

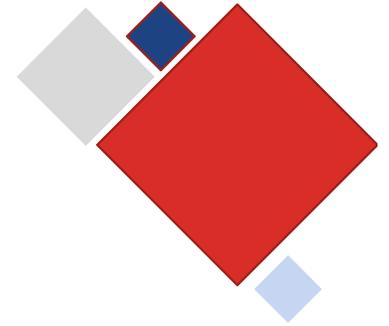
COMPLETE STREETS AND CONTEXT BASED DESIGN

DeWayne Carver, AICP

State Complete Streets Program Manager

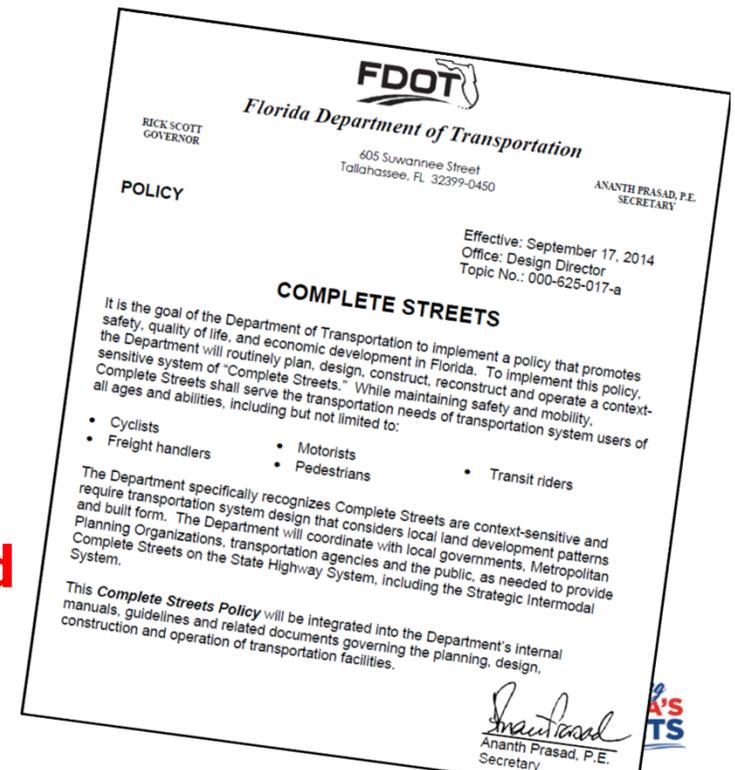


FDOT Complete Streets Policy

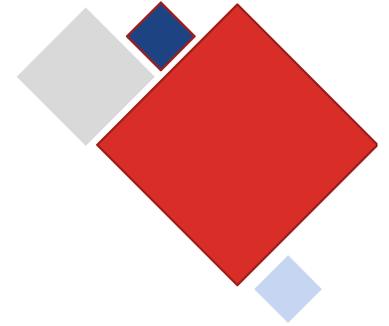


- 100+ yrs. – select typical section elements based on needed capacity and urban/rural designation.
- 15 years ago “Context Sensitive Solutions” debuted.
- 2014 – Provide a typical that serves all users and is in harmony with the context of adjacent properties.

