



## Space Coast TPO Complete Streets Development and Project Screening

The Space Coast Transportation Planning Organization (SCTPO), with the support of Kittelson & Associates, Inc. (KAI), developed a process for prioritizing projects aligned with the TPO's Complete Streets principles. Fundamental to this innovative program was the TPO leadership's commitment to use their Surface Transportation Program funds for feasibility studies, design, and construction. The board allocated \$18 million over three years to plan and implement Complete Streets projects matched by local investment from cities and community redevelopment agencies. A three-step screening process was used to identify opportunity corridors.

**Phase 1 – Project Identification:** A long list of Complete Streets candidate corridors was developed by identifying suitable areas where walking, biking, and transit are most critical. Existing and future land use, economic development opportunities, and conservation and recreation areas were used to identify target areas. The analysis then identified collector and arterial roads that would most benefit from Complete Streets investments by evaluating infrastructure deficiencies in terms of walking, bicycling, and transit use. KAI, working with city staff, then developed potential solutions for adding bicycle and pedestrian facilities, landscape and street furniture elements, and transit facilities to create walkable and bikable corridors.

**Phase 2 – Feasibility Analysis:** This analysis looked at potential impacts and order-of-magnitude cost estimates to identify which of the list of projects developed in Phase 1 Project Identification could be constructed by 2017.

**Phase 3 – Project Selection:** Phase 3 analysis ranked projects resulting from Phase 2 based on the quality of the Complete Street elements proposed, the potential safety benefits, existing transit and infrastructure supported by the design, and the land uses served. KAI evaluated the conceptual design plans' compatibility with Complete Streets design principles, reviewing elements such as roadway design speeds, block lengths, and roadway widths. This final phase of the process also developed an implementation plan for design and construction.

The Complete Streets Evaluation Methodology Development and Project Screening provides an objective process for moving from a Complete Streets vision to redevelopment of existing corridors that will transform communities to serve all users.

### Opportunity Corridors Scoring Criteria

Purpose	Metric	Criteria	Score
Safety	Sidewalks	Provided on both sides	0
		Missing on 1 side	1
		Missing on both sides	2
	Bicycle Lanes	ADT less than 3,000 vpd, or 4-foot shoulder or bicycle lane for roadways with volumes > 3,000 vpd	0
		Bicycle lane or 4 foot shoulders missing on roadways with volumes greater than 3,000 vpd	2
	Pedestrian/ Bicycle Five Year Crash Analysis	Less than 2 crashes	0
		2 to 4 crashes	1
		5 or more crashes	2
Fatality		3	
Support Existing Multimodal Investments	Proximity to Existing Sidewalk or Bicycle Lanes	New sidewalk to connect existing sidewalks or extend existing sidewalk on arterial or collector road	1
		New bicycle facility would connect to existing bicycle facilities or extend an existing bicycle	1
	Transit	One or more routes located along the corridor	3
		One or more routes traverse the corridor	1
Permeability of Roadway/ Compatibility with Multimodal Transportation	Posted Speed	25 to 30 mph	2
		35 mph	1
		40 mph to 45 mph	0
	Traffic Volumes	Under 3,000 vpd	2
		3,000 to 18,000 vpd	1
		Over 18,000 vpd	0