

# FDOT COMPLETE STREETS

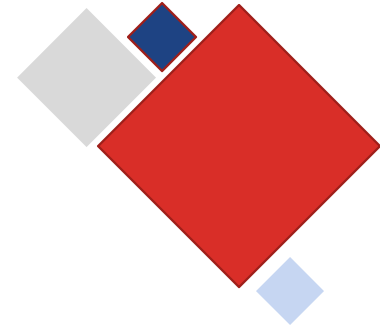
DeWayne Carver, AICP

State Complete Streets Program Manager



# 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.”



Florida Department of Transportation

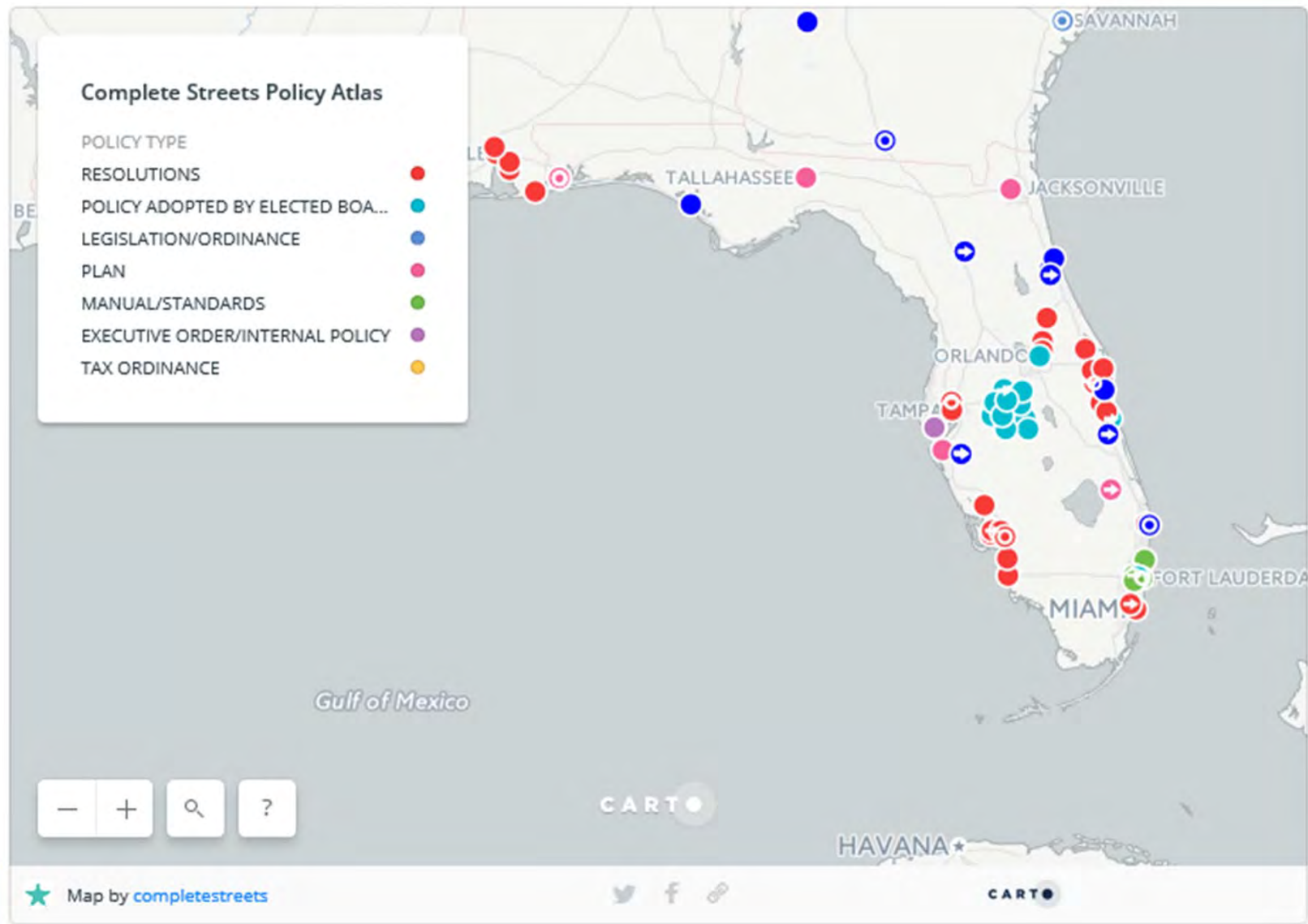
# Pedestrian Statistics



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

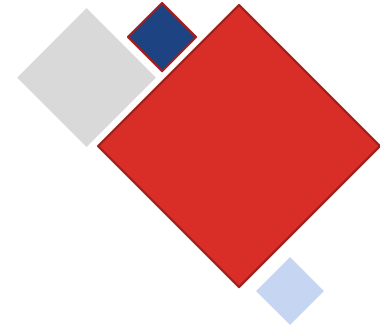






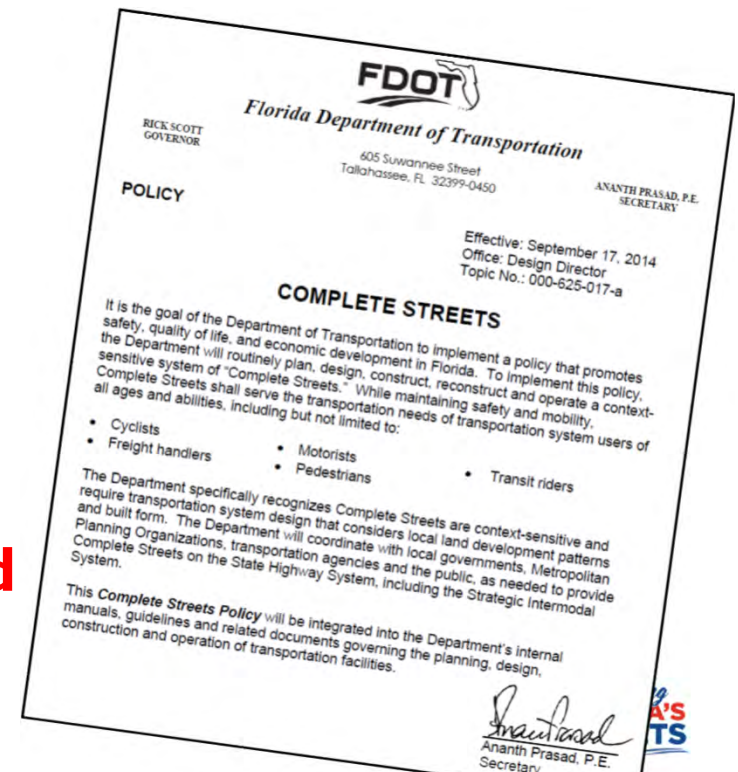


# FDOT Complete Streets Policy

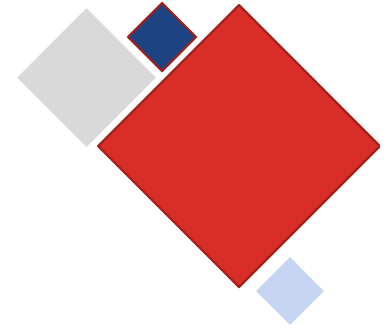


- 100+ yrs. – select typical section elements based on needed capacity and urban/rural designation.
- 15 years ago “Context Sensitive Solutions” debuted.
- 2014 – Provide a typical that serves all users and is in harmony with the context of adjacent properties.