**Policy adopted
in Sept 2014**



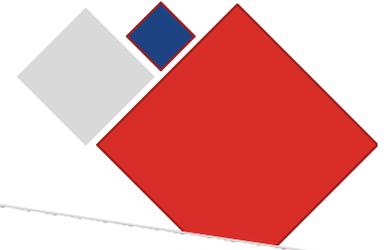
Implementation Plan



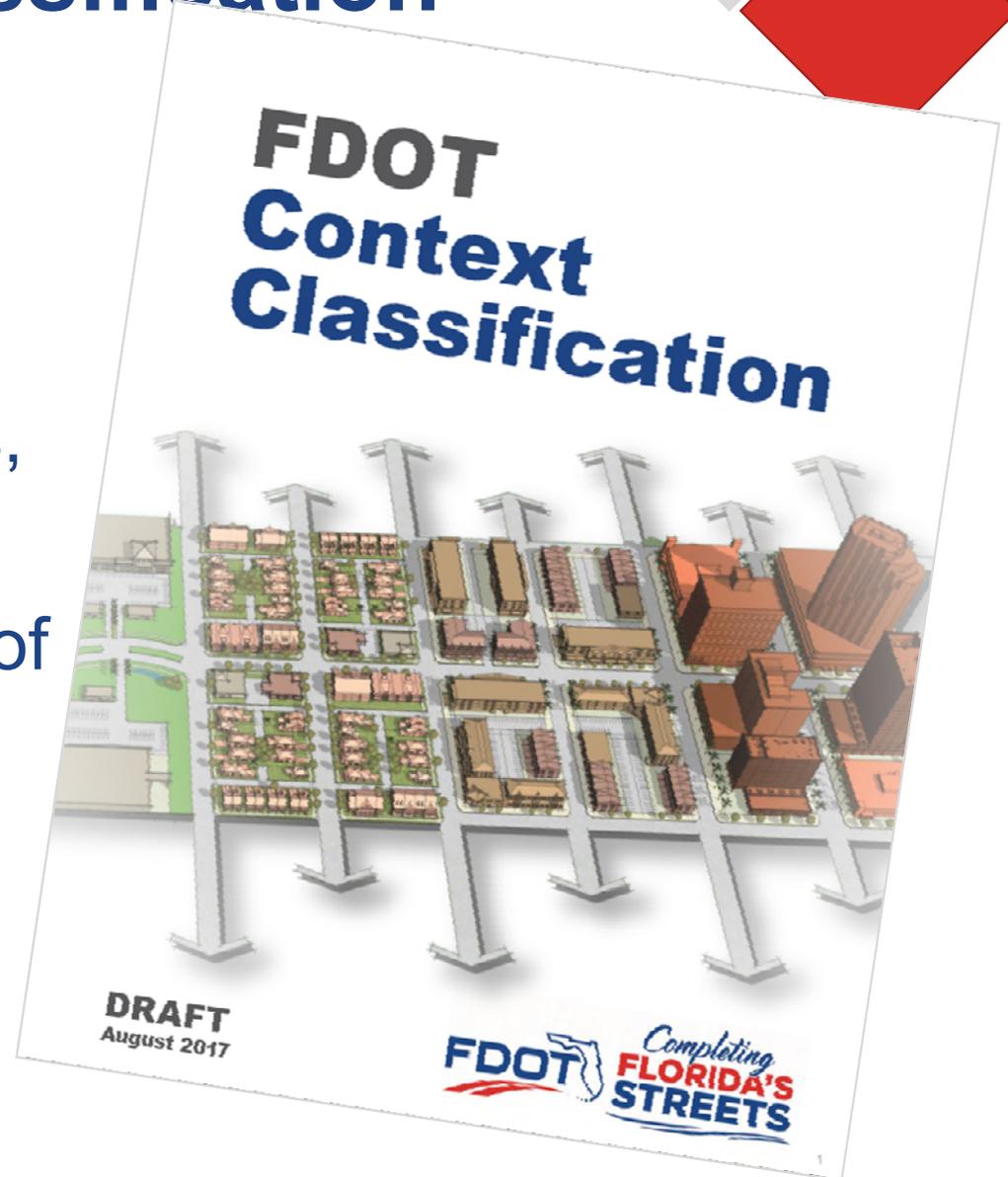
- Smart Growth America
- 4 workshops Summer 2015
- Implementation Team
- Approved December 2015
- Modifies 12 key documents



