



ROADWAY DESIGN OFFICE

Florida Greenbook

Manual of Uniform Minimum Standards for Design,
Construction and Maintenance for Streets and Highways

Sub-committee Meeting

Context Classification Task Team

Agenda

Wednesday, February 21, 2024
1:30 PM – 3:00 PM

Virtual Meeting via Microsoft Teams
[Virtual Meeting Link](#)

1

Introductions

Chapter 19 Subcommittee and FDOT Presenters

2

Traditional Neighborhood Development Content Discussion

Subcommittee

3

Task Team Opportunities and Direction

Nikesh Patel, PE, CPM – City of Sarasota, City Engineer

4

Committee Discussion & Next Steps

Subcommittee

5

Closing remarks

Open for Public Comment

Florida Department of Transportation – Roadway Design Office



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Context Classification Task Team Subcommittee Meeting Minutes

Wednesday, February 21, 2024
1:30 PM – 3:00 PM

Virtual Meeting via Microsoft Teams

Attendees: **Subcommittee Members:** Rick Hall, Nikesh Patel, Deborah Snyder, Billy Hattaway
FDOT Staff: DeWayne Carver, Jacqui Morris, Keith Krieger
Guest: John Browning

Topic:

Presenter

1. Welcome and Introductions

Jacqui Morris

The subcommittee and guest were welcomed and introduced themselves. Jacqui discussed the agenda and meeting logistics.

2. TND Content Discussion

Subcommittee

Rick asked about the scope of the assignment for the consultants who are updating the Context Classification Guide.

DeWayne shared that consultants are updating the guide to be more Greenbook friendly at local level. They are also preparing a GIS test analysis to be used on three different counties. The intent is to provide the counties with greater confidence in their ability to do context classification and use the Greenbook. Counties with more resources will likely want to do their own, but this will be an optional baseline that all counties can use or start with, if the test proves the concept.

3. Task Team Opportunities and Direction

Nikesh Patel

The subcommittee was scheduled to provide comments on Chapter 1. Nik provided most of the feedback thus far. We need to wrap that up and move on to other items.

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Jacqui will send Chapter 1 back out to everyone and will set a target date for comments (by next meeting).

Chapters 1 and 3 and some others must be ready to receive Chapter 19. Similar to FDM 210, Chapters 1 and 3 inform several other chapters. The Greenbook is set up the same way.

Nik shared that we can't lose anything from Chapter 19 in the translation.

Rick mentioned that every jurisdiction in Florida must have a chief engineer. The chief engineer has a document that defines parameters and dictates how to design TNDs in their city. Must have legal authorization. Unless there is a PUD, which can do whatever it wants to.

DeWayne asked if the other committee members knew anything more or were aware of different processes in their communities? Chapter 19 is kind of separate from the rest of the FGB. Are we seeing Chapter 19 being used?

Billy responded yes, absolutely. Billy has used it and seen other local agencies use it (i.e. Destin). Billy was the original author of Chapter 19. The chapter established a definition of place and associated criteria. Everything met AASHTO requirements. They added yield streets. It was an interim document (definitions and design parameters). Rick and Billy worked on it together. Chapters 1, 3 and others need to receive Chapter 19 (to the same degree).

Billy stated engineers like criteria to be in one place. TND needs to be obvious to the reader. Large homebuilders are still doing urban sprawl. Avalon in Daytona Beach is using Chapter 19, and the city is holding them to the Chapter 19 requirements. The locals do tend to use FDOT manuals and criteria (just 1 or 2 versions behind). Sophisticated cities have their own guidance (that supplements or substitutes for FDOT guidance). Tampa is using FDOT context classification.

Rick shared this was the case for Lake Wales Florida is also.

Nik shared Sarasota is using FDOT baseline for major roads and separating out local roads and then breaking them down further.

DeWayne shared that FDOT criteria is primarily at the arterial level. Created context classification out of the TND handbook. The criteria should fit in the right places.

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Billy shared how arterials and collectors are driven by funding (not by trip making). Longer trips will be arterials. Shorter trips on local streets.

DeWayne shared an example of US27 through downtown Tallahassee is an arterial, but not for getting around quickly. Would we redefine those roads?

Rick responded, yes, we call them minor arterials (the latest federal definition). It allows us to do things for walkability (parking on the street, narrower lanes). We can redefine and still be funding eligible.

Access management attempted to make every street function like an interstate (the opposite of context based design). Access management was put in place to prevent access to land from an arterial. That definition was wrong. But we hold onto it tenaciously. SR 27 is a lost cause in D5, but still has some potential in D1 (bumper to bumper traffic). The best way is to establish the context with local parameters like Sarasota. There are different ways we can design a street.

Billy explained how transitions have the most challenges. There is no way to classify those cleanly. The scale is so different from region to region. Need to establish the current context and the future context. When Chapter 19 was written, we were not using transect the way we did later on. Took his team to Charlotte, North Carolina to see what they had accomplished transitioning from suburban to urban. Charlotte is unique.

Break into 3 different levels:

- Rural (C1, C2),
- Suburban (C3), or
- Walkable urban (C2T plus C4, C5, C6)

Chapter 3 would indicate the facility is 1 of these 3. Make it simple.

DeWayne discussed how Chapter 16 is Residential Street Design. We can use that chapter as well. Yield streets are a classic example (easy to explain on a residential street).

Rick explained that Chapter 3 is the intersection to decide which way to go.

Billy explained how some of the Greenbook chapters are hardly used at all. Do the locals use the Maintenance chapter? Let's do a survey of current committee members. Put a check in the box of the chapters they use. Do they use it? Do others in their jurisdiction use it? Maybe use the FACERS group for the survey. Orlando followed and supplemented the FDOT Design Manual.

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Rick asked “what about letting Chapter 3 be a guide for which chapters you go to?”

Jacqui: **Action item** – ensure that all committee members have reviewed Chapter 1 before the next meeting. Maybe include Chapter 3. Make sure the framework is there.

Billy shared that the rest of the committee would not know the rest of the story (that this subcommittee has discussed). This is a new day. Let’s evaluate the Greenbook from top to bottom and modify accordingly.

DeWayne: The face-to-face meeting is scheduled for April. We could go to the full committee. April is not too far away.

Billy shared that a high-level synopsis would be good for the full committee. How to incorporate the changes effectively and explain efficiently to JAPC.

DeWayne suggested that we assemble the notes from this meeting and go to the full committee.

Jacqui shared that we have 3 more subcommittee meetings before the April 25th and 26th face-to-face (2 with the subcommittee, 1 with consultants). The subcommittee agreed to meet next on March 5th at 9am.

Billy asked that we ensure we focus on what makes sense to the users. FACERS is a great avenue.

Nik suggested to wrap up Chapter 1 edits and present to the Chapter 1 subcommittee.

4. Committee Discussion & Next Steps

Kittleson and Associates

- Conduct a survey of the FACER’s group on which chapters of the Florida Greenbook are most useful for their purposes, and which chapters could be merged into other chapters (or sunset).
- Reach out to the Chairs for Chapters 1 and 3 to alert them that we are considering moving portions of Chapter 19 into their chapters.
- Notify all members of the dates and location for the face-to-face meeting (April 25th and 26th).

5. Closing Remarks

Subcommittee

The meeting was opened for public comment. No comments received.