**Policy adopted  
in Sept 2014**



# Implementation Plan

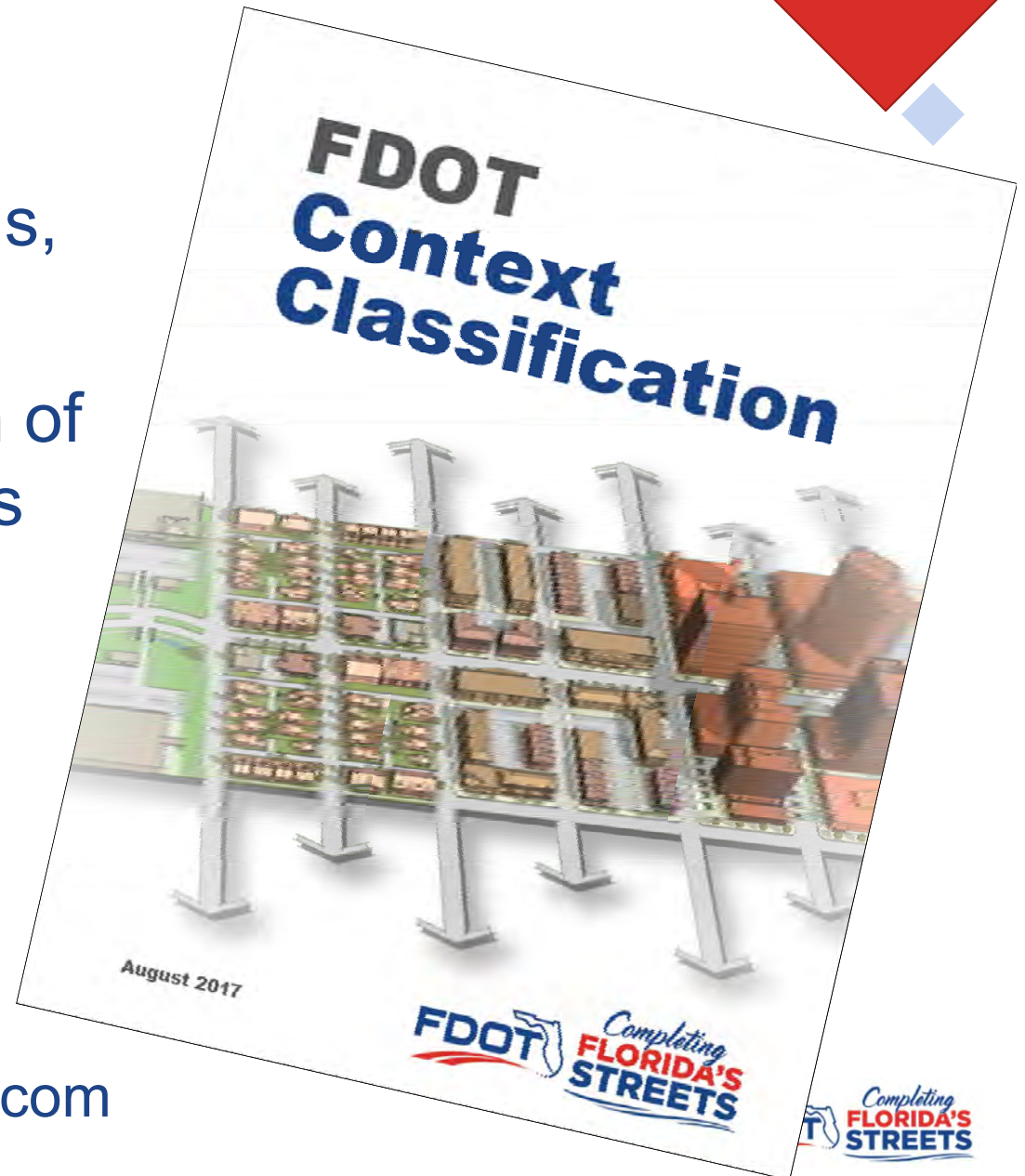


- Smart Growth America
- 4 workshops Summer 2015
- Implementation Team
- Approved December 2015
- Modifies 11 key documents



# FDOT Context Classification

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



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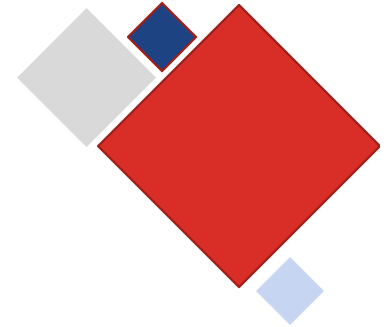
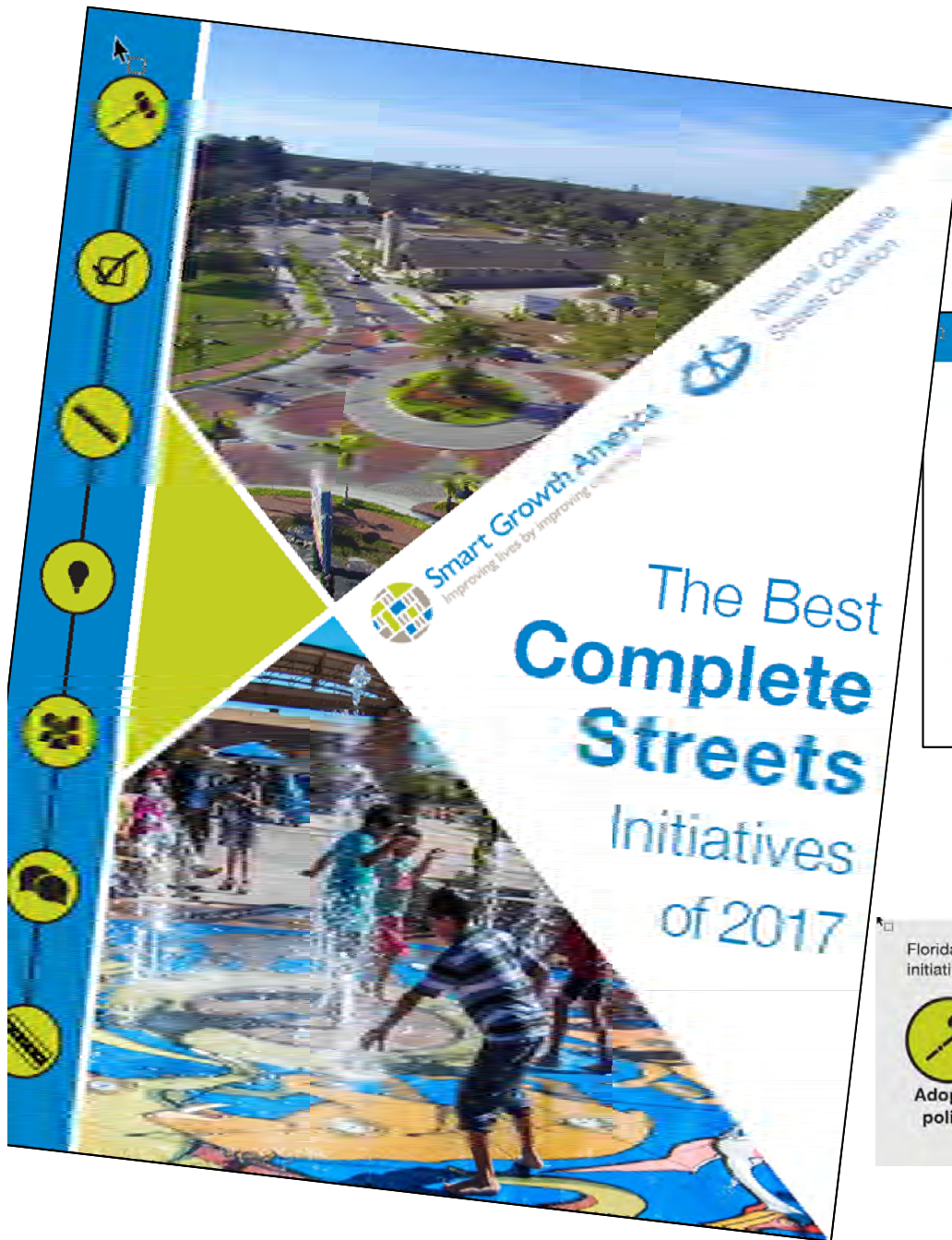


