HOW WILL DISTRICT FOUR DETERMINE CONTEXT CLASSIFICATION?

District 4

C1-Natural C2-Rural C2T-Rural Town C3R-Suburban Residential C3C-Suburban Commercial C4-Urban General C5-Urban Center C6-Urban Core
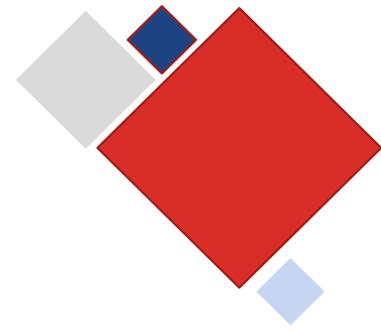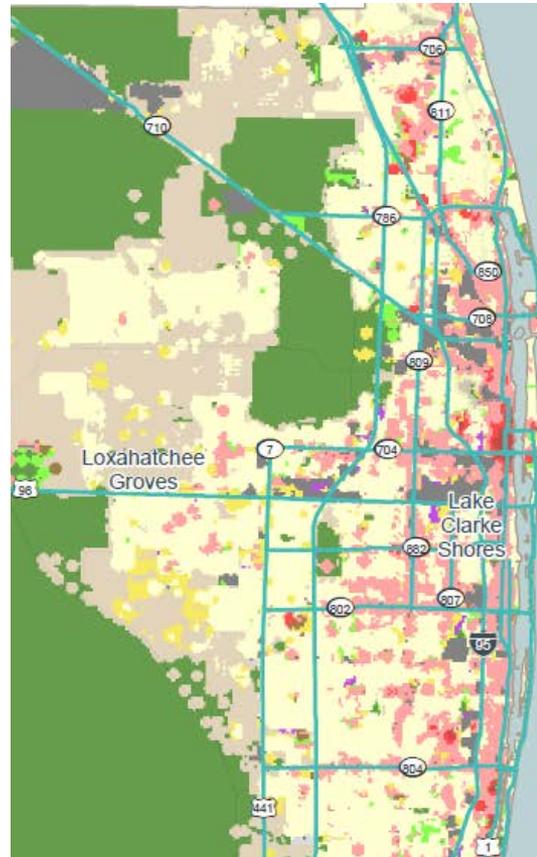
- Systemwide Provisional Context Classification (SPCC)
- Multimodal Scoping Checklist (MMSC)

SYSTEMWIDE PROVISIONAL CONTEXT CLASSIFICATION (SPCC) OVERVIEW
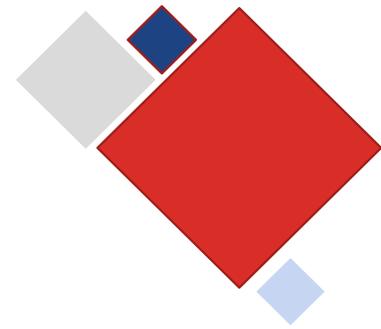
- Linkage to Context Classification Guide
- Coordination of system/project elements
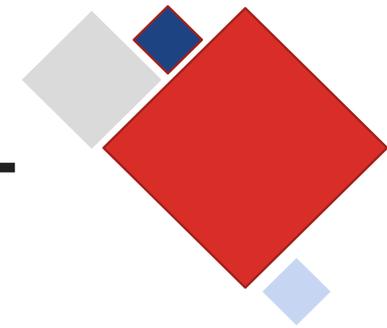- Data structure
- Products

Context Classification - Palm Beach - Future v.4gF

Class
- C1 - Natural
- C2 - Rural
- C3C - Suburban Commercial
- C3R - Suburban Residential
- C4 - Urban General
- C5 - Urban Center
- C6 - Urban Core
- SU - Industrial district
- SU - Recreational area
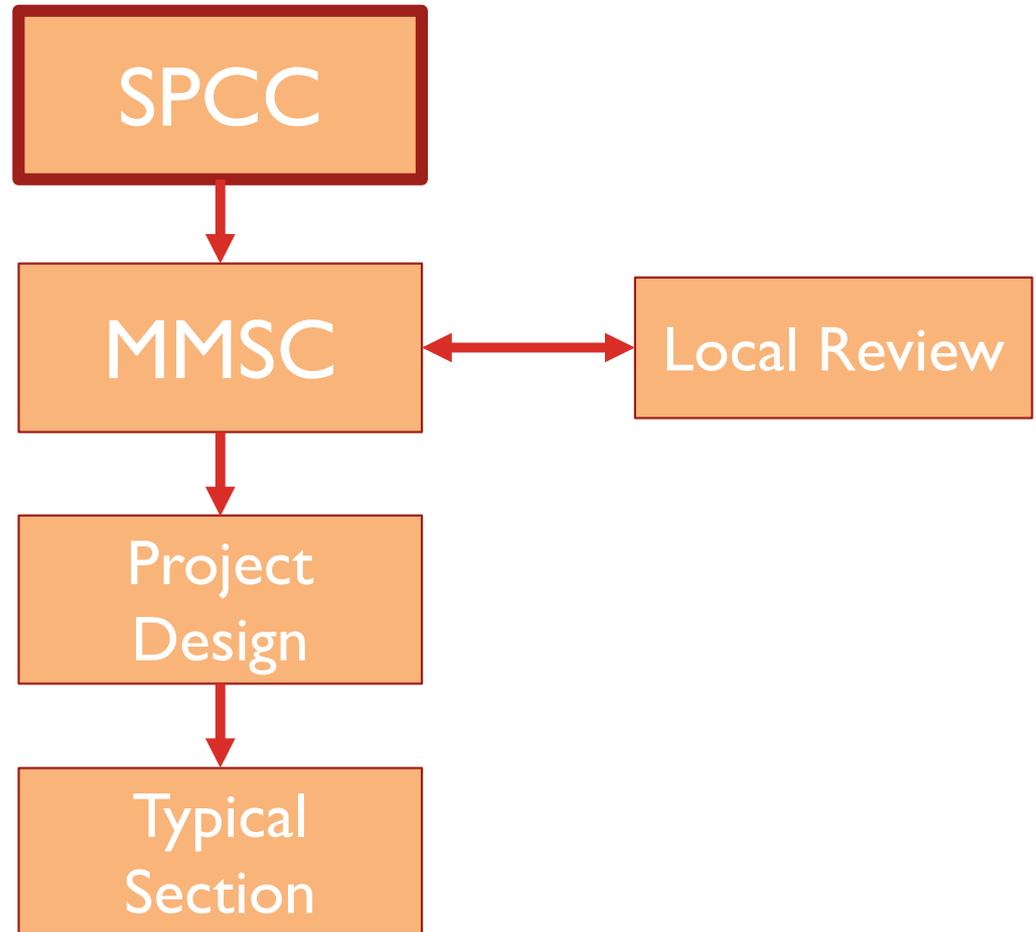- SU - Other special use district

Draft SPCC concept map subject to further review and refinement

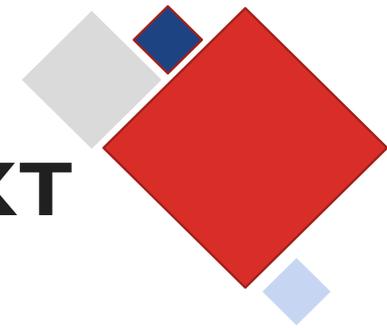# RELATIONSHIP OF SPCC TO PROJECT LEVEL CONTEXT CLASSIFICATION
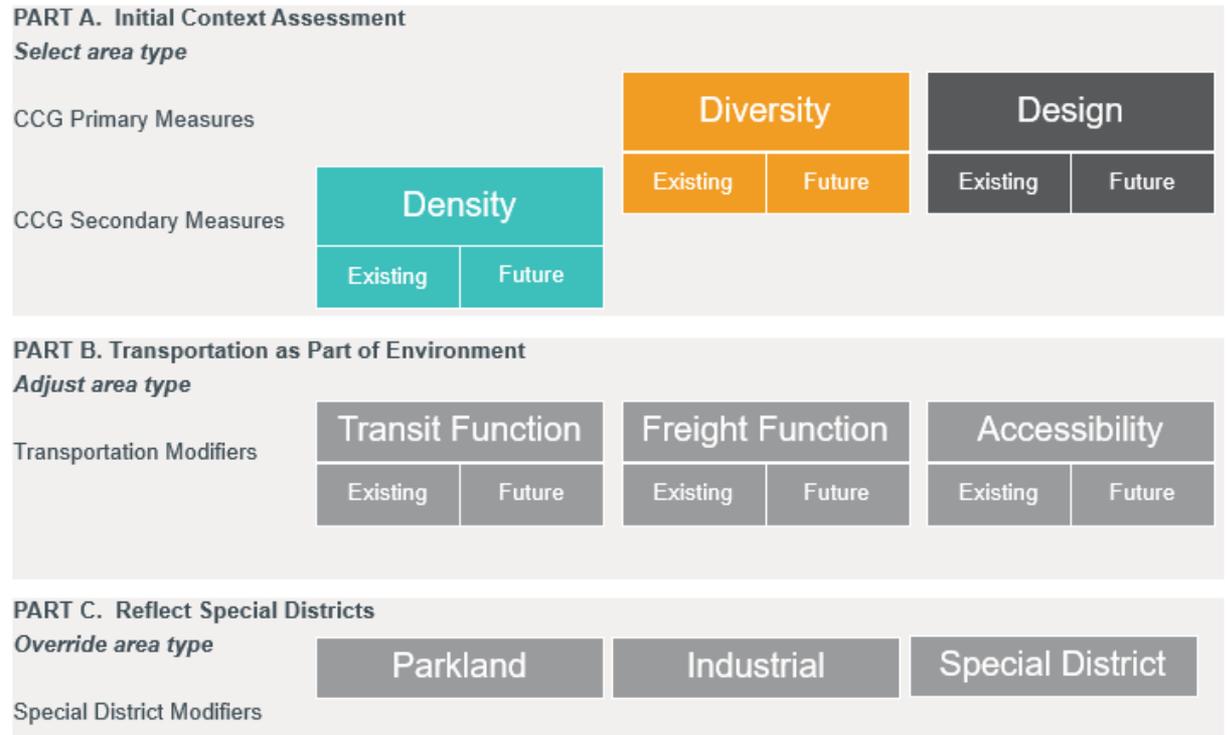
SPCC:

- authoritative systemwide sources
- consistent districtwide interpretation
- reflecting Context Classification Guide and long range transportation plans adopted by MPOs
- starting point for project-level evaluations

```
SPCC
  ↓
MMSC ←→ Local Review
  ↓
Project Design
  ↓
Typical Section
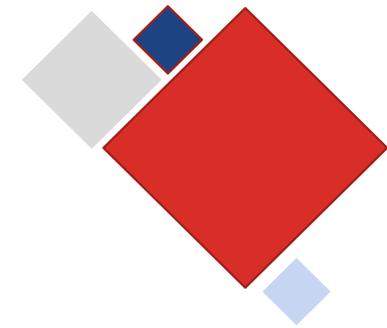```

FDOT
Completing FLORIDA'S STREETS

# RELATIONSHIP OF SPCC TO CONTEXT CLASSIFICATION GUIDE

- Part A reflects Context Classification Guide (CCG) Primary and Secondary Measures
- Part B includes transportation elements focused on users that influence context
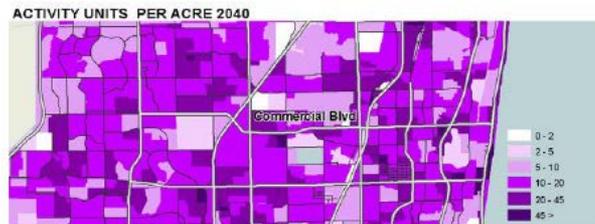- Part C incorporates context of certain specific land use elements

PART A. Initial Context Assessment
*Select area type*

| | | Diversity | | Design | |
| --- | --- | --- | --- | --- | --- |
| CCG Primary Measures | | Existing | Future | Existing | Future |
| CCG Secondary Measures | Density | | | | |
| | Existing | Future | | | |

PART B. Transportation as Part of Environment
*Adjust area type*

| | Transit Function | | Freight Function | | Accessibility | |
| --- | --- | --- | --- | --- | --- | --- |