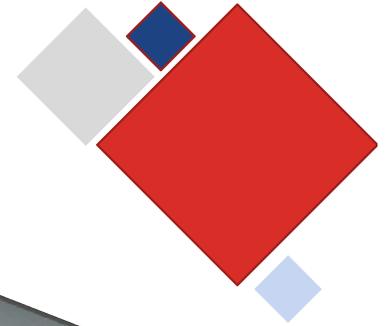
FDOT Context Classification



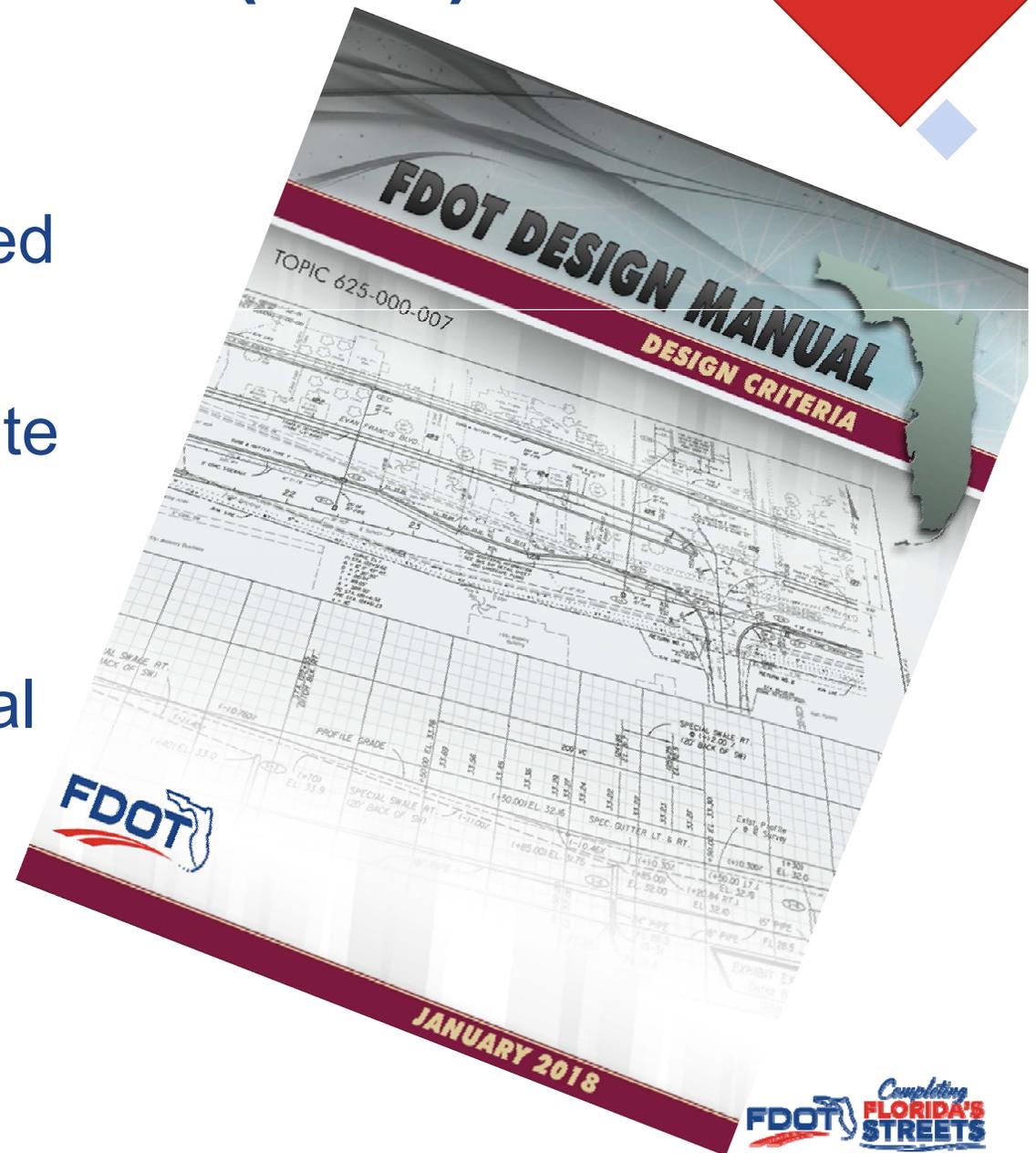
- Defines Approach, Process, Expectations, Best Practices
- Complete description of context classifications



FDOT Design Manual (FDM)



