

SPACE COAST TPO COMPLETE STREETS FUNDING ASSISTANCE PROCEDURE

A. Definition

A “Complete Street” is a transportation facility that accommodates the mobility needs of all potential users in a safe, integrated, holistic, mutually-supportive manner. A “Complete Street” treats a roadway as “mobility space” and provides the means by which users and modes can share the mobility space. Corridor treatment(s) may vary based on the ages, destinations and modal choices of the facility’s users. In an urban area, pedestrian, transit, auto and bicycle treatment suitable for a range of ages may be appropriate. In a rural area, transit, for example, may be less critical while consideration of equestrian usage may be necessary.

B. Candidate Corridor Submission

1. A FDOT District 5 Scope Form shall be submitted for each candidate Complete Street corridor.
2. In Section 3(a) of the Scope Form, Project Description, insert “Complete Streets.”
3. Attach a “Narrative Addendum” that describes at a minimum the following. The Narrative will be used in Sections B and C below.
 - a. the overall scope of the proposed improvements;
 - b. the community benefits expected to be realized and the anticipated time period to achieve them;
 - c. description of land use context of the corridor and expected multi-modal travel and access needs and opportunities;
 - d. previous studies, plans, or policies that support a multi-modal vision for the corridor (can be land use, sector plans, transportation plans, comprehensive plan, redevelopment agency plans, etc.);
 - e. opportunities to coordinate with or augment other community improvement initiatives. (e.g. storm water/drainage projects, private sector actions, CRA programs, trail projects etc. that present an opportunity to implement a Complete Street project at a lower cost, in more timely manner or with wider benefit than the candidate corridor alone provides);
 - f. benefits of modal improvements to users (e.g., better access to transit, safer routes to school);
 - g. coordination with adjacent jurisdictions and outcome of coordination as appropriate;
 - h. other significant features not covered above.

C. Qualified Candidate Corridor

The TPO will consider assisting to implement Complete Streets corridors that meet the following criteria:

1. The jurisdiction with responsibility for the roadway has adopted a Complete Streets Policy
2. The candidate roadway is a collector or arterial and eligible for federal transportation funding
3. Potential improvements on the candidate roadway address more than one mode
4. Public support for improvements to the candidate corridor can be demonstrated through the LGCP, Redevelopment Agency plan, Community Vision process, Council/Commission action or some other documentation of public review, awareness and endorsement of the candidate improvements.
5. The sponsoring jurisdiction is LAP certified to implement the proposed improvements.

D. Corridor Feasibility Studies

1. A Corridor Feasibility Study will be completed for each qualified corridor. The purpose of the Feasibility Studies is to provide specific information pertaining to implementing the desired Complete Streets enhancements. The Study results will be used by the TPO to guide the allocation of implementation funding. If feasibility and/or design has been completed, documentation should be submitted for TPO to determine if an additional feasibility study is warranted.

2. The TPO will allocate SU funds under its programming control to conduct Feasibility Studies on qualified candidate corridors. The specific amount will be determined by the number of Studies, their complexity and the specific level of detail needed in the different corridors. Several Studies may be bundled into one consultant work order. Since the candidates have previously undergone public scrutiny, the level of public involvement will likely be minimal.
3. A Study will evaluate each qualified corridor in detail to determine:
 - a. how the desired improvements can be implemented;
 - b. potential utility, right of way, traffic operations, drainage, etc. conflicts or limitations;
 - c. estimated implementation cost and timing;
 - d. recommended implementation sequence with priority given to maximum benefit for lowest cost;
 - e. the appearance of the upgraded corridor through renderings or other visualization techniques
 - f. other factors appropriate to the specific corridor being studied.

E. Complete Street Project Implementation

1. Based on the Feasibility Studies, the following characteristics will grant a project favorable considerations:
 - a. Projects with high benefit at low cost
 - b. Construction projects that can be quickly implemented. Projects requesting implementation funds for extensive design will receive lower consideration.
 - c. Packages of projects that collectively produce greater economic or community benefit or substantially lower implementation cost
 - d. Time critical projects
 - e. A high proportion of local or private funding
 - f. Projects with all necessary right of way
 - g. Projects with conceptual permitting approval
 - h. Projects where there is demonstrated land use planning and policies in support of multi-modal mobility
 - i. Projects that demonstrate multi-municipal coordination (i.e. connectivity across jurisdictions)
 - j. Other factors the TPO deems pertinent
2. Conceptual approval of the specific recommended improvements must be obtained for candidate projects involving a roadway under another jurisdiction's control (i.e. ALL state highways and County roads inside a City, before the TPO will commit project implementation funding. In particular, all permitting issues must be identified and the means by which each shall be resolved agreed to before TPO-programmed funds will be released via a LAP agreement to the implementing jurisdiction.

This measure is intended to:

- a. engage the permitting entities early on in the project development process rather than at the end after all design, etc. is completed,
- b. ensure the improvements are implementable
- c. minimize delays that can affect the LAP project delivery schedule.

The applicant is responsible for out-reach to permitting agencies, which should be done early and often. The Feasibility Study will provide considerable information to support discussions with permitting agencies. However, additional design or other documentation necessary to secure conceptual permit approval shall be the submitting jurisdiction's responsibility.