



# CITY OF ORLANDO

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**Date:** July 14, 2015  
**Subject:** DRAFT Complete Streets Policy Language

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**Purpose:** The purpose of establishing a Complete Streets policy is to provide City staff the tools necessary to accommodate all users when planning the design of future transportation projects and roadway improvements.

**Importance:** Complete Streets policies have been implemented in various large and small urban and rural cities across the United States. Adopting policies that promote a safe and comfortable multi-modal environment keeps us competitive in attracting new business, retaining a diverse workforce and maintaining a healthy community. These proposed policies will also help the City address our appearance as one of the deadliest places to walk in America, according to the “Dangerous by Design” report written by Smart Growth America.

**Advantages:**

- Addresses all users (Pedestrian, Bicycle, Transit, Automotive, Freight)
- Increases safety for all users
- Increases Economic Development potential for commercial corridors
- Increases livability
- Enhances destinations and employment centers
- Modifies transportation behavior

**Disadvantages:**

- Increases infrastructure costs per mile
- Decreases on-street parking
- Increases automotive delays
- Increases maintenance costs

**Schedule:**

- August 2015: Draft Policy
- September 2015: Municipal Planning Board Approval
- January 2016: City Council Formal Adoption of Policy Language

**Additional Information:**

Complete Streets corridors are designed to provide safe, comfortable, and convenient access for all users. This has been an increasing concern both state and nationwide in the past ten (10) years. Complete Streets policies are practiced in both small and large cities within the state of Florida, including: Longwood, Gainesville, and Miami. These cities recognize that designing transportation projects solely for automobiles limits the transportation choices available to citizens and visitors to their communities.

According to the US Census 2009-2013 American Community Survey, approximately 78.3% of workers in the City of Orlando commuted to work by single-occupant vehicle. Approximately 4.7% of workers used public transit, 1.9% walked, and 0.6% used a bicycle to get to work. These percentages show the modal split in the City of Orlando as an unbalanced transportation system that leans heavily toward the automobile, which is not a sustainable model for the future growth of the region or the urban core. While individual corridor design is unique to each project, incorporating Complete Streets policies in the design can change travel behavior, improve public health, decrease pollution, promote economic activity, and remove barriers for citizens who want to commute by bicycle, transit, or walking. Creating these types of transportation corridors will increase the quality of life and allow for the region to attract and retain young professionals who want to work and live in an area that encourages active transportation and high quality transportation choices.

The following Complete Streets goals, objectives and policies provide for the initial structure of a more comprehensive plan for implementing Complete Streets within the City of Orlando. The proposed language serves to formalize City policy and provide guidance for future transportation project review. This is the first step in establishing a formalized design guidebook and corridor selection for the implementation of Complete Streets in the City of Orlando. The success of Complete Streets in the City of Orlando will rely on the implementation of these policies by the applicable departments responsible for planning future transportation projects.

## **Transportation Element Goals, Objectives and Policies**

### **Complete Streets**

#### **Goal 1. Increase the modal choices of citizens and visitors to the City of Orlando by implementing a Complete Streets approach to all future roadway design to address as many users as possible.**

**Objective 1.1** Throughout the planning period, the City shall utilize a Complete Streets approach to transportation infrastructure improvements.

**Policy 1.1.1** The City recognizes the definition of Complete Streets as roadways that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, freight, motorists and transit.

**Policy 1.1.2** The City recognizes that Complete Streets policies consider people of all ages and abilities, including children, teenagers, adults, senior citizens, and persons with disabilities.

**Policy 1.1.3** The City recognizes that not all streets have the same purpose or function in terms of movement and capacity. For example, the primary purpose of arterial roadways is different from that of local roadways in terms of the type of primary user served.

**Policy 1.1.4** The City shall designate each Complete Streets corridor within the Major Thoroughfare Plan located within the City's Land Development Code.

**Policy 1.1.5** The City shall support the goal of Complete Streets by analyzing the land uses adjacent to the proposed roadway project to account for the primary users served.

#### **Goal 2. Apply Complete Streets policies to City of Orlando Transportation Projects.**

**Objective 2.1** Throughout the planning period, the City shall apply Complete Streets policies to all applicable transportation projects located within the Capital Improvement Program.

**Policy 2.1.1** All new construction and reconstruction of roadways located within the City of Orlando will be planned, designed, constructed, and maintained to benefit all users, with consideration given to land use context, right-of-way availability and costs.

**Policy 2.1.2** The Public Works and Economic Development Departments will utilize a multi-disciplinary approach that combines best engineering practices with best planning practices in order to provide the community with the best roadway possible.

**Policy 2.1.3** The City of Orlando will continue to consider all elements of the right-of-way and utilize all applicable Complete Streets policies during the Public Works repaving and resurfacing program.

**Policy 2.1.4** The City of Orlando will thoroughly evaluate the construction costs for each type of facility proposed within the right-of-way in order to maximize the benefit to the community.

#### **Goal 3. Enhance Commercial Corridors and Employment Centers within the Traditional City through the application of Complete Streets.**

**Objective 3.1** Throughout the planning period, the City shall apply Complete Streets policies to commercial corridors to enhance the economic viability of the area.

**Policy 3.1.1** Throughout the planning period, the City shall apply Complete Streets policies to all applicable projects located within the traditional city.

**Policy 3.1.2** Roadway design through commercial corridors and main street districts shall be enhanced to accommodate comfortable and safe pedestrian and bicycle travel; transit ridership is heavily encouraged.

**Policy 3.1.3** Landscaping and amenities that provide shade and promote aesthetically pleasing environments shall be incorporated into Complete Streets projects.

**Policy 3.1.4** Public Art integrated into the streetscape will be considered to help identify unique areas of the City of Orlando including the main street, sports entertainment, and the central business districts.

**Goal 4. Enhance and promote bicycling within the City of Orlando through the application of Complete Streets.**

**Objective 4.1** Throughout the planning period, the City shall apply Complete Streets policies to construct safe and convenient bicycle facilities to accommodate cyclists of all ages and abilities.

**Policy 4.1.1** Bicycle facilities shall be recognized as a viable transportation option and shall be treated equally in the design of Complete Streets corridors.

**Policy 4.1.2** Bicycle facilities within Complete Streets corridors shall be planned and designed to safely accommodate cyclists of all ages and abilities.

**Policy 4.1.3** No Complete Streets corridor shall be completely void of a designated bicycle facility.

**Policy 4.1.4** The model hierarchy of bicycle facilities within Complete Streets corridors shall be as follows: Off-Street Path/Protected Cycle way, Buffered Bike Lane, Bicycle Lane, Sharrow.