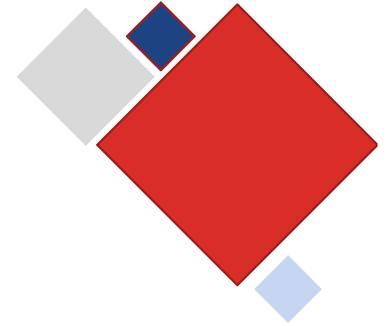
- Final manual posted November 1, 2017
- Implementation date January 1, 2018.
- Replaces Plans Preparation Manual





Determining Context Classification



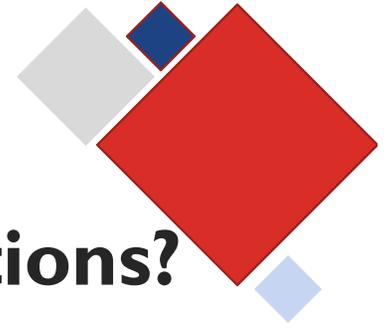


OVERVIEW

1. What are the FDOT Context Classifications?
2. How will Context Classification be used?
3. How do you determine Context Classification?

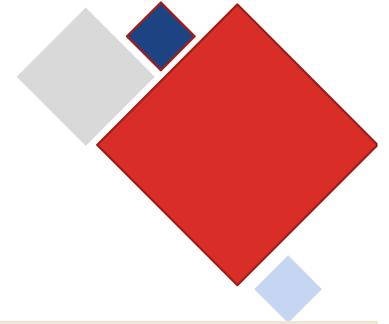


**WHAT ARE THE FDOT
CONTEXT CLASSIFICATIONS?**



What are the FDOT Context Classifications?

