

District 2



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Complete Streets in D2

- District's approach can vary – complete streets looks at all modes based on the characteristics and primary use of the corridor
- D2 Staff - Team approach to classify and prioritize corridors
 - 18 counties – 4 Urban 14 Rural
 - RRR projects with Design (PE) in FY 2018 and 2019
 - Screening methodology – ongoing
 - Primary and secondary measures
Context Classification Document



- First screening and context classes for the RRR projects
Then move to Districtwide corridors – will be ongoing

Context Class exemptions: SIS facilities
Limited Access ROW



- As completed, the local government will get a copy of the corridors evaluated and the assigned context class
Any Local vision or plan inconsistencies, the Department and Local Government will work together to look at the evaluation
- Once the class is implemented, the proposed projects will then follow the design guidelines for that classification
2018 Florida Design Manual



Role of Local Agencies

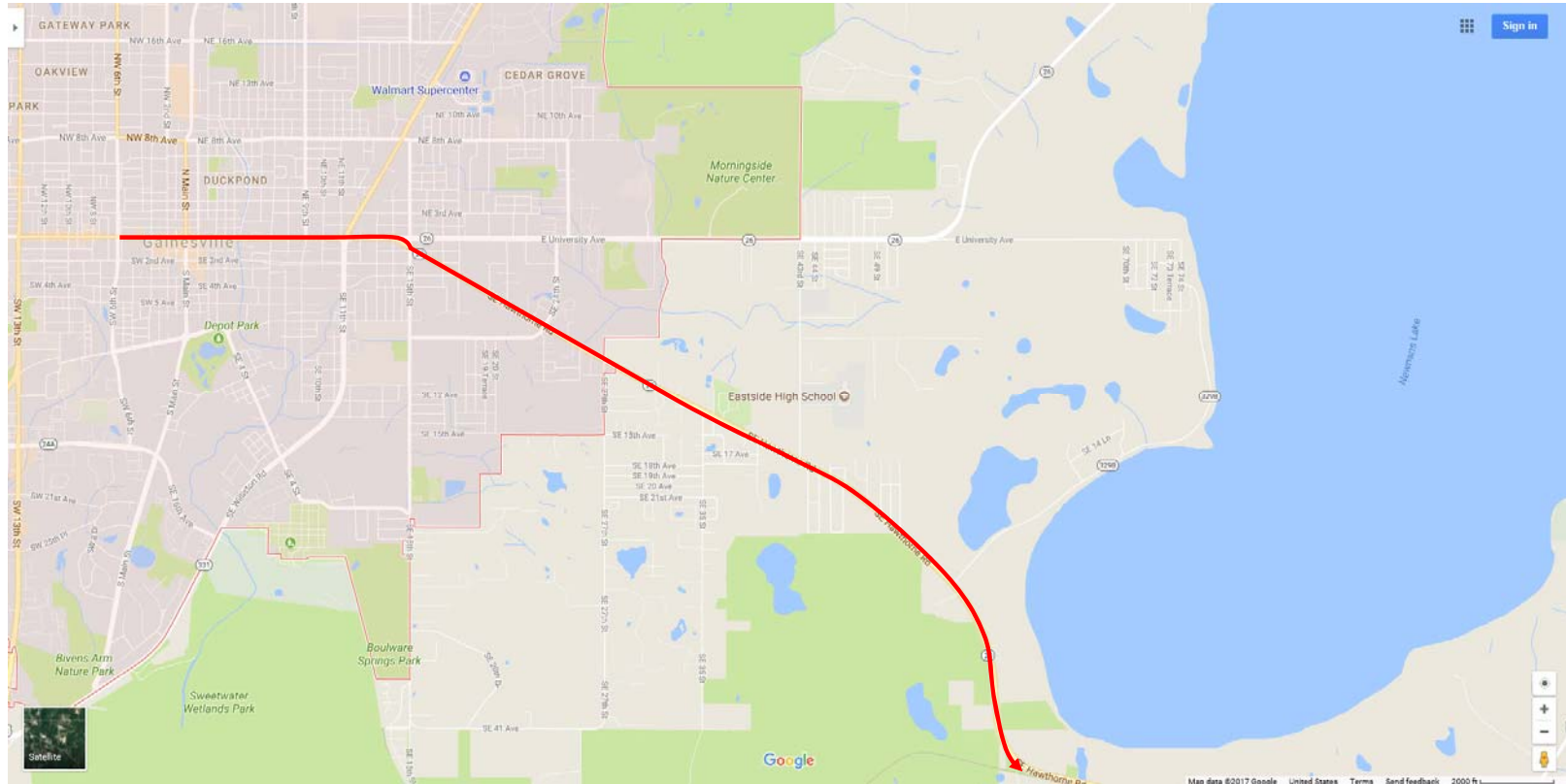
- Communicate with FDOT early and often
Review Tentative /Adopted Work Program and Projects with PE Phase
- Establish a vision and develop concepts
- Supporting Comp Plan & Land Development Code
- Assign Point of Contact for context class discussion and project review
- Be prepared to put in some skin (funding)
- Plan for maintenance (enhancements and decorative features)