| Transportation Modifiers | Existing | Future | Existing | Future | Existing | Future |

PART C. Reflect Special Districts
*Override area type*

| | Parkland | Industrial | Special District |
| --- | --- | --- | --- |
| Special District Modifiers | | | |

# SPCC DATA SOURCES

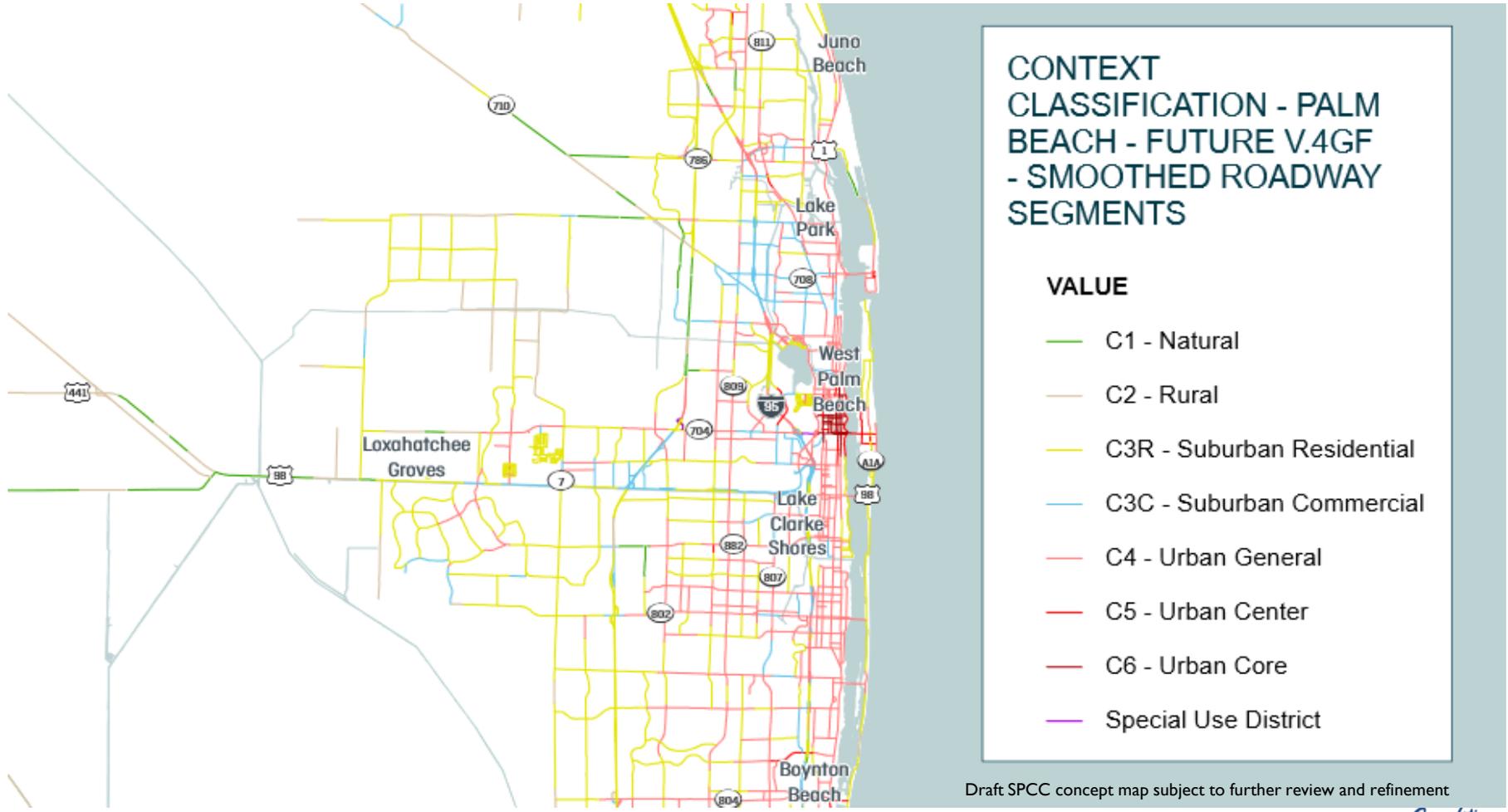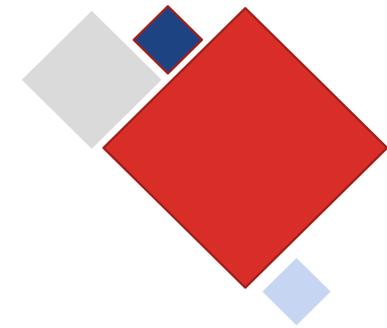| Data source | SPCC measures (with CCG Table 1 measures in bold) | Time scope |
|---|---|---|
| FDOR parcel data | **Land use (generalized)** | Existing |
| | Diversity of land use | Existing |
| | **Floor area ratio** | Existing |
| | **Expected building setbacks** (approximated based on building area and parcel size) | Existing |
| Census blocks | **Block perimeter** (in feet) | Existing |
| SERPM/TCRPM demographic inputs | **Population and employment density** | Forecast (2040) |
| | Diversity of land use (jobs/housing balance) | Forecast (2040) |
| HERE streets | **Intersection density** | Existing |
| GTFS | Bus stop locations and service frequencies | Existing |
| SERPM/TCRPM transportation elements | Truck traffic (AADTT and truck percentages) | Existing and forecast (2040) |
| | Access to jobs by transit | |