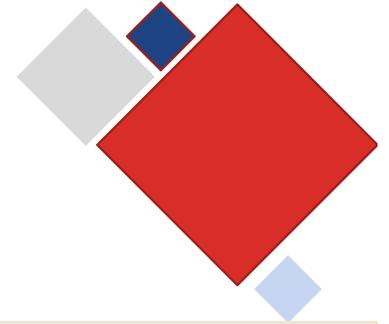




CI-NATURAL

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

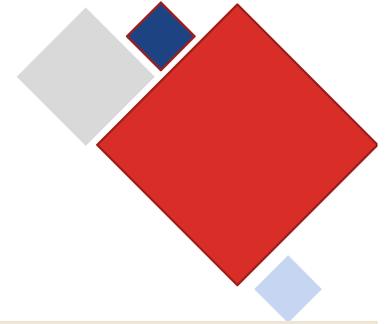




C2-RURAL

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

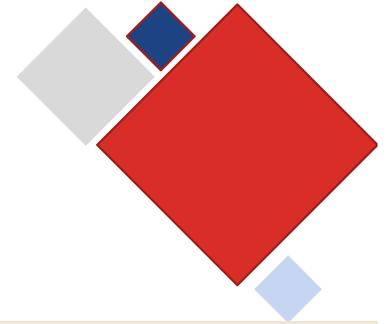




C2T-RURAL TOWN

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

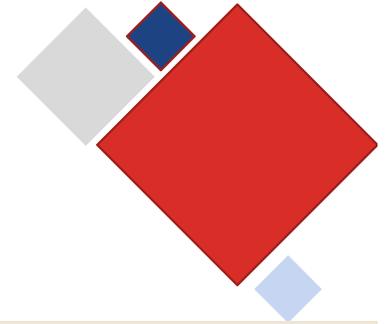




C3R-SUBURBAN RESIDENTIAL

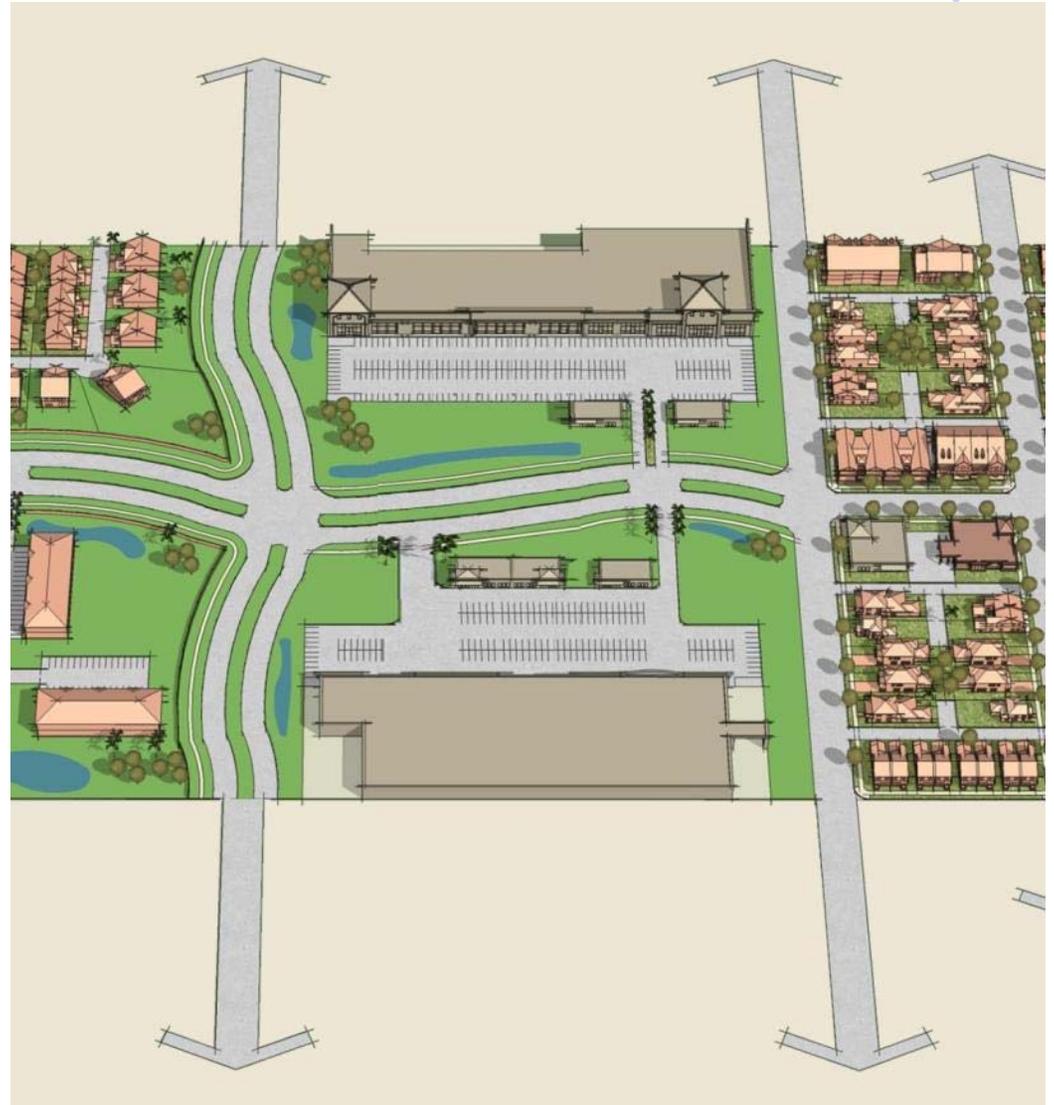
Mostly **residential** uses within large blocks and a disconnected or **sparse roadway network**.

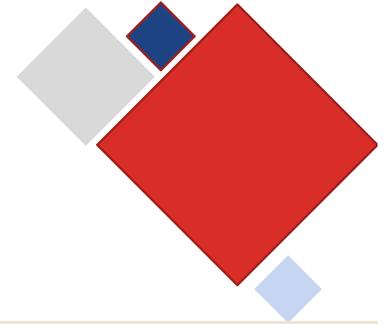




C3C-SUBURBAN COMMERCIAL

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

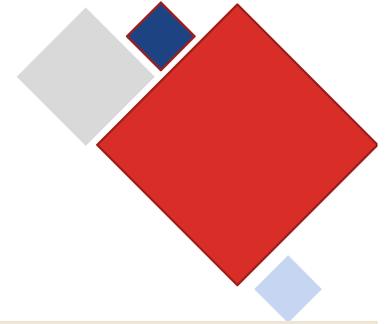




C4-URBAN GENERAL

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.