Example Context Classification

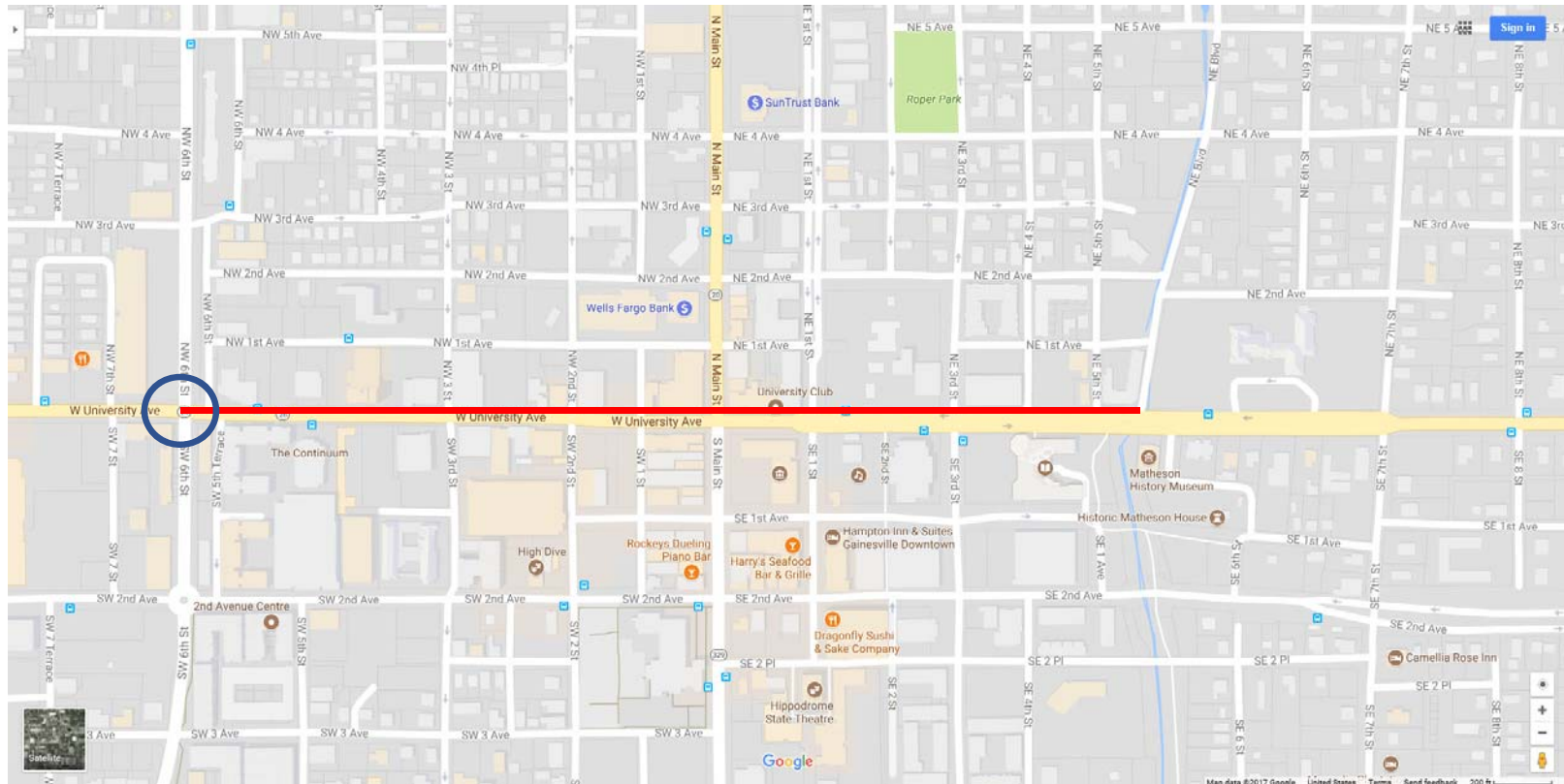
Gainesville

SR 24 and SR 20 from W 6th Street toward Hawthorne



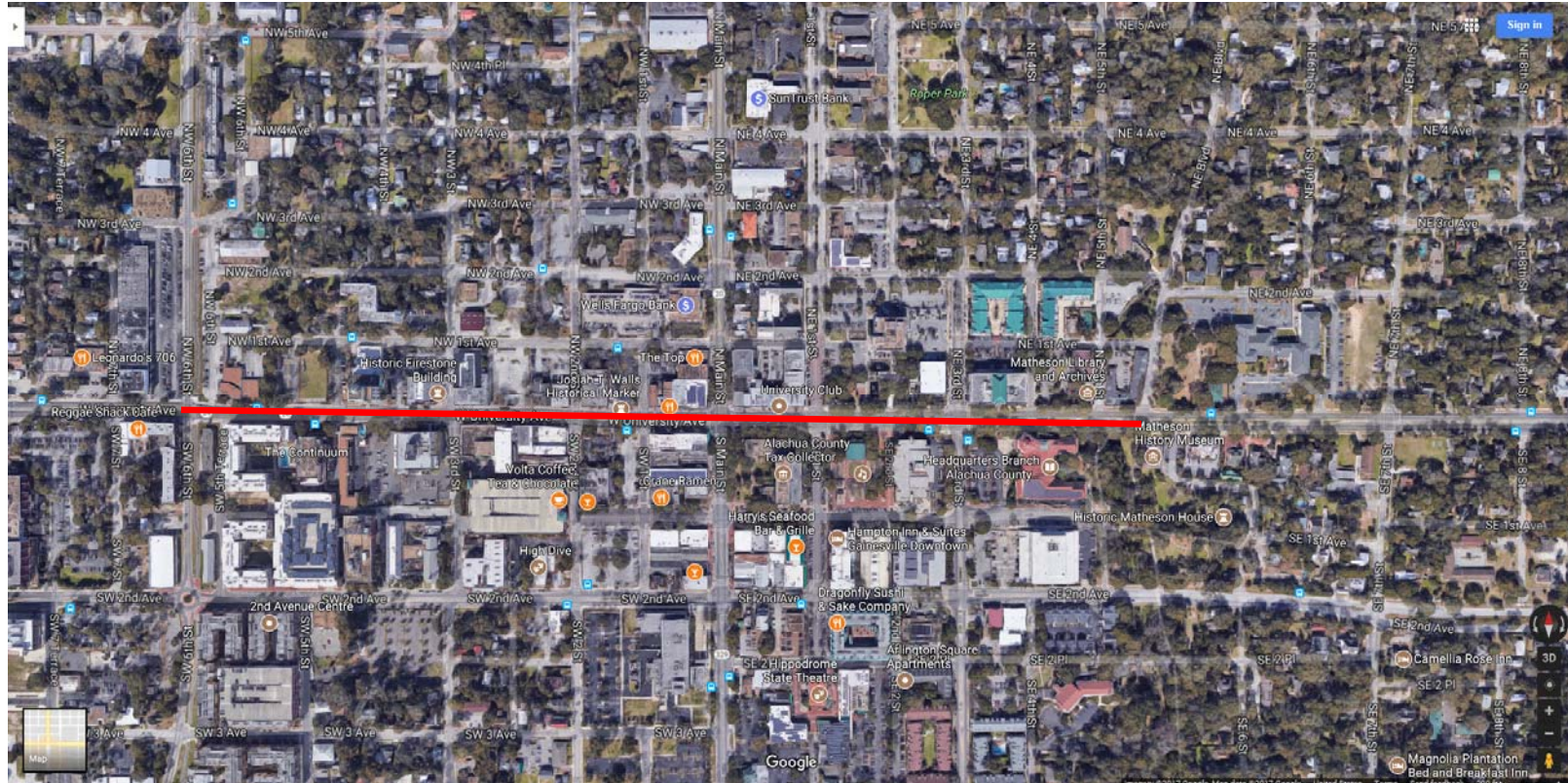
Example showing multiple Context Classifications

SR 24 from W6th Street to NE Blvd



Distinguishing Characteristics: Small blocks with well connected roadways, Shallow setbacks

SR 24 from W6th Street to NE Blvd



Distinguishing Characteristics: Small blocks with well connected roadways, Shallow setbacks