| Univ. of Minnesota Accessibility Observatory | Access to jobs by walking | Existing |
| National Land Cover Database | Used to identify heavily developed areas that were not identified in other supporting datasets | Existing |
| District 4 parklands, airports, seaports, and freight activity areas | Used to identify modal/industrial areas and parklands as "special use districts" with potentially distinct roadway design needs | Existing |

# CONSIDERING FUTURE DEVELOPMENT

- Complete streets are both sensitive to the current context as well as supportive of evolution to the planned context
- SPCC considerations reflect demographic growth as referenced in the Context Classification Guide and adopted in 2040 forecasts
- The consideration of activity units (population plus jobs) helps provide a broader overview of planned development levels.
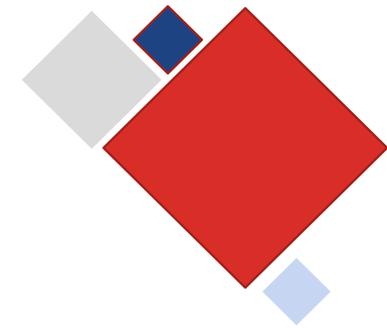


POPULATION PER ACRE 2040

Commercial Blvd

| 0 - 2 |
| 2 - 5 |
| 5 - 10 |
| 10 - 20 |
| 20 - 45 |
| 45 > |

JOBS PER ACRE 2040

Commercial Blvd

| 0 - 2 |
| 2 - 5 |
| 5 - 10 |
| 10 - 20 |
| 20 - 45 |
| 45 > |

ACTIVITY UNITS PER ACRE 2040

Commercial Blvd
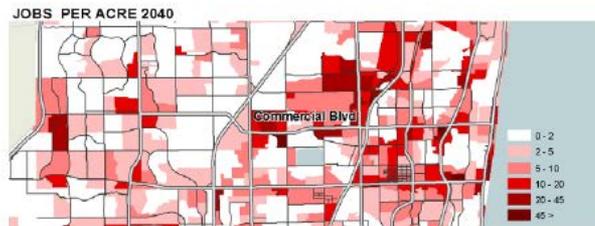