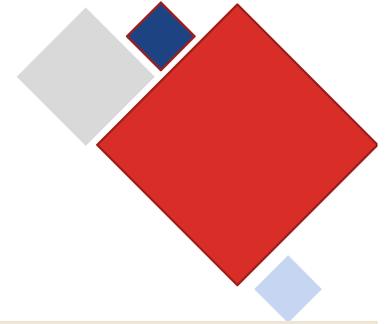




C5-URBAN CENTER

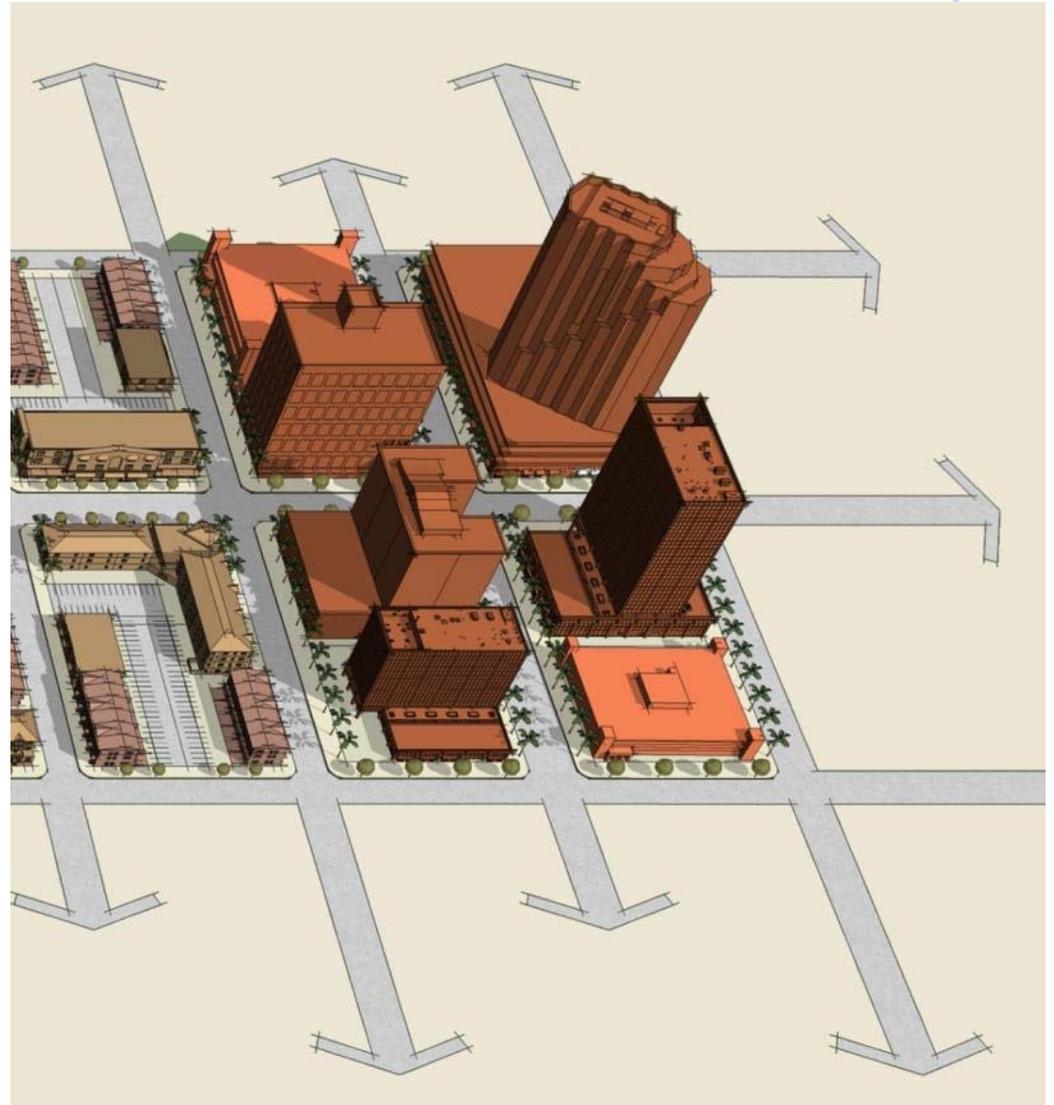
Mix of uses set within small blocks with a **well-connected roadway network**. Typically **concentrated around a few blocks** and identified as part of a **civic or economic center** of a community, town, or city.