# FDOT Design Manual (FDM)

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

**Award Winning!**





BEST COMPLETE STREETS INITIATIVES OF 2017



Smart Growth America  
improving lives by improving communities



National Complete  
Streets Coalition

**Location: Florida**

**Initiative: FDOT Design Manual**



Context-sensitive street typology. Image courtesy of FDOT.

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



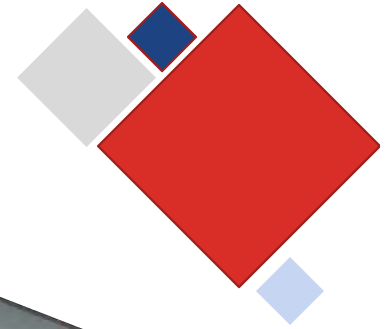
Engage the  
community



Implement  
projects



# FDOT Design Manual (FDM)

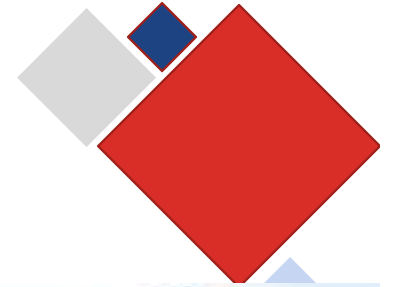


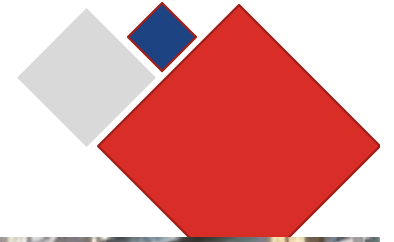
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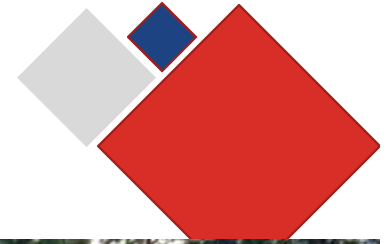


# What is a “Complete Street”?









SR 50 in Sumter County









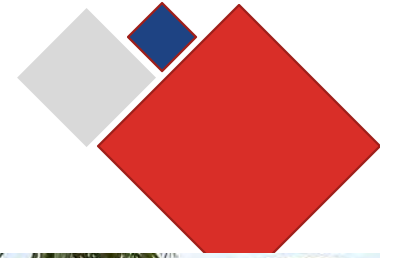


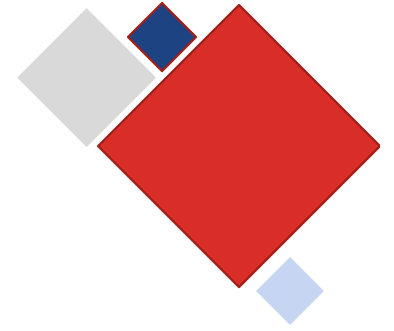






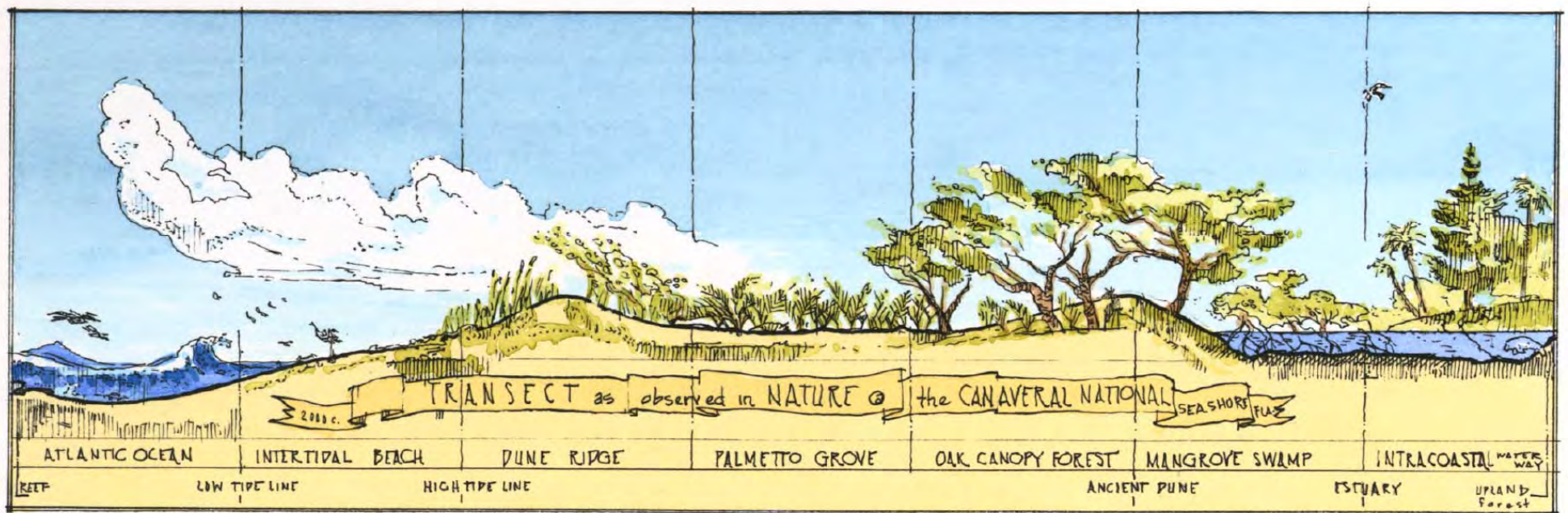
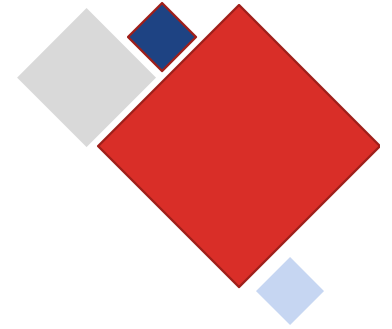