| 0 - 2 |
| 2 - 5 |
| 5 - 10 |
| 10 - 20 |
| 20 - 45 |
| 45 > |

| Context Classification | Secondary Measures | | | |
| | Allowed Residential Density | Allowed Office/ Retail Density | Population Density | Employment Density |
| | Dwelling Units/ Acre | Floor-Area Ratio (FAR) | Persons/Acre | Jobs/Acre |
| --- | --- | --- | --- | --- |
| C1-Natural | N/A | N/A | N/A | N/A |
| C2-Rural | <1 | N/A | <2 | N/A |
| C2T-Rural Town | >4 | >0.25 | N/A | >2 |
| C3R-Suburban Residential | 1 to 6 | N/A | N/A | N/A |
| C3C-Suburban Commercial | N/A | <0.75 | N/A | N/A |
| C4-Urban General | >4 | N/A | >5 | >5 |
| C5-Urban Center | >8 | >0.75 | >10 | >20 |
| C6-Urban Core | >16 | >2 | >20 | >45 |

# EXAMPLE OF SPCC CONCEPT OUTCOME



CONTEXT CLASSIFICATION - PALM BEACH - FUTURE V.4GF - SMOOTHED ROADWAY SEGMENTS

**VALUE**

— C1 - Natural

— C2 - Rural

— C3R - Suburban Residential

— C3C - Suburban Commercial

— C4 - Urban General

— C5 - Urban Center

— C6 - Urban Core

— Special Use District

Draft SPCC concept map subject to further review and refinement

# MULTIMODAL SCOPING CHECKLIST (MMSC)

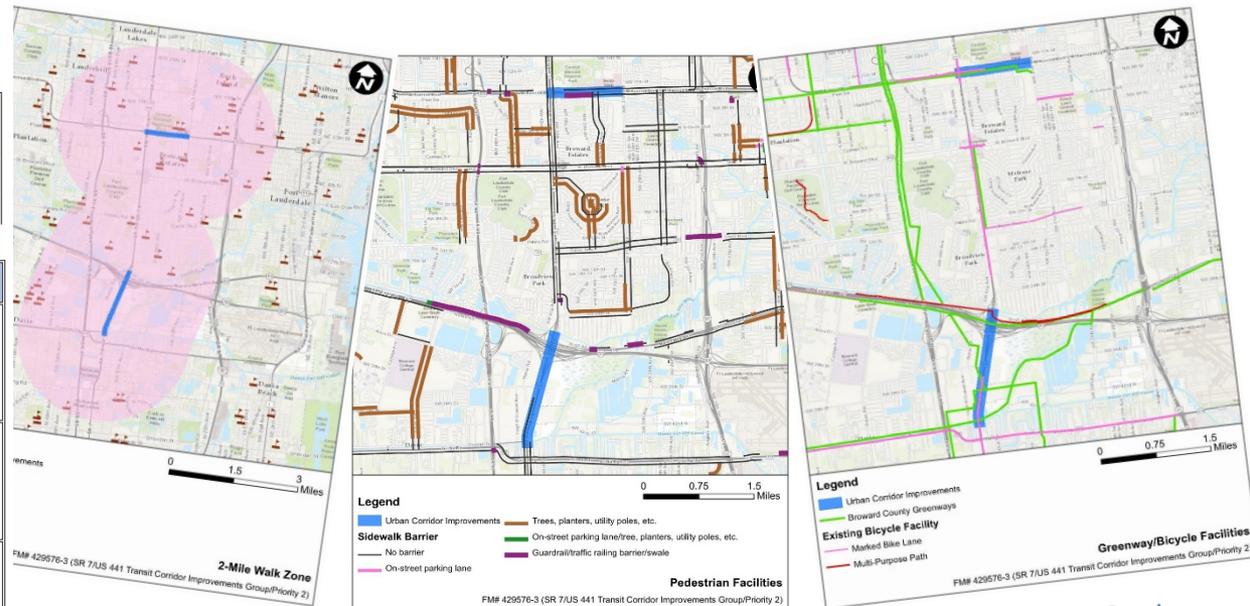- Identify multimodal needs during pre-scoping phase for consideration by Design Project Manager

