely and comfortably.
- An active way of life is available to all.
- There are zero traffic fatalities.
- No unfiltered streetwater flows into local waterways or the ocean.
- Retail streets become one of the most popular destinations for tourists in the country.



*Crossing the street safely on a shopping trip
(Credit: Kimley-Horn and Associates, Inc.)*