Complete Streets Implementation Update: Handbook and Design Manual

May 10, 2017
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Change with presenter/date
Adopted September 2014
Promotes safety, quality of life, and economic development
Context sensitive system of “Complete Streets”
Serve the transportation needs of transportation system users of all ages and abilities, including:
- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

Policy adopted in Sept 2014
• Four workshops (2015) led by Smart Growth America
• Provided a “common vision” within the agency
• Take away: implementation requires a multi-disciplinary approach
• Updating of manuals, guidance, standards, policies, and other documents
• Introduces FDOT context classifications
• Adds context classification to project scoping (development) process
• Discusses role of local government
• Provides guidance to locals on what to expect from FDOT
Discusses role of FDOT
Guidance to FDOT on Context Classification
Not a Design Manual!
Not a “best practices” book!
Relies on Florida Design Manual (FDM) for criteria
Complete Streets is a philosophy, not a funding program.

Projects will be programmed and funded as they are today but...

…Will now include context classification

Increased emphasis on partnerships and assembling funding packages.
• Local governments can program projects through LRTP to support Complete Streets
• MPOs can prioritize projects to support Complete Streets
• New capacity projects will automatically be context based
• Enhancements beyond FDOT standards still require local funding participation

For example:
• Decorative lighting
• Decorative paving
• Enhanced landscaping
• Other items that vary from FDOT criteria and standards
Training

- Regional Workshops for Local Partners
  - September 19 – Tallahassee
  - September 21 – Tampa
  - September 26 – Orlando
  - September 28 – Ft Lauderdale

- Context Classification, Handbook Structure, District Coordination
Context Classification System

- At the heart of Complete Streets
- Puts the context in “context-based design”
- Based on the common “transect” system

- Allows fine-tuned designs beyond “urban/rural”
- Help determine design criteria, including appropriate design speed

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

MORE RURAL  MORE URBAN
**Primary measures:**
- Land use: fronting uses, parking location
- Roadway Connectivity: intersection density, block perimeter, block length

**Secondary measures:**
- Allowed residential, office, retail density, population density, employment density

MORE RURAL

MORE URBAN

**Categories:**
- **C1** Preserve
- **C2** Rural
- **C2T** Rural Town
- **C3R** Suburban Residential
- **C3C** Suburban Commercial
- **C4** Urban General
- **C5** Urban Center
- **C6** Urban Core
Identification of users

- Right street, right place
- Identify users of roadway

- Data driven
- Design criteria responds to identified users

MORE RURAL

C1
Preserve

C2
Rural

C2T
Rural Town

C3R
Suburban Residential

C3C
Suburban Commercial

MORE URBAN

C4
Urban General

C5
Urban Center

C6
Urban Core
FDM is a replacement for the Plans Preparation Manual (PPM)
Design criteria are in the FDM, not in the Complete Streets Handbook
Uses context classification to determine design criteria
First draft is ready for review at www.FLcompletestreets.com
What’s Changing? PPM > FDM

**PPM Design criteria based:**
- Functional Classification
- Project Area (urban boundary defined by population)
- Design Speed

**FDM Design criteria based:**
- Functional Classification
  - Has not changed. FDM organized into separate chapters by classification
- Context Classification
- Design Speed
  - Adopted lower design speed ranges.
**Increases Flexibility in Design**

- Can include elements that were not allowed at higher design speeds
- Provides opportunity to let locals do more on their part

**Criteria Changes (highlights):**

- **Reduced:**
  - Lane Widths
  - Median Width
  - Lateral Offsets

- **Increased**
  - Border Width
  - Sidewalk widths
### Design Speeds for Arterials and Collectors:

<table>
<thead>
<tr>
<th>Context Classification</th>
<th>Allowable Design Speed Range (mph)</th>
<th>SIS Minimum Design Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PPM</td>
<td>FDM</td>
</tr>
<tr>
<td>Natural (C1)</td>
<td>55-70</td>
<td>55-70</td>
</tr>
<tr>
<td>Rural (C2)</td>
<td>55-70</td>
<td>55-70</td>
</tr>
<tr>
<td>Rural Town (C2T)</td>
<td>40-60</td>
<td>25-45</td>
</tr>
<tr>
<td>Suburban (C3)</td>
<td>40-60</td>
<td>35-55</td>
</tr>
<tr>
<td>Urban General (C4)</td>
<td>40-60</td>
<td>30-45</td>
</tr>
<tr>
<td>Urban Center (C5)</td>
<td>40-60</td>
<td>25-35</td>
</tr>
<tr>
<td>Urban Core (C6)</td>
<td>40-60</td>
<td>25-30</td>
</tr>
</tbody>
</table>
## Lane Widths for Arterials and Collectors:

<table>
<thead>
<tr>
<th>Context Classification</th>
<th>Minimum Lane Widths (ft)</th>
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<tbody>
<tr>
<td></td>
<td>PPM</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>C1 Natural</td>
<td>12</td>
</tr>
<tr>
<td>C2 Rural</td>
<td>12</td>
</tr>
<tr>
<td>C2T Rural Town</td>
<td>11</td>
</tr>
<tr>
<td>C3 Suburban</td>
<td>11</td>
</tr>
<tr>
<td>C4 Urban General</td>
<td>11</td>
</tr>
<tr>
<td>C5 Urban Center</td>
<td>11</td>
</tr>
<tr>
<td>C6 Urban Core</td>
<td>11</td>
</tr>
</tbody>
</table>
### What’s Changing? Sidewalk Widths

<table>
<thead>
<tr>
<th>Context Classification</th>
<th>Sidewalk Width (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1  Natural</td>
<td>5</td>
</tr>
<tr>
<td>C2  Rural</td>
<td>5</td>
</tr>
<tr>
<td>C2T Rural Town</td>
<td>6</td>
</tr>
<tr>
<td>C3  Suburban (Residential, Commercial)</td>
<td>6</td>
</tr>
<tr>
<td>C4  Urban General</td>
<td>6</td>
</tr>
<tr>
<td>C5  Urban Center</td>
<td>10</td>
</tr>
<tr>
<td>C6  Urban Core</td>
<td>12</td>
</tr>
</tbody>
</table>

- Standard width for C2T and C4 may be increased to 8 feet when approved by the District Design Engineer.
- When the sidewalk widths listed above are not obtainable revert to current standards.
Example Project: 40th Street

Before: 3 travel lanes

After: 2 travel lanes and a buffered bike lane
Example Project: Jackson St

Before: 3 travel lanes, parking, bike lane

After: 2 travel lanes, parking, separated bike lane
Questions

www.FLcompletestreets.com
Thank you!

• Thanks for reviewing FDOT’s Complete Streets Handbook and FDOT Design Manual

• Please provide your comments using the survey at www.FLcompletestreets.com by May 26, 2017
Key Milestones

- **June 2017**: Final Draft of Complete Streets Handbook
- **August 2017**: Second Draft of 2018 FDM (external)
- **August 2017**: FDOT Training on FDM Context Based Design
- **Nov. 2017**: Posting of 2018 FDM