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Complete Streets and Context Based Design

Paul Hiers, P.E., Roadway Criteria Administrator

FDOT Policy

- 100+ yrs. – select typical section elements based on needed capacity and urban/rural designation.
- 15 years ago “Context Sensitive Solutions” debuted.
- 2014 – Provide a typical that serves all users and is in harmony with the context of adjacent properties.

FDOT

Florida Department of Transportation

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ANANTH PRASAD, P.E.
SECRETARY

POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-a

COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of “Complete Streets.” While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This ***Complete Streets Policy*** will be integrated into the Department’s internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.

Ananth Prasad, P.E.
Secretary

Policy adopted in Sept 2014

Implementation Plan

- Roger Millar from Smart Growth America
- 4 workshops Summer 2015
- Implementation Team
- CO Core Team
- **2015 AASHTO Conference**

NCHRP 15-52

Category	Density	Land Use
Rural	Lowest (few houses or other structures)	Agricultural, natural preservation and outdoor recreation, isolated residential
Rural Town	Low (single family houses and other single purpose structures)	Primarily commercial uses along a main street with some single family residential)
Suburban	Medium (single and multi-family structures and multi-story commercial)	Mixed residential neighborhood and commercial clusters
Urban	High (multi-story, low rise structures with designated off street parking)	Mixed residential and commercial uses, with prominent destinations
Urban Core	Highest density (multi-story and high rise structures)	Mixed commercial, residential and institutional uses

A CONTEXT SENSITVE FUNCTIONAL CLASSIFCATION SYSTEM

FDOT Context Classifications

C1 – Natural C2 – Rural C2T – Rural Town

C3 - Suburban Residential / Commercial

C4 – Urban General C5 – Urban Center C6 – Urban Core

C1 C2 C2T C3R C3C C4 C5 C6

FDOT Context Classification

- Complete description of context classifications

Final
August 2017

FDOT Context Classification

FDOT Design Manual

To skip directly to each part of the Manual, click on the Part desired:

Development and Processes
Design Criteria
Plans Production

Development and Processes - Complete FDM Part 1

Section	Description	
	Introduction	
100	Introduction	
101	Context Classification (*currently under development*)	**FDOT Context Classification**
102	Glossary of Terms	
103	Standard Forms	**Roundabout / TTC Forms**
104	Public Involvement	
105	Aesthetics (*posted 10/3/17*)	
106	Exempt Public Documents (*posted 10/3/17*)	
	Plans Development Processes	
110	Initial Engineering Design Process	
111	Final Engineering Design Process (*posted 10/3/17*)	
112	Update Engineering Design Process	
113	Right of Way Requirements	
114	Resurfacing, Restoration, and Rehabilitation (RRR) (*posted 10/3/17*)	
115	Standard Plans and Standard Specifications	
116	Roundabout Evaluation	

New FDOT Design Manual (FDM)

- Feb. 2016 decision to create new manual
  - Context-based Design Criteria
  - Organize as a three part Manual

- April 2017 draft manual posted for industry review
- Final manual posted November 1, 2017
- Implementation date January 1, 2018.

New FDOT Design Manual (FDM)

- January 1st on Design-Bid-Build projects not yet begun design phase. Criteria contained in 2018 FDM may be applied on projects currently in design at the discretion of the District.
- On all Design-Build projects beginning with January 1, 2019 advertisement date. For advertisement dates between January 1 and December 31, 2018 the district may specify the required use of the PPM or the FDM for design criteria; however, use of FDM requires approval of Central Office Construction Office.
- Implement on PD&E projects that have the Public Hearing scheduled in April 2017 or later. The 2017 PPM will apply through the completion of the project for projects that have the Public Hearing scheduled prior to April 2017.

FDOT Design Manual (FDM)

Design Speed

Context Classification		Allowable Design Speed Range (mph)	
		PPM	FDM
C1	Natural	55-70	55-70
C2	Rural	55-70	55-70
C2T	Rural Town	40-60	25-45
C3	Suburban	40-60	35-55
C4	Urban General	40-60	30-45
C5	Urban Center	40-60	25-35
C6	Urban Core	40-60	25-30

Travel Lane Widths (feet)

Context Classification		Design Speed (mph)		
		25-35	40-45	≥ 50
C1	Natural	11	11	12
C2	Rural	11	11	12
C2T	Rural Town	11	11	12
C3	Suburban	10	11	12
C4	Urban General	10	11	12
C5	Urban Center	10	11	12
C6	Urban Core	10	11	12

Questions

www.FLcompletestreets.com

http://alpha.dot.state.fl.us/rddesign/FDM/2018FDM.shtm

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