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

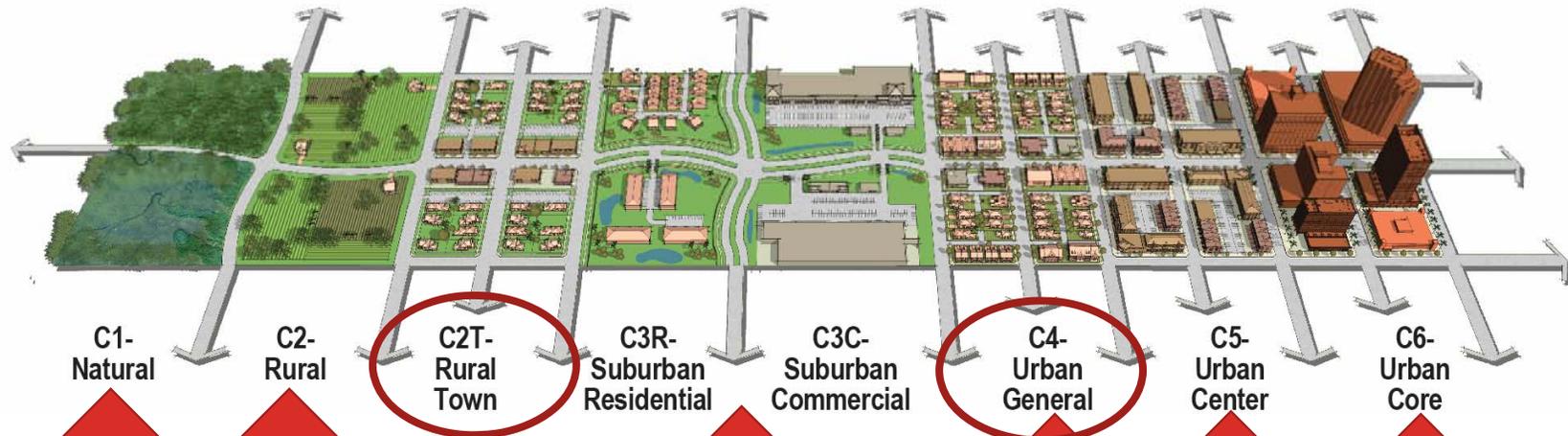


Port of Miami, Miami, FL

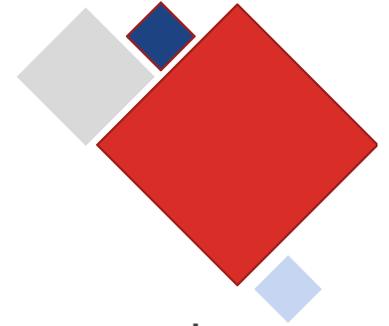


**HOW WILL CONTEXT
CLASSIFICATION BE USED?**

WHAT DOES CONTEXT CLASSIFICATION TELL YOU ABOUT ROADWAY USERS?