# MMSC + CONTEXT CLASSIFICATION

## Page 1

FM#: _____  County: _____
Facility Name: _____
Project Limits: _____
Project Type: _____
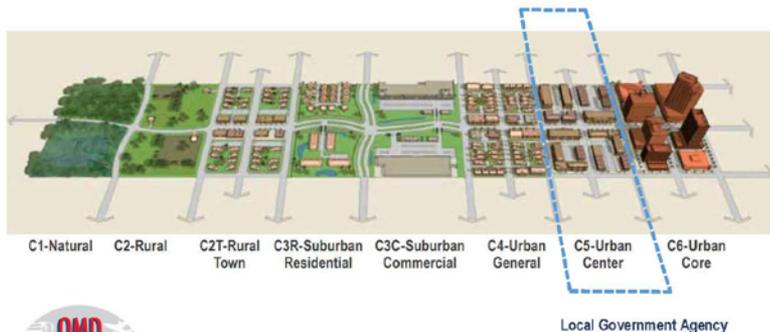Project Manager: _____

*Completing* **FLORIDA'S STREETS**

### Context Classification

Local Government Agency:
Contact Name:
Email:
Phone:

**Your response is important – Please respond by (insert date here – 2 weeks from e-mail)**

The context classification of a roadway will inform FDOT's planning, project development & environment (PD&E), design, construction, and maintenance approaches to ensure that state roadways are supportive of safe and comfortable travel for their anticipated users. Identifying context classification is a preliminary step in planning and design, as different context classifications will have different design criteria.

| Context Classification Determination | |
|---|---|
| | **Context Classification** |
| FDOT has reviewed the land use and street patterns to evaluate context classification along the project corridor. The determination of the context classification(s) to be used for this project