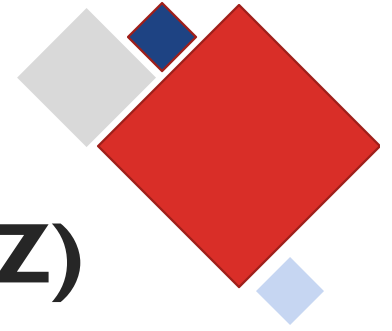


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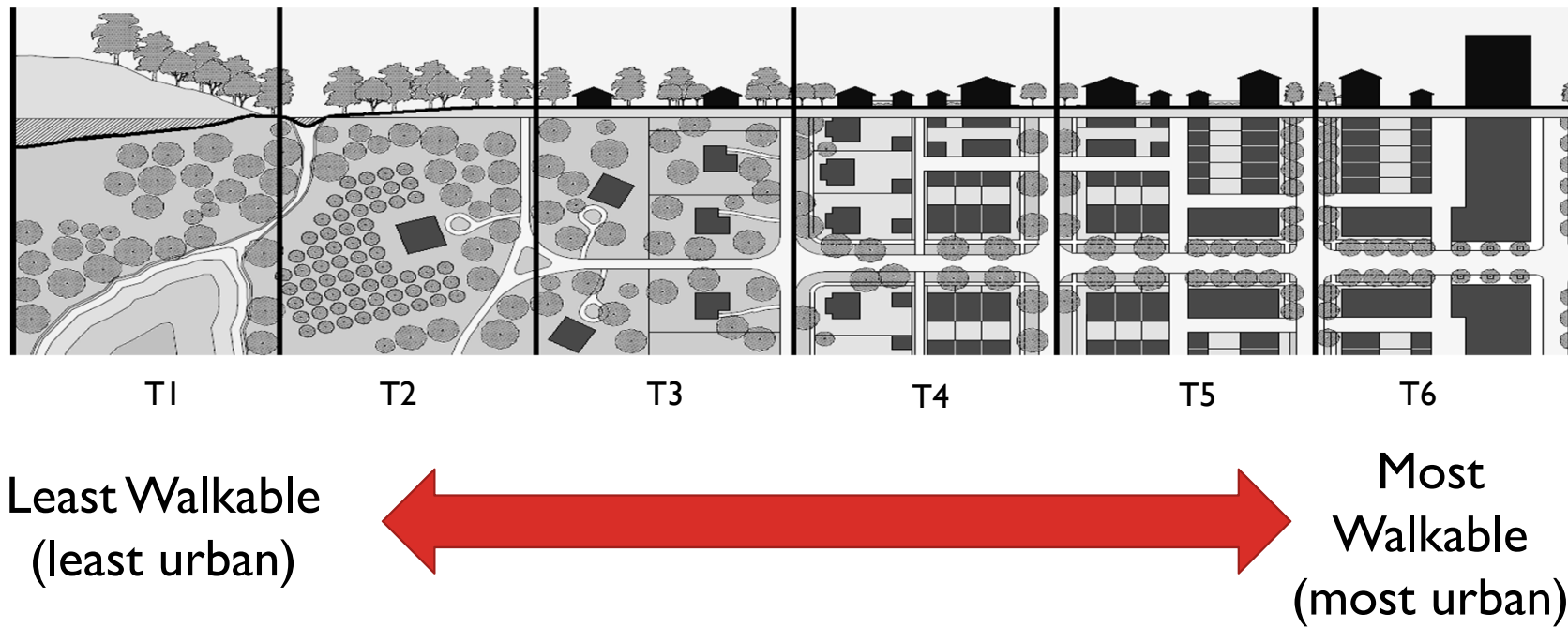




Title: A natural Transect Illustration  
Source: James Wassell



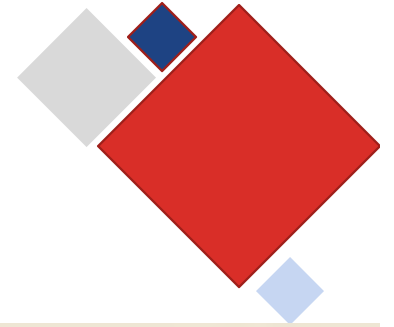
# URBAN TO RURAL TRANSECT (DPZ)





# What are the FDOT Context Classifications?



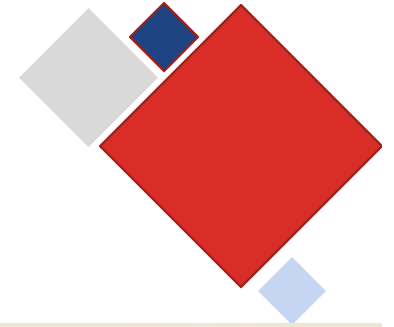


# CI-NATURAL

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



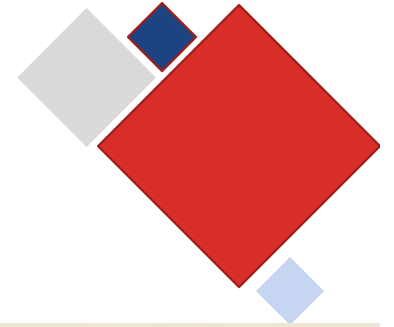




## C2-RURAL

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



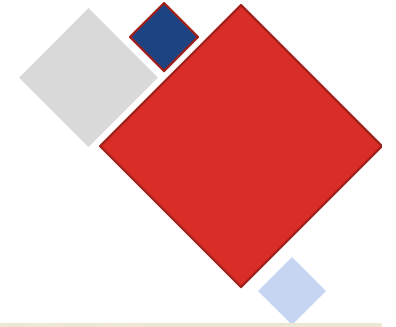


# C2T-RURAL TOWN

Small concentrations of **town area** immediately **surrounded by rural and natural areas**; includes many historic towns.



