COMMUNITY PLANNING:
COMPLETE STREETS SUBJECT BRIEF

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION

This subject brief series supports FDOT's efforts to integrate transportation and land use planning decisions and to collaborate with local governments and partners around the state.

What is Complete Streets?

Complete Streets is a set of principles that capture three core concepts:

1 Serve the transportation needs of transportation system users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight handlers.

2 Provide context-sensitive approach to transportation system design that considers local land development patterns.

3 Promote safety, quality of life, and economic development.

FDOT's Complete Streets policy applies to all state-owned or maintained roadways.

How do we Implement Complete Streets?

The transportation system and development patterns are inextricably linked and influence travel choices and mobility. Complete Streets creates networks of state and local roadways to provide a foundation for safe and comfortable travel for all users. FDOT, local governments, and MPOs must work together to achieve a connected roadway network.

FDOT's Role

- Manage statewide and regional mobility
- Allocate and manage state/federal transportation funds
- Maintain and improve state transportation infrastructure
- Work with municipalities to understand their land development decisions and limitations
- Understand the community's planning and transportation goals and identify project alternatives that support these goals
- Participate in local visioning efforts

Local Governments' Role

- Develop and communicate the local vision
- Plan for the future of communities
- Manage local mobility and circulation systems
- Manage and control land use and development
- Deal with most aspects of community building – physical, social, economic
- Improve local network connectivity
- Encourage developments that support multimodal needs
- Consider access management ordinances
- Plan regionally and work with all levels of government
- Ensure public engagement
- Integrate context classification policies into comprehensive plans, land development regulations, and design standards

Local Municipality

Business Owners/ Residents

Utilities

FDOT

Historic Preservation

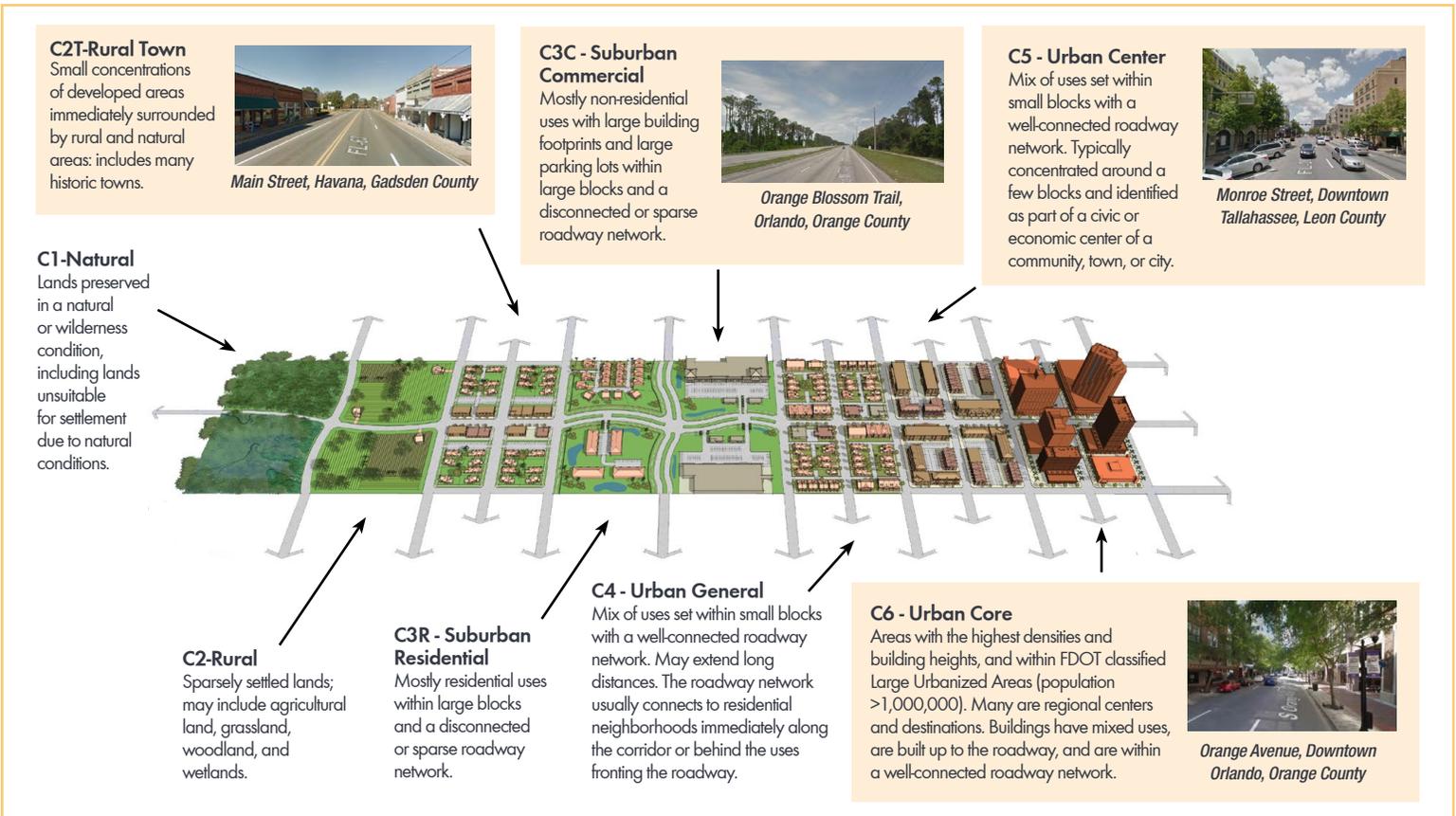Transit Agency

FDOT

Parks and Recreation

What is Context Classification, and Why is it Important to FDOT?

Context classification aligns transportation decisions with land use, resulting in quality places offering transportation choices. FDOT works with local governments to ensure transportation investments support a community's vision, land use, economic competitiveness, and quality of life while supporting safety by indicating appropriate speed ranges for roadways.

> **FDOT's context classification system describes the general characteristics of the land use, development patterns, and roadway connectivity along a roadway, providing cues as to the types of uses and user groups that will likely utilize the roadway.**

Context sensitive Complete Streets also provide flexibility and innovation in the design of state roadways; provide choices; provide opportunities for increased physical activity; and supports businesses and context appropriate transportation facilities.

C2T-Rural Town
Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

Main Street, Havana, Gadsden County

C3C - Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

Orange Blossom Trail, Orlando, Orange County

C5 - Urban Center
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

Monroe Street, Downtown Tallahassee, Leon County

C1-Natural
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C3R - Suburban Residential
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C4 - Urban General
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

C6 - Urban Core
Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

Orange Avenue, Downtown Orlando, Orange County

What is the Link Between Community Visions and Context Classification?

Community Visions
Local governments develop and actively communicate their visions, goals, and provide clear direction to FDOT and public and private partners engaged in community development.

Context Classification
FDOT helps local governments become familiar with the context classification system to create a common language that FDOT and the local government can use to describe streets, places, and intentions.

Where Can I Learn More?

Complete Streets Policy

FDOT Complete Streets Implementation Website

District Complete Streets Coordinators

FDOT Design Manual

FDOT Complete Streets Brochure

FDOT 2020 Context Classification Guide

Context Classification Webinar Series