Distinguishing Characteristics: Shallow setbacks, buildings 1-5+ stories

Google

Image capture: Jan 2017 © 2017 Google United States Terms Report a problem

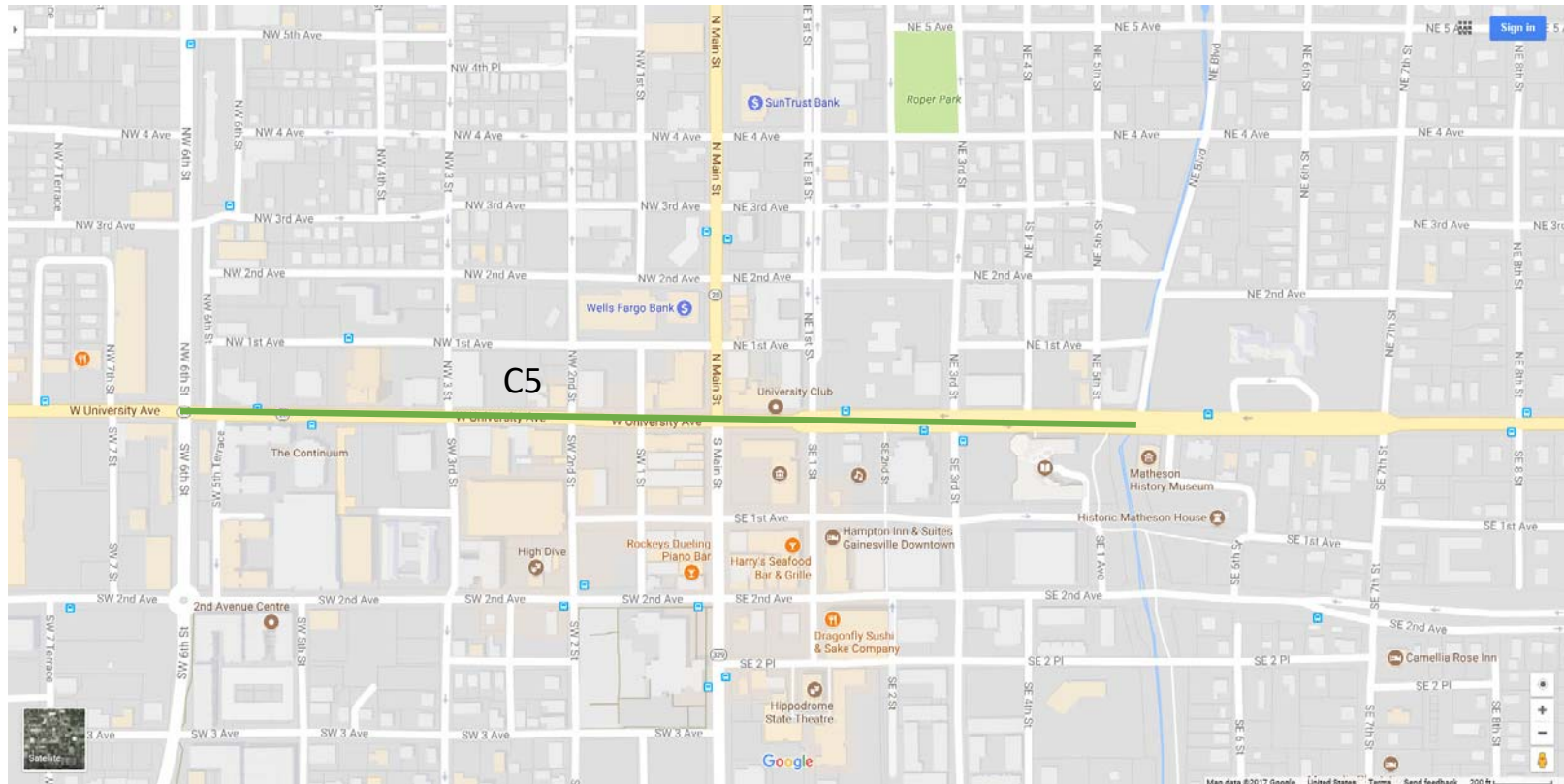


Distinguishing Characteristics: Shallow setbacks

Google

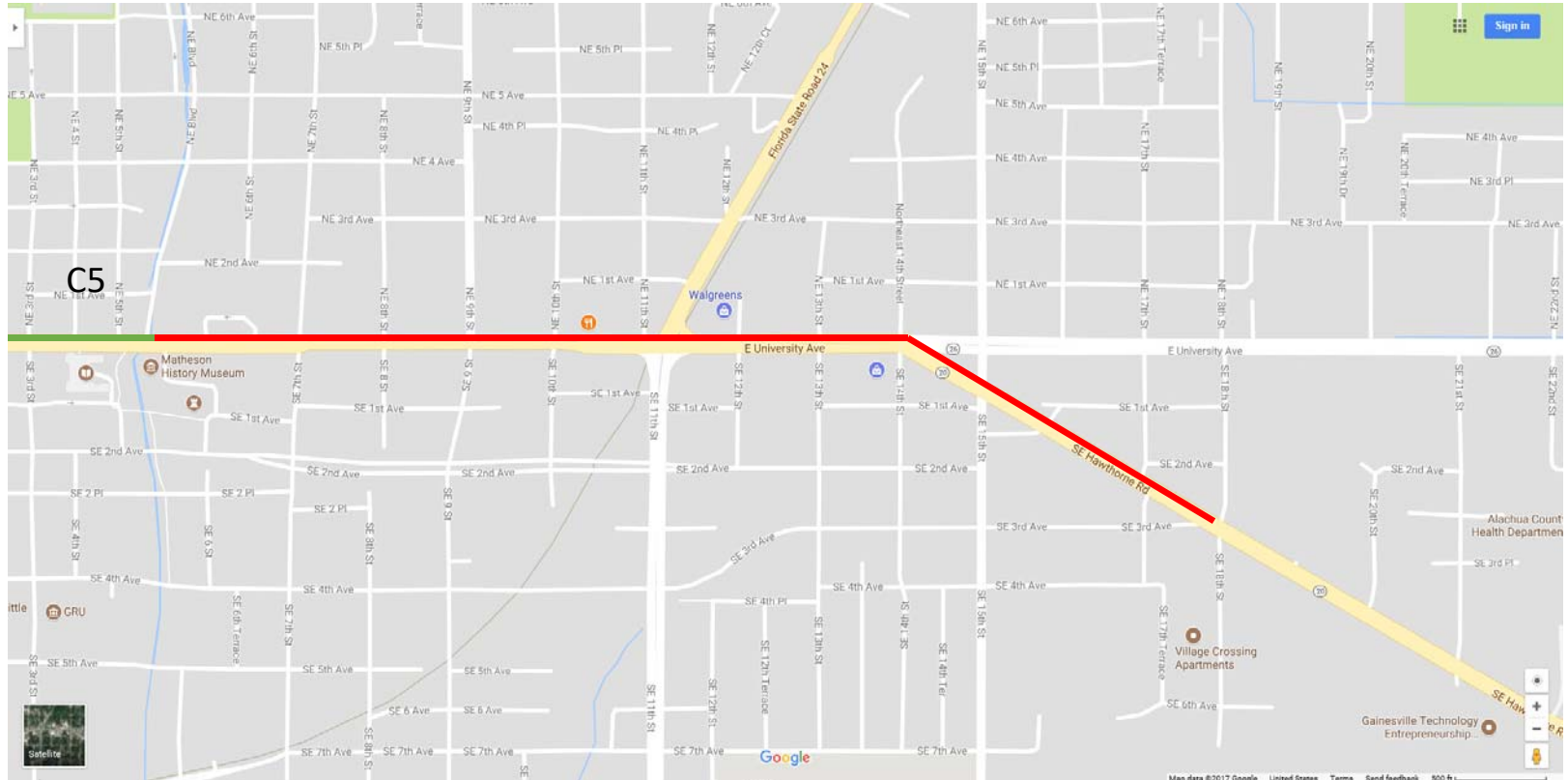
Image capture: Jan 2017 © 2017 Google United States Terms Report a problem

SR 24 from W6th Street to NE Blvd



Distinguishing Characteristics: Small blocks with well connected roadways, buildings 1-5 stories+, Shallow setbacks = C5 Urban Center

SR 24 from NE Blvd to SR 20 to SE 18th Street



Distinguishing Characteristics: Larger but still small blocks with well connected roadways, buildings predominantly 1 story with 2 story historic homes, deeper setbacks

SR 24 from NE Blvd to SR 20 to SE 18th Street



Distinguishing Characteristics: Larger but still small blocks with well connected roadways, buildings predominantly 1 story with 2 story historic homes, deeper setbacks