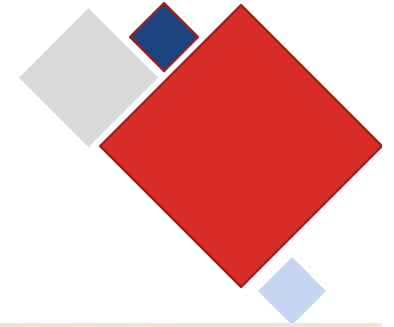




# C3R-SUBURBAN RESIDENTIAL

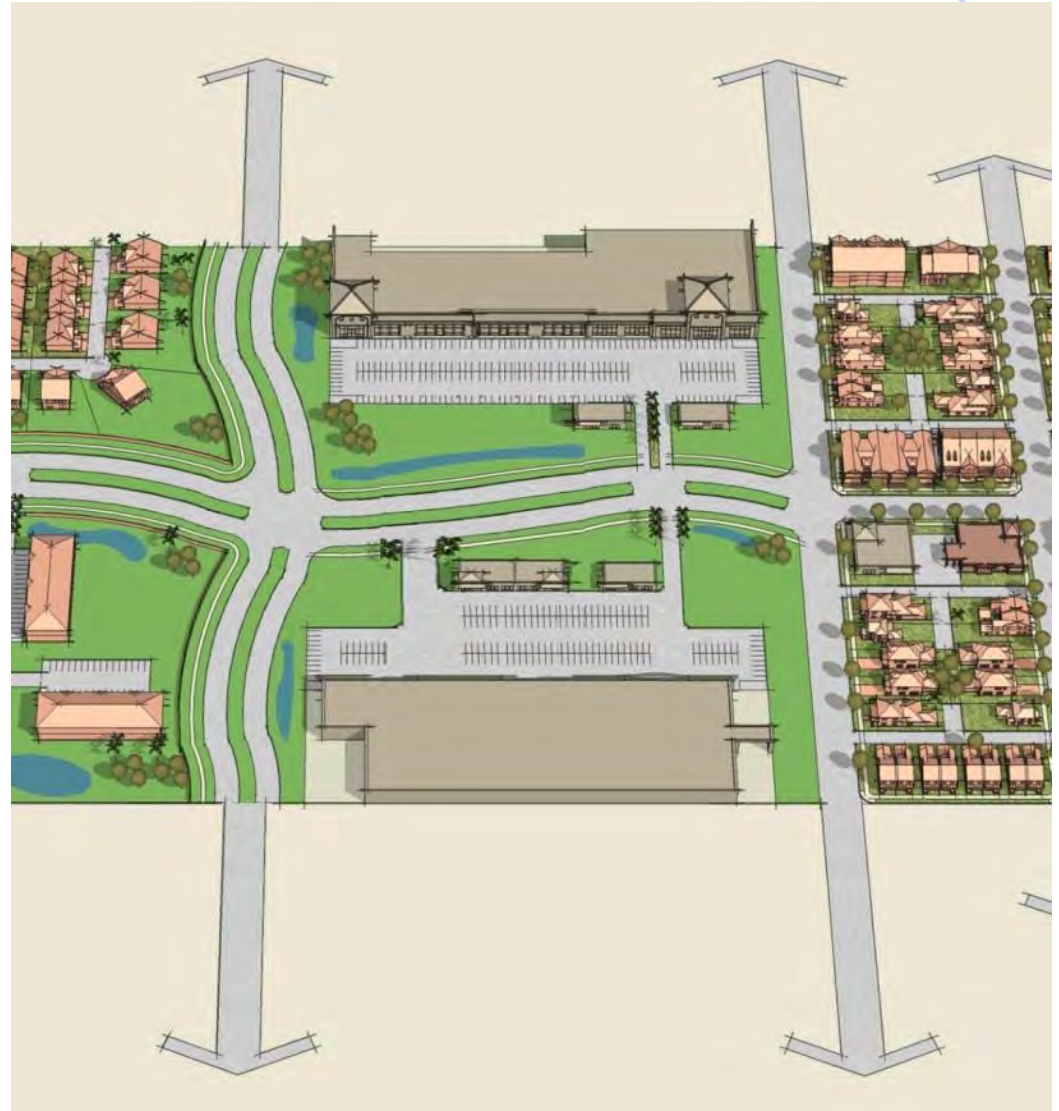
Mostly **residential** uses within large blocks and a disconnected or **sparse roadway network**.



