Secretary’s Pedestrian Safety Initiative

- Dangerous by Design (2011, 2014)
- Orlando, Tampa, Jacksonville, Miami-Ft. Lauderdale
- Secretary Ananth Prasad… “Being #1 in pedestrian fatalities and serious injuries is NOT where Florida wants to be.”
Pedestrian Statistics

- Approximately 500 killed each year
- Approximately 1,600 seriously injured each year
- 3% of all traffic crashes, yet 20% of all fatalities
FDOT Complete Streets 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.

Policy adopted in Sept 2014
Implementation Plan

- Smart Growth America
- 4 workshops Summer 2015
- Implementation Team
- Approved December 2015
- Modifies 11 key documents
FDOT Context Classification

- Defines Approach, Process, Expectations, Best Practices
- Complete description of context classifications

www.FLcompletestreets.com
FDOT Design Manual (FDM)

- Final manual posted November 1, 2017
- Implementation date January 1, 2018.
- Replaces Plans Preparation Manual

Award Winning!
Location: Florida
Initiative: FDOT Design Manual

Florida has implemented all seven key implementation steps that lead to lasting, successful Complete Streets Initiatives:

- Adopt a policy
- Revise plans & processes
- Develop design guidelines
- Offer trainings
- Create a committee
- Engage the community
- Implement projects

Context-sensitive street typology. Image courtesy of FDOT.
FDOT Design Manual (FDM)

- Final manual posted November 1, 2017
- Implementation date January 1, 2018.
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What is a “Complete Street”?
SR 50 in Sumter County
Title: A natural Transect Illustration
Source: James Wassell
URBAN TO RURAL TRANSECT (DPZ)

Least Walkable (least urban)  Most Walkable (most urban)
What are the FDOT Context Classifications?

C1 - Natural
C2 - Rural
C2T - Rural Town
C3R - Suburban Residential
C3C - Suburban Commercial
C4 - Urban General
C5 - Urban Center
C6 - Urban Core
C1-NATURAL

Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions. Not intended for future development.
C2-RURAL

**Sparsely settled** lands; may include **agricultural** land, grassland, woodland, and wetlands. Lands that **could be developed in the future**.
C2T-RURAL TOWN

Small concentrations of town area immediately surrounded by rural and natural areas; includes many historic towns.
C3R-SUBURBAN RESIDENTIAL

Mostly **residential** uses within large blocks and a disconnected or **sparse roadway network**.
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.
Mix of uses set within small blocks with a well-connected roadway network. The roadway network usually connects to residential neighborhoods immediately along the corridor or on the back side of blocks fronting the roadway.
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.
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**.
SPECIAL DISTRICTS

- Areas that do not adhere to context classification measures
- Have a mix of users that can create unique travel patterns

Examples:
- University campuses
- Airports
- Rail yards
- Ship yards
- Freight distribution enters
- Refineries
- Sports complexes
Context classification informs planners and engineers about the type and intensity of users along various roadway segments.

For example, C4, C5, and C6 context classification will have higher number of pedestrians, bicyclists, and transit users than in a C1, C2, or C3 context classification. C2T will be similar to C4.
LAND USE & TRANSPORTATION STORY
Fundamentally, FDOT’s Complete Streets Approach is about linking land use & transportation decisions/investments.
It is about putting the right street in the right place.
RELATIONSHIP TO FDOT DESIGN MANUAL

Creating Sense of Place and Quality of Life

• On-street parking – may be acceptable in C2T, C4, C5, and C6 if supported by codes and regulations
• Bulb-outs – not required, but may be applied in appropriate contexts
• Street Trees – not required, but lower speeds permit closer placement to face of curb. Clear sight triangles still apply.
• Sidewalks – 6’ standard width, but wider in C5 and C6 where possible
• Application of FDM criteria also influenced by plans, codes, and regulations
RELATIONSHIP TO RRR

• RRR projects have a very short time frame (3 years or less)
• Criteria in FDM will be used to the extent possible
• Will not move curb or buy ROW
• Get ready for RRR – start early with your own planning
• Support RRR with other project funding (goes with)
• We may have to miss opportunities on early/current projects
• **Early Coordination and Partnerships**
WHO DETERMINES CONTEXT CLASSIFICATION?

• District Staff
  o District can assign staff to oversee context classification evaluation
  o Multiple offices/groups should be involved
  o On projects where FDOT currently coordinates with local governments, FDOT should continue to coordinate with local governments to calibrate context classification
  o Local form-based codes and zoning can be used to inform FDOT’s context classification determination

• Final determination is made by FDOT
LOCAL INFLUENCE ON CONTEXT CLASSIFICATION

• Current classification is as-built/conditions today

• Future changes based on plans, codes, and regulations that support the proposed future use

Photo courtesy of Dan Burden
WHERE DOES FDOT LOOK TO UNDERSTAND COMMUNITY VISION?
WHAT TO BRING TO CONTEXT CLASSIFICATION DISCUSSIONS

• Clear vision based on:
  • Recently permitted development projects
  • Programmed infrastructure plans for new local streets, bike and pedestrian facilities
  • Adopted plans vetted through community discussion
  • Land development code
  • Public participation process

• Familiarity with FDOT Context Classification system and design criteria
• An open mind!
COMMUTER ASSISTANCE PROGRAMS

- Messaging
  - Can’t build our way out of congestion
  - Represent all modes
  - Outside the box thinking
- Intergovernmental Relations
  - MPOs
  - Local government
  - Developers?
- Representing FDOT
  - Consistent message
  - Eyes and ears
Questions

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