SR 24 from NE Blvd to SR 20 to SE 18th Street



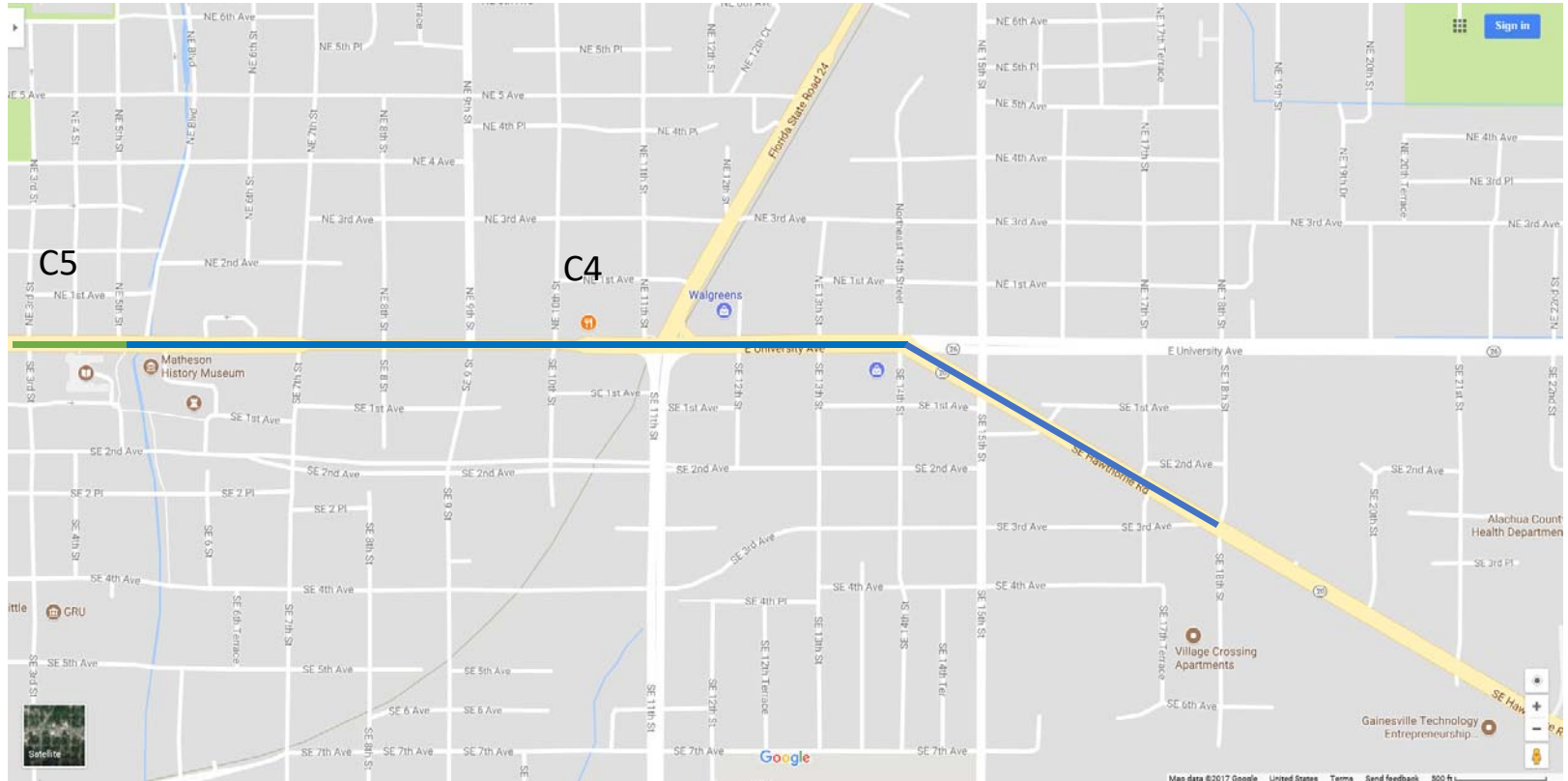
Distinguishing Characteristics: Buildings predominantly 1 story with 2 story historic homes, deeper setbacks