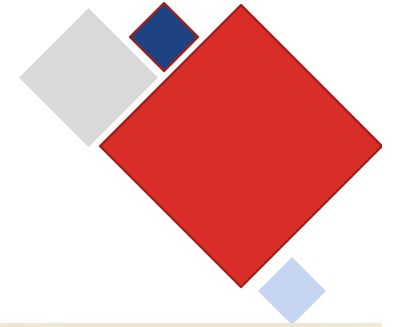


# C3C-SUBURBAN COMMERCIAL

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



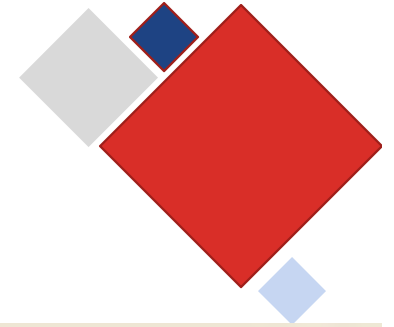




# C4-URBAN GENERAL

**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.



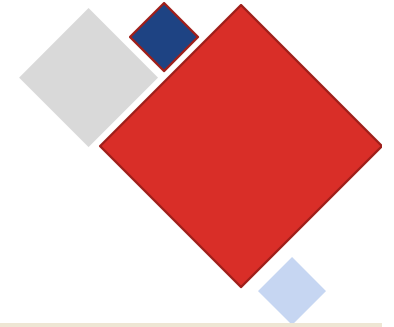


## C5-URBAN CENTER

**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.

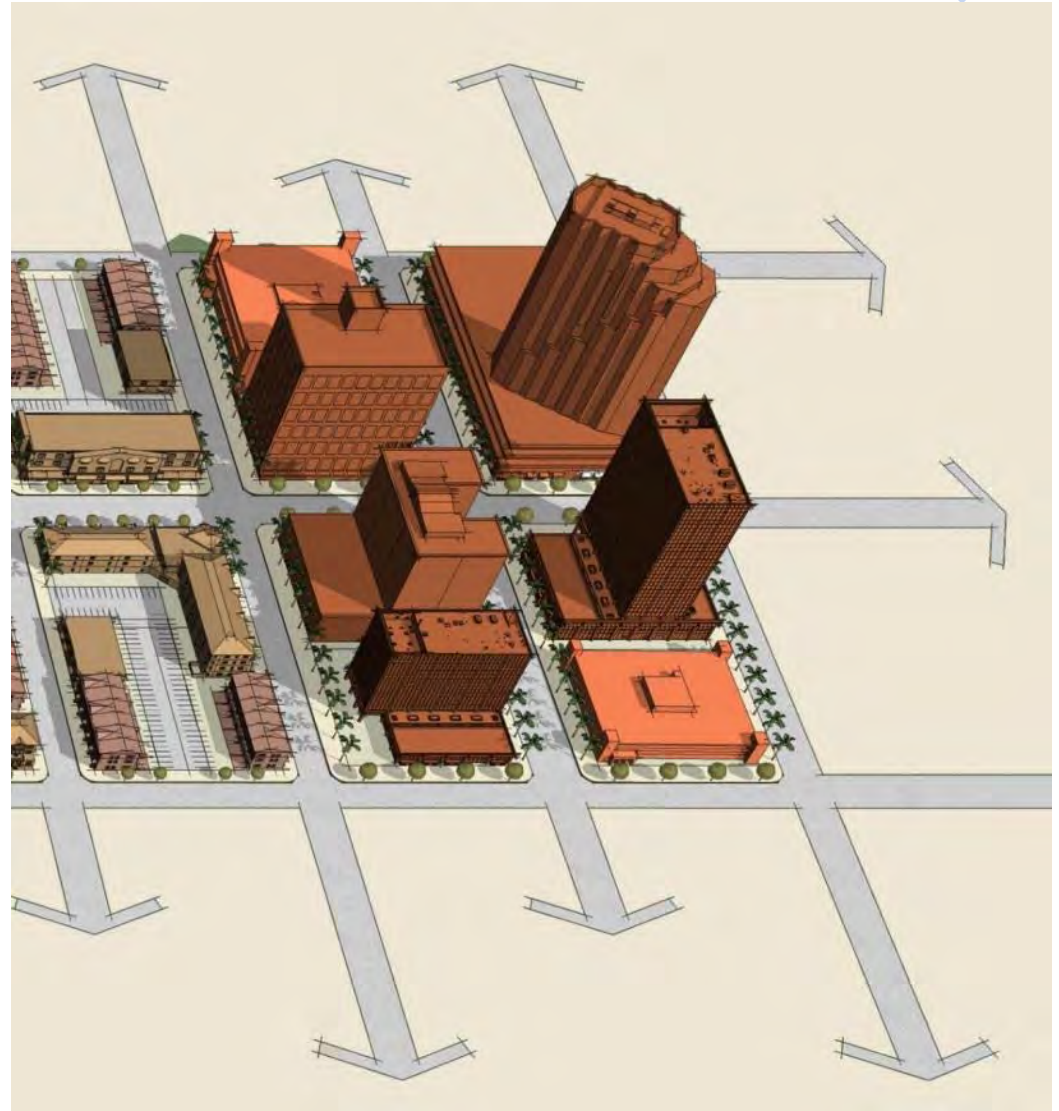


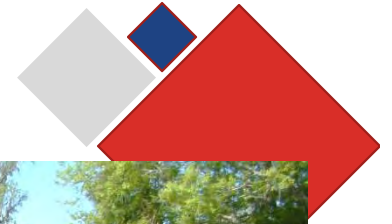




## C6-URBAN CORE

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



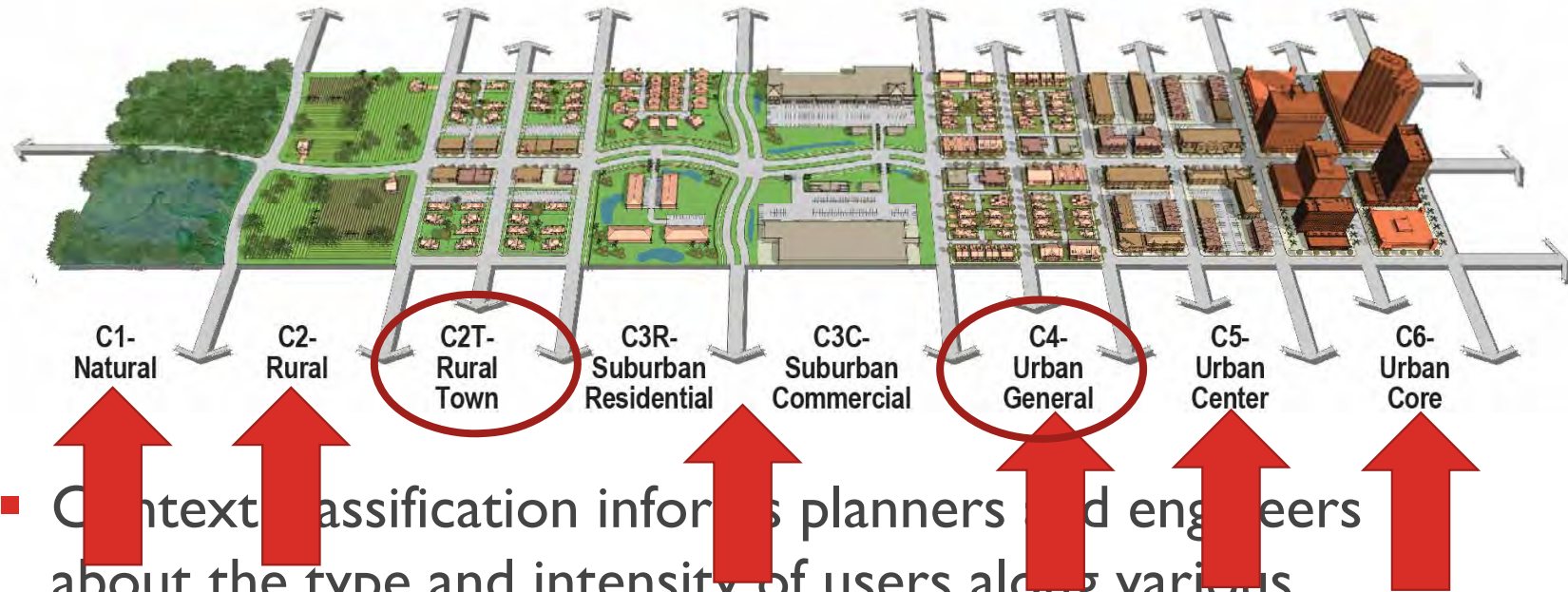
**University of Florida, Gainesville, FL**



**Port of Miami, Miami, FL**



# WHAT DOES CONTEXT CLASSIFICATION TELL YOU ABOUT ROADWAY USERS?

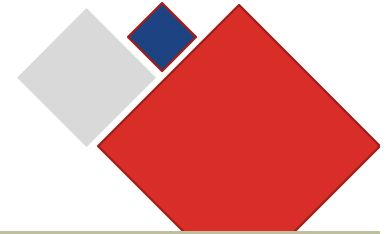


- Context classification informs planners and engineers about the type and intensity of users along various roadway segments.
  - For example, C4, C5, and C6 context classification will have higher number of pedestrians, bicyclists, and transit users than in a C1, C2, or C3 context classification. C2T will be similar to C4.

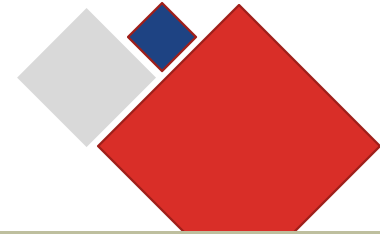


# LAND USE & TRANSPORTATION STORY



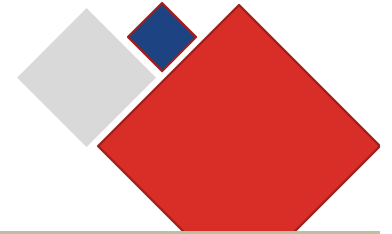


Source: Graphic from PennDOT Smart Transportation Training Materials

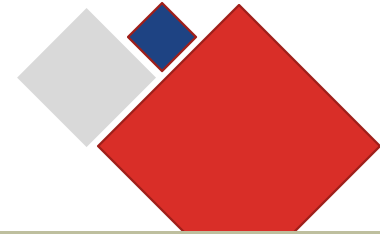


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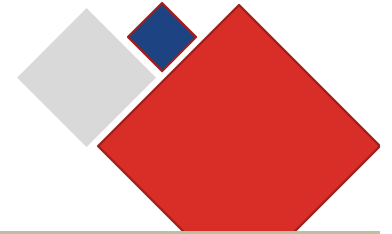


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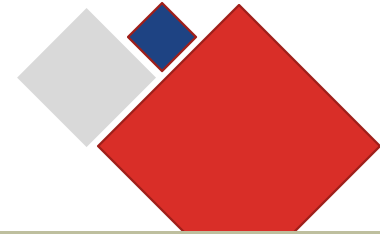