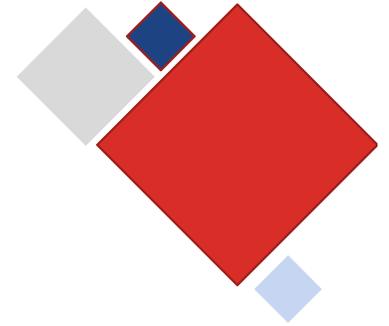


- Context classification informs planners and engineers about the type and intensity of users along various roadway segments.
 - For example, C4, C5, and C6 context classification will have higher number of pedestrians, bicyclists, and transit users than in a C1, C2, or C3 context classification. C2T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



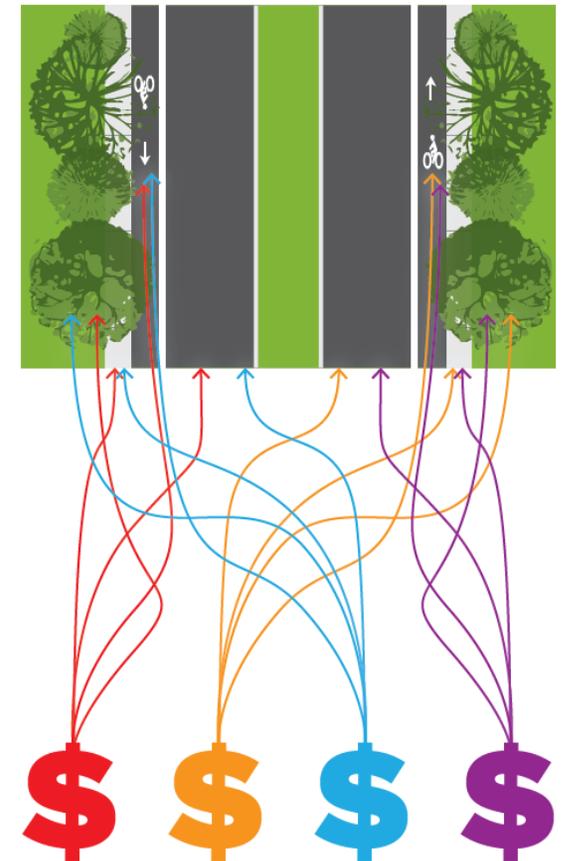
RELATIONSHIP TO FDM

- 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 require moving curb or buying ROW
- Get ready for RRR – work with District to start early with your own planning
- Support RRR with other project funding (including local)
- We may have to miss opportunities on early/current projects

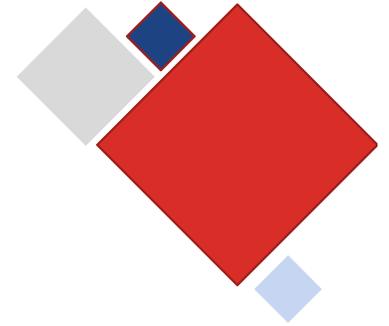




FDM IMPLEMENTATION SCHEDULE

- The FDM will be effective January 1, 2018
- Context-based criteria in the FDM will be required on projects that have not begun design by January 1, 2018
- For PD&E projects, implementation of context classification and the FDM is required for all projects that have the Public Hearing scheduled in April 2018 or later
- FDM may be applied earlier at the discretion of the district

WHO WILL DETERMINE 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

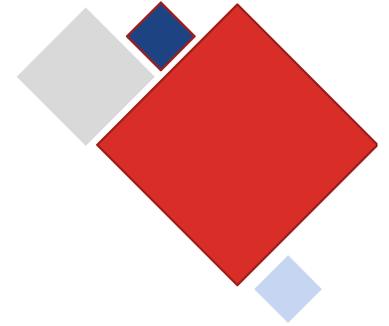


Photo courtesy of Dan Burden



FDOT

Utilities

Parks and
Recreation

Transit
Agency

FDOT

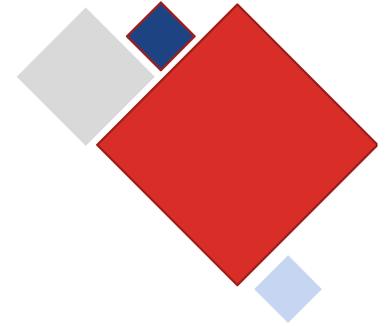
Business
Owners/
Residents

Local
Municipality

Historic
Preservation

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

Questions



www.FLcompletestreets.com

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