SR 24 from NE Blvd to SR 20 to SE 18th Street



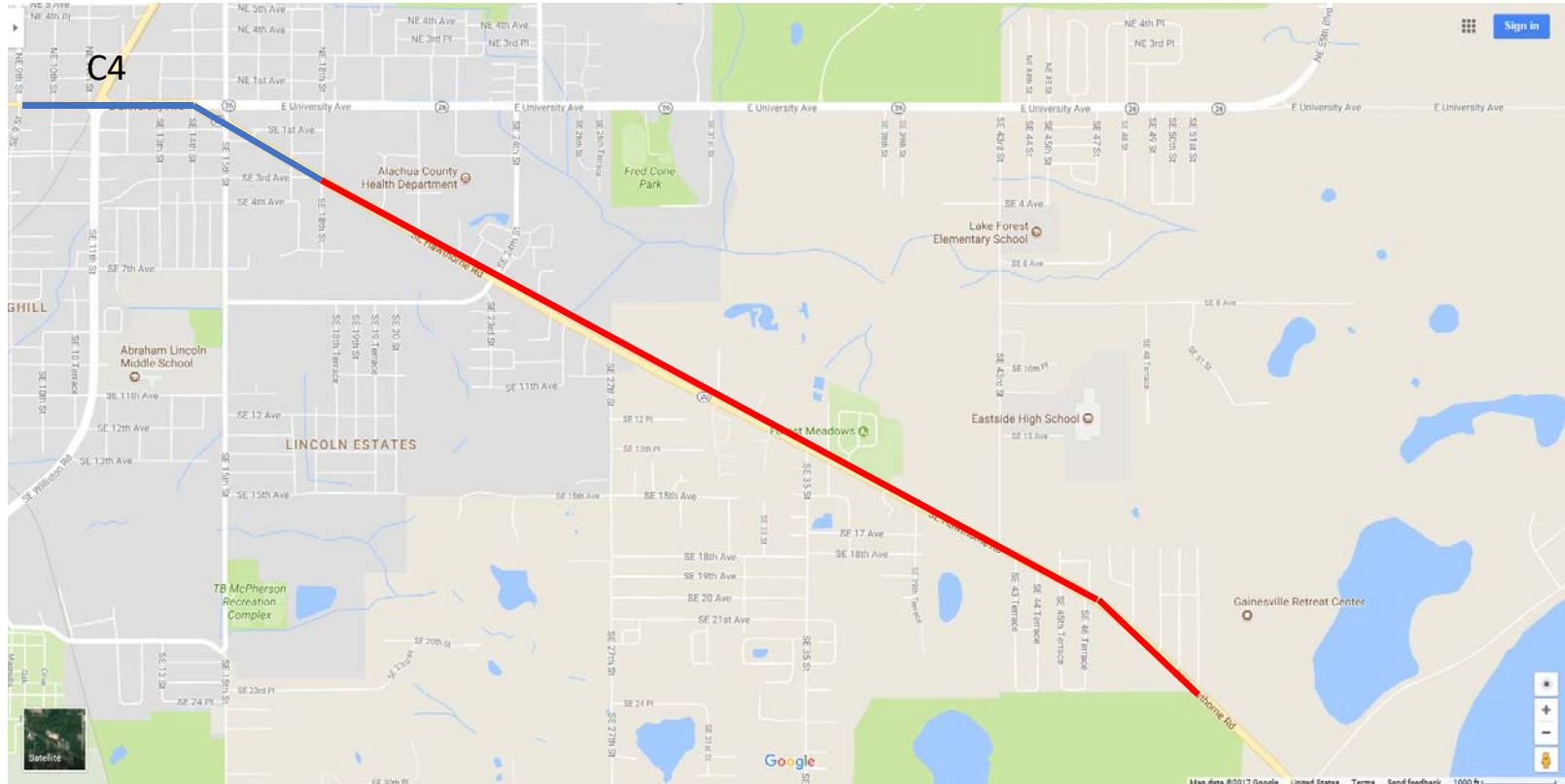
Distinguishing Characteristics: Buildings predominantly 1 story with 2 story historic homes, deeper setbacks

SR 24 from NE Blvd to SR 20 to SE 18th Street



Distinguishing Characteristics: Small blocks with well connected roadways, buildings predominantly 1 story with 2 story historic homes, deeper setbacks = C4 Urban

SR 20 from SE 18th Street to SE 51st Street



Distinguishing Characteristics: Roadway network becomes sparse and disconnected, buildings a mix large and small buildings, some with large parking lots, on-street parking... and older former residential

SR 20 from SE 18th Street to SE 51st Street



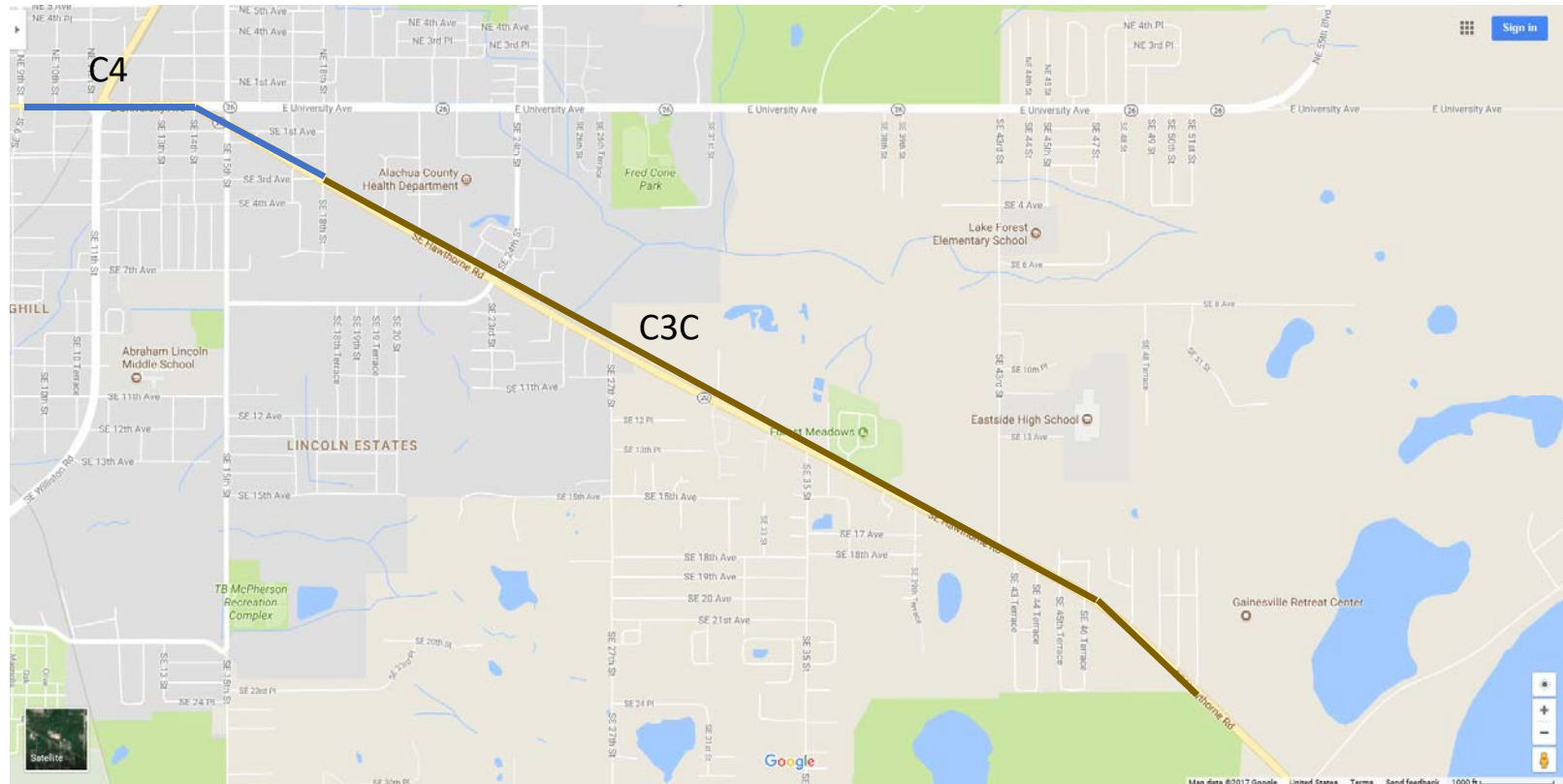
Distinguishing Characteristics: Roadway network becomes sparse and disconnected, buildings a mix large and small buildings, some with large parking lots, on-street parking... and older former residential