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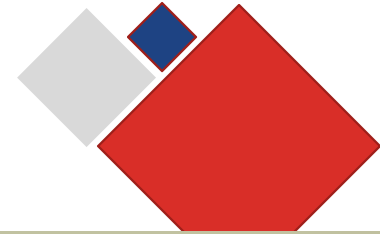
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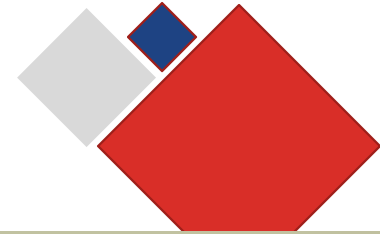
Source: Google Earth



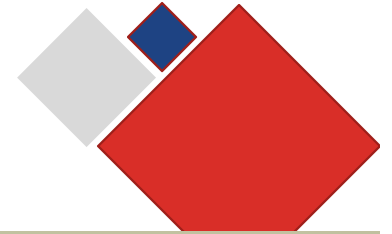


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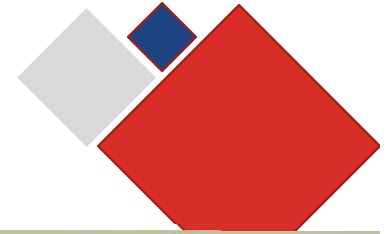


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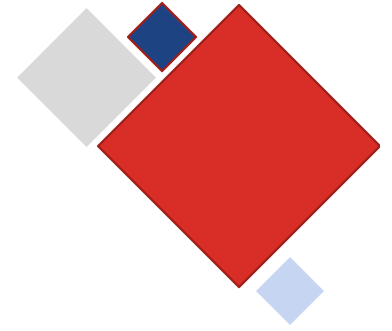


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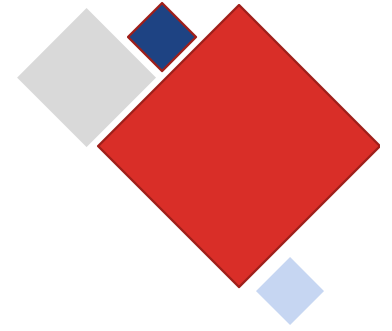


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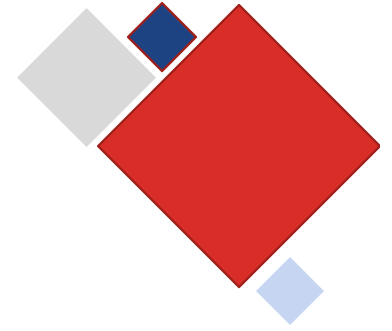
Fundamentally,  
FDOT's **Complete Streets**  
Approach is about **linking**  
**land use & transportation**  
**decisions/investments.**





It is about putting  
**the right street**  
**in the right place.**

# RELATIONSHIP TO FDOT DESIGN MANUAL



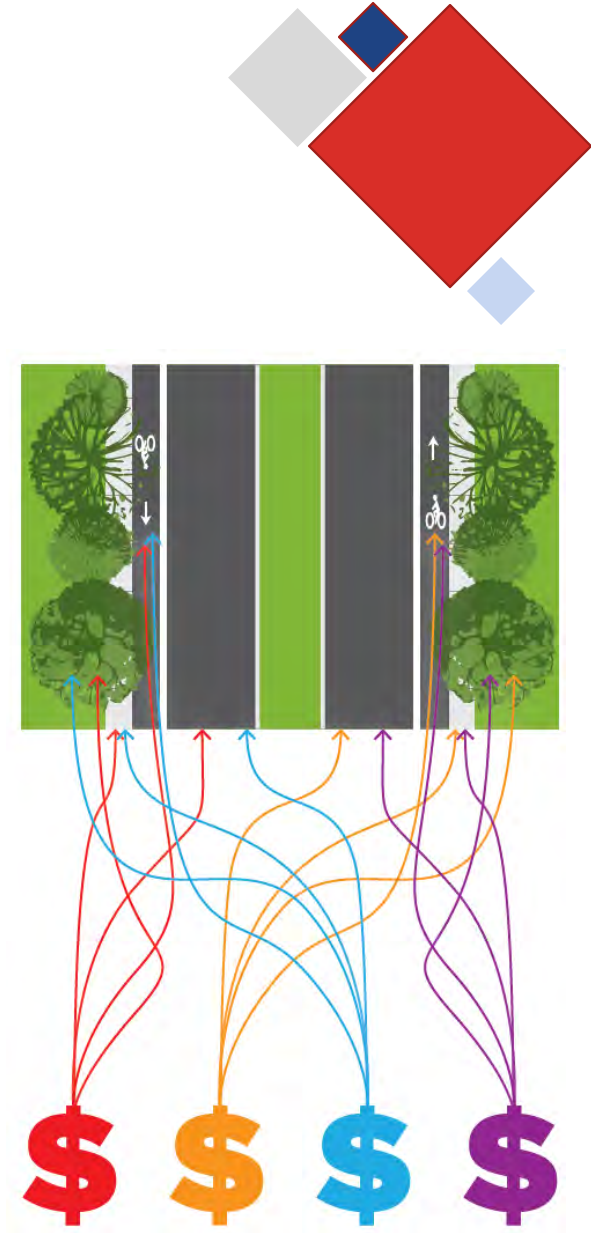
## Creating Sense of Place and Quality of Life

- 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

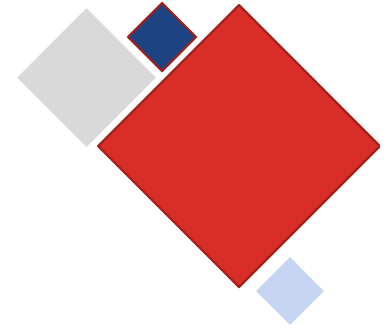


# RELATIONSHIP TO RRR

- 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
  - District can assign staff to oversee context classification evaluation
  - Multiple offices/groups should be involved
  - On projects where FDOT currently coordinates with local governments, FDOT should continue to coordinate with local governments to calibrate context classification
  - 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

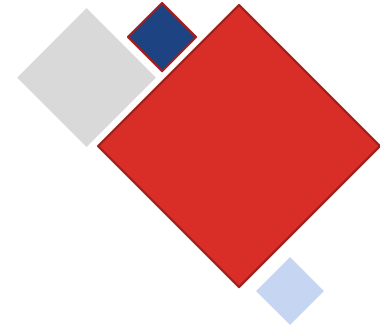


Photo courtesy of Dan Burden



- Current classification is as-built/conditions today
- Future changes based on plans, codes, and regulations that support the proposed future use