is based on an assessment of the primary and secondary measures described in the Context Classification Guide. | **Write Context Here**<br><br>If more than one context…<br><br>**Segment 1: Context**<br>**Segment 2: Context**<br>etc. |



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

Local Government Agency

## Page 2
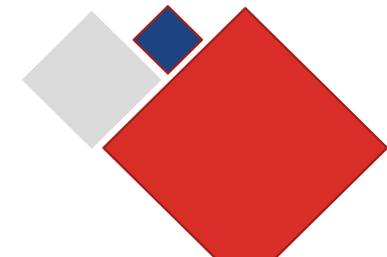
Florida Department of Transportation, District 4
Multimodal Scoping Checklist (MMSC)

**FDOT**

FM#: _____  County: _____
Facility Name: _____
Project Limits: _____
Project Type: _____
Project Manager: _____

| Question |
|---|
| **Please respond to the following question.** |
| 1. Local governments are responsible for developing community goals and visions. Land use policies, transportation planning, transportation networks should provide supportive development patterns and infrastructure. Does the context classification identified above match your communities' land use patterns and plans? If the context classification does not match please provide the sections of adopted planning and policy documents that substantiate this. |

**For more information on Complete Streets and Context Classification, please visit:** www.FLCompleteStreets.com

**If you have questions, need more information or would like to request further coordination, please contact the District 4 Complete Streets Coordinator at 954-777-4284.**
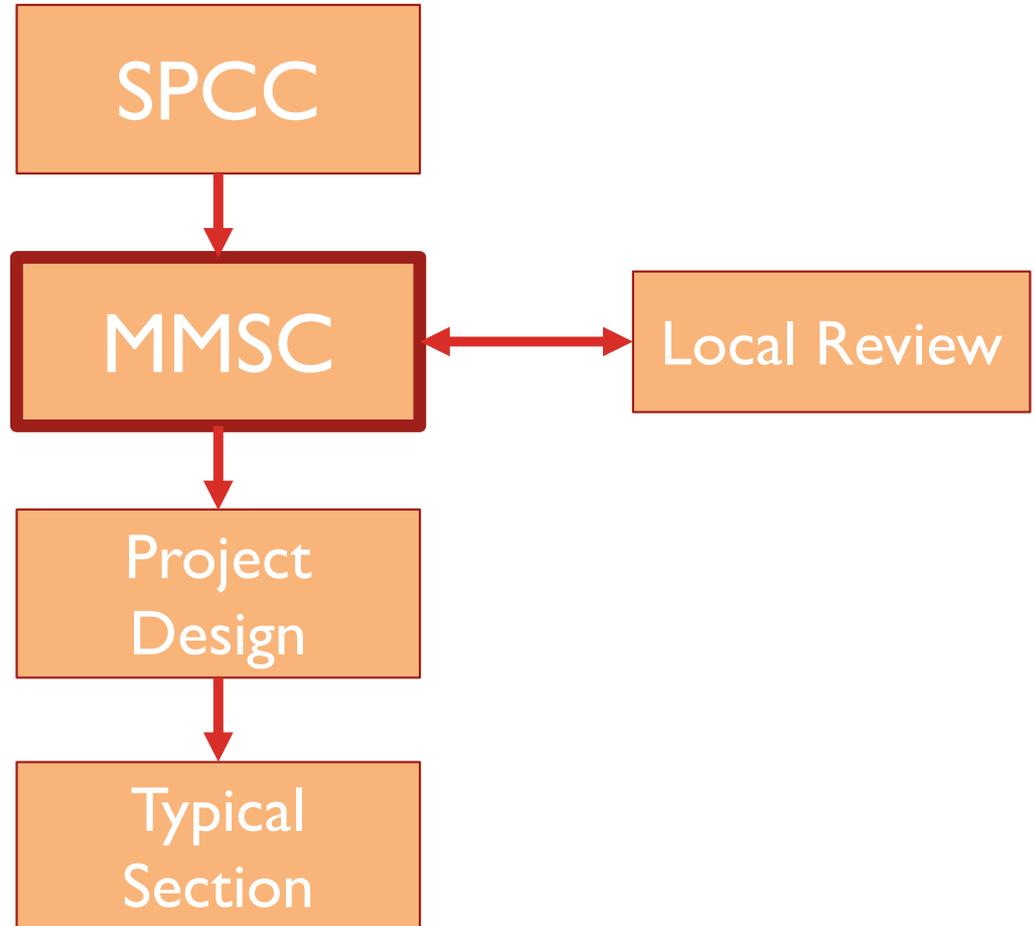
Local Government Agency

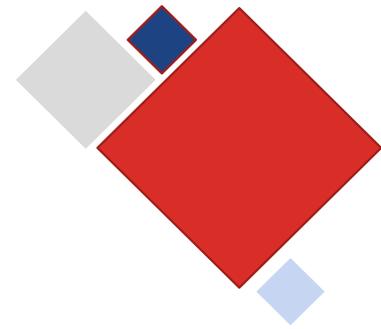# CONTEXT CLASS INFORMATION FLOW
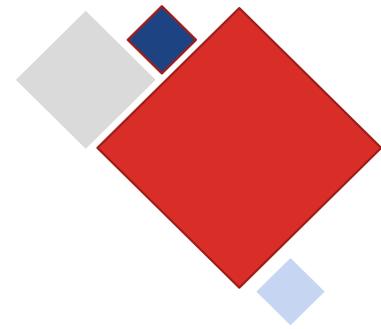
SYSTEMWIDE PROVISIONAL CONTEXT CLASSIFICATION

MULTIMODAL SCOPING CHECKLIST

# MMSC + CONTEXT CLASSIFICATION

Local governments

- review the recommended context classification
- determine if it matches local land use plans, vision, and transportation networks.
- can provide adopted planning and policy documents that substantiate a different context classification.

FDOT may revise context classification based on documentation from local governments.

# OUTREACH SCHEDULE
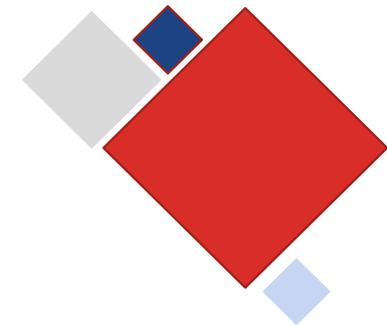
**Fall 2017**
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WORKSHOP

**Winter 2017/2018**
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IMPLMENTATION

**Spring 2018**
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CONTINUING DIALOGUE