SR 20 from SE 18th Street to SE 51st Street



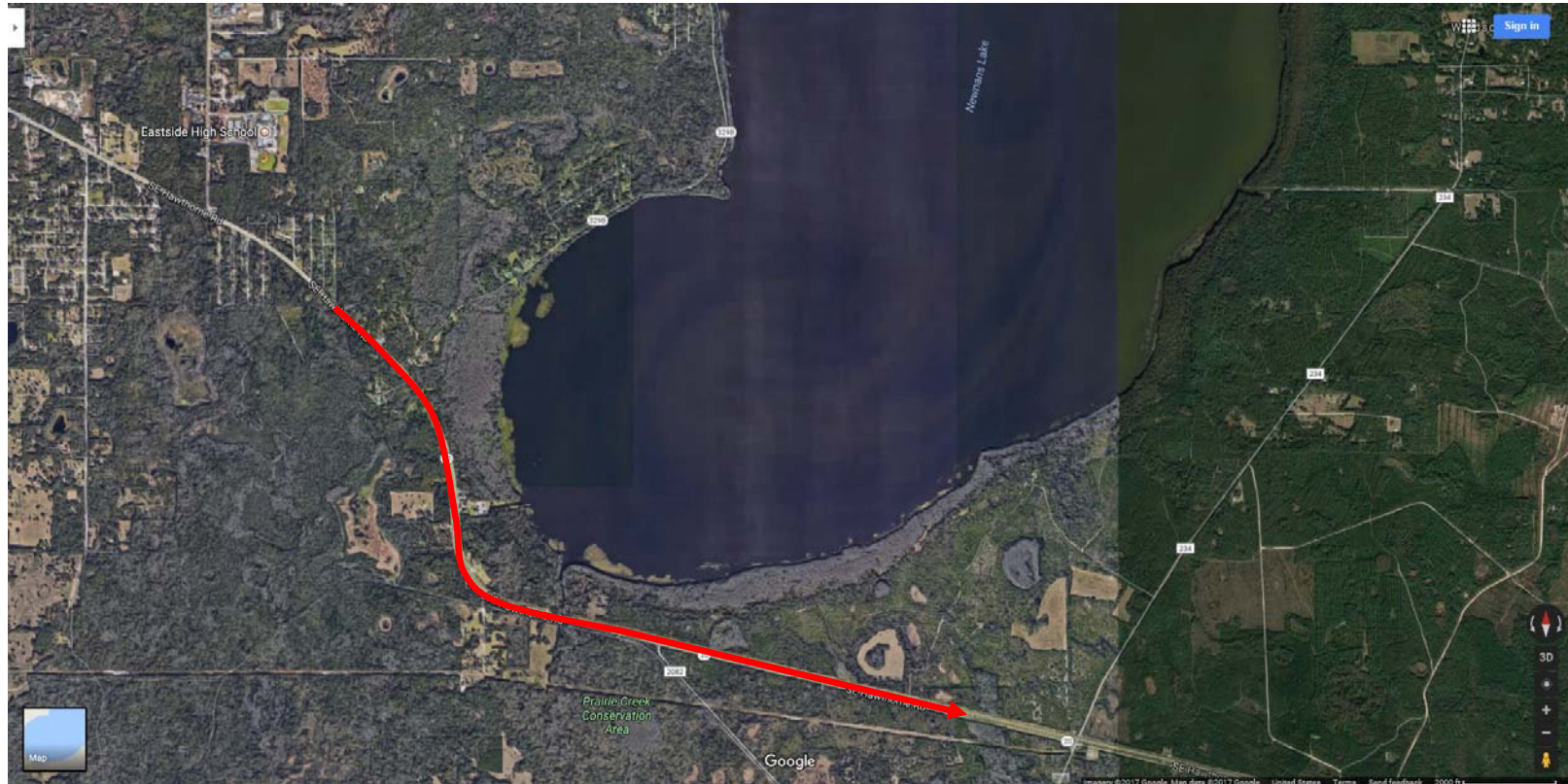
Distinguishing Characteristics: Roadway network becomes sparse and disconnected, buildings a mix large and small buildings, some with large parking lots, on-street parking... and older former residential