**FDOT**

**Business  
Owners/  
Residents**

**Utilities**

**Local  
Municipality**

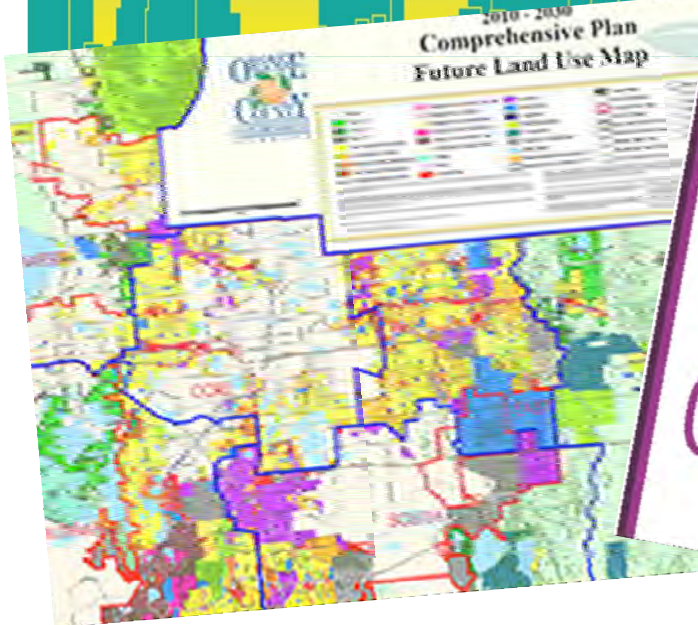
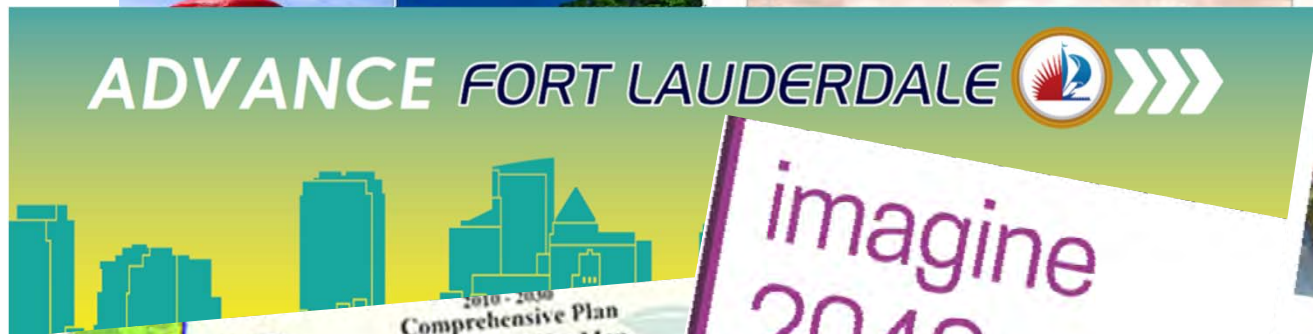
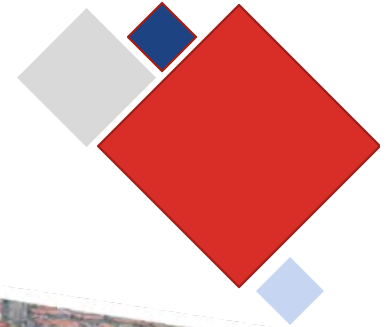
**Parks and  
Recreation**

**Transit  
Agency**

**Historic  
Preservation**

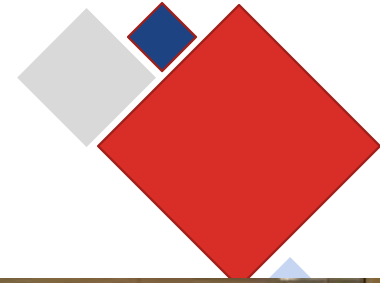
**FDOT**

# WHERE DOES FDOT LOOK TO UNDERSTAND COMMUNITY VISION?





# WHAT TO BRING TO CONTEXT CLASSIFICATION DISCUSSIONS



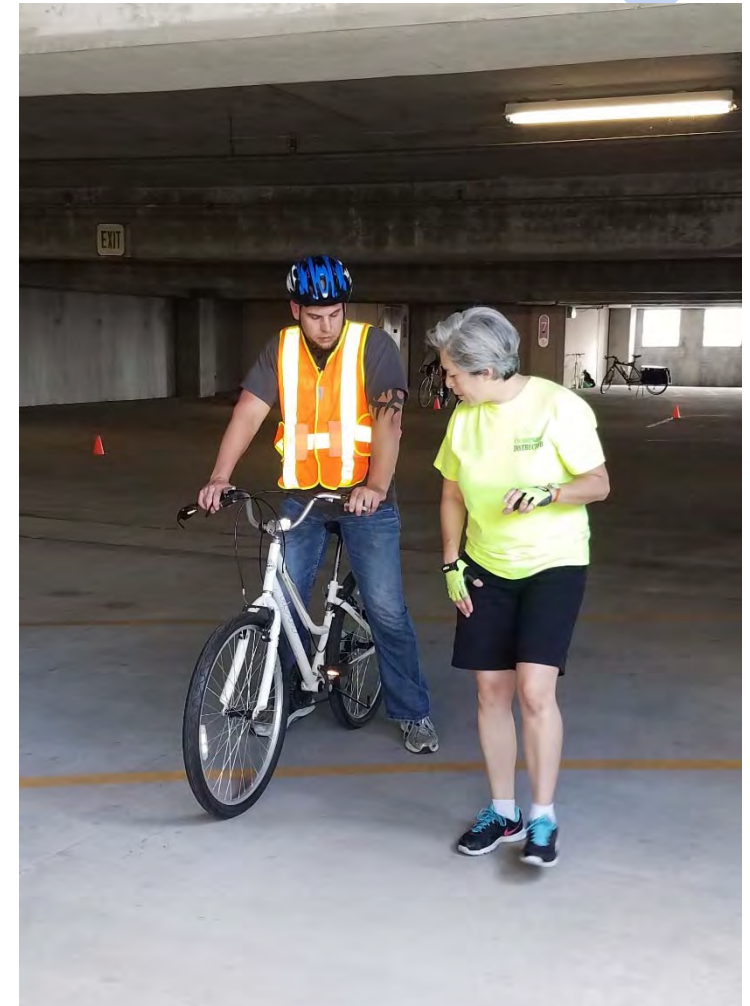
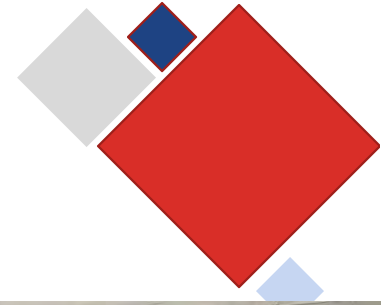
- Clear vision based on:
  - Recently permitted development projects
  - Programmed infrastructure plans for new local streets, bike and pedestrian facilities
  - Adopted plans vetted through community discussion
  - Land development code
  - Public participation process
- Familiarity with FDOT Context Classification system and design criteria
- An open mind!



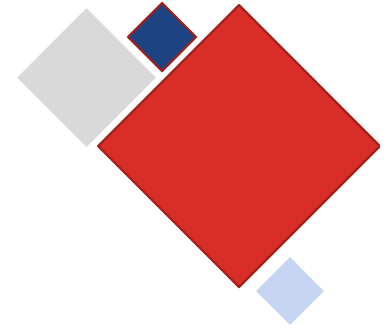


# COMMUTER ASSISTANCE PROGRAMS

- 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



[www.FLcompletestreets.com](http://www.FLcompletestreets.com)

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