SR 20 from SE 18th Street to SE 51st Street



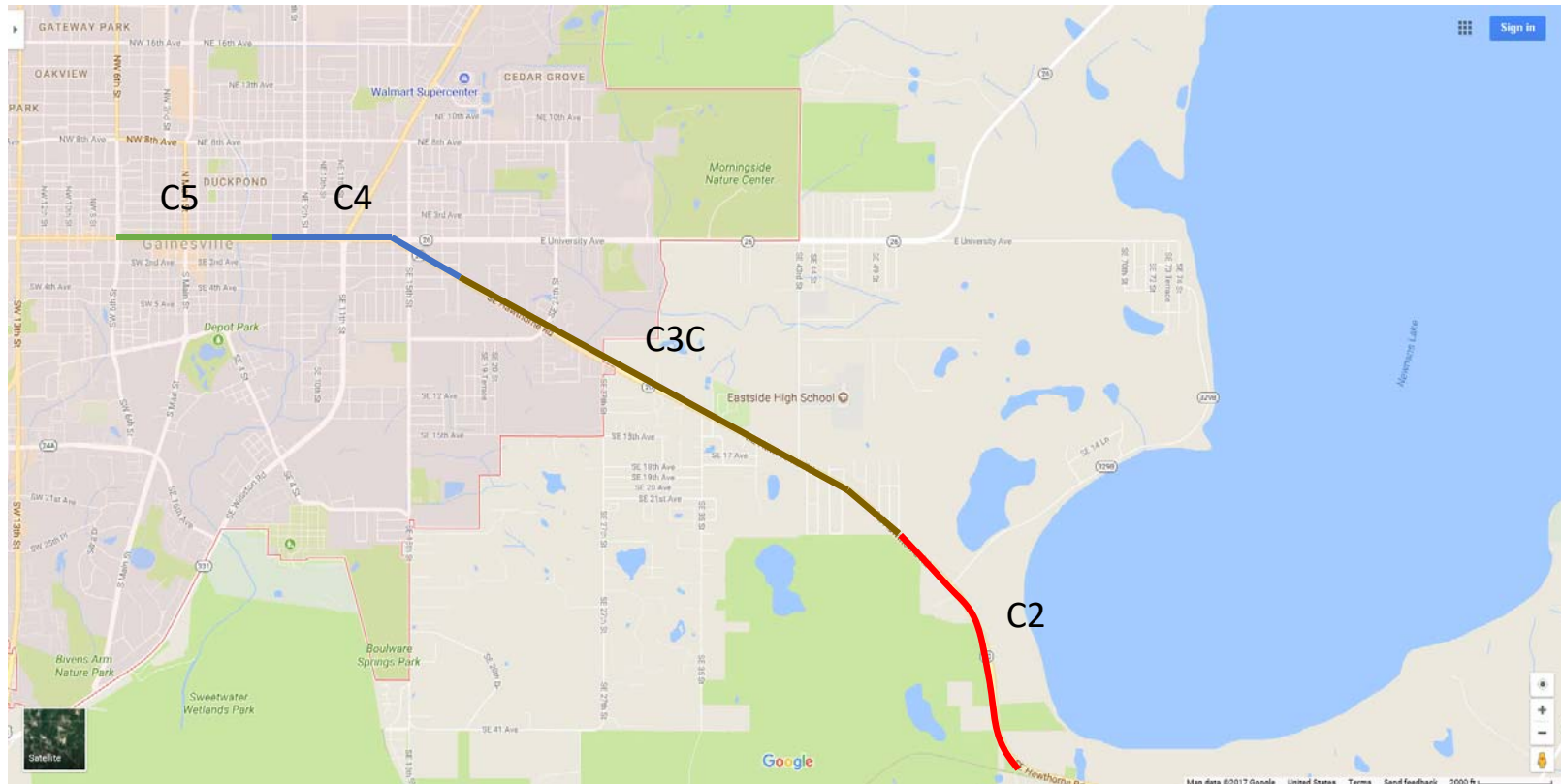
Distinguishing Characteristics: Roadway network becomes sparse and disconnected, buildings a mix large and small buildings, some with large parking lots, on-street parking. Predominantly commercial. C3C Suburban commercial

SR 20 from SE 51st Street toward Hawthorne



Distinguishing Characteristics: Sparsely settle lands, wooded areas and wetlands

SR 24 and SR 20 from W 6th Street to Hawthorne



Context Classes: C5 Urban Center
C4 Urban General
C3C Suburban Commercial
C2 Rural

FDOT Design Manual



JANUARY 2018



<http://www.flcompletestreets.com>

Complete Streets Implementation

Welcome



Latest Updates

Milestone: External Draft of FDOT Design Manual

Milestone: FDOT Context Classification Document

District Complete Streets Coordinators

Context Classification Webinar Series

Complete Streets Workshops

Topics

Complete Streets - Implementation Plan

Complete Streets Policy

Ask a question or provide comment

News

Walkable downtowns drawing companies

Florida embraces Complete Streets

Welcome

The Florida Department of Transportation (FDOT) **Design Manual** will help us provide more context-sensitive roads by putting "the right street in the right place."

Contact **DeWayne Carver, AICP**

State Complete Streets Program Manager, (850) 414-4322

Article from ULI indicating trend toward walkable downtowns is continuing to be a strong economic development incentive

The journal "Public Square" details FDOT's "colossal" effort to implement Complete Streets statewide.