COMPLETE STREETS AND COMMUNITY PLANNING

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State Complete Streets Program Manager
Secretary’s Pedestrian Safety Initiative


- Orlando, Tampa, Jacksonville, Miami-Ft. Lauderdale

- Secretary Kevin Thibault... “Safety for all modes” is an FDOT priority.”
FDOT Complete Streets Policy

- 100+ yrs. – select typical section elements based on needed capacity and urban/rural designation.
- 2018 – Provide a typical that serves all users and is in harmony with the context of adjacent properties.
- Safety, Quality of Life, Economic Development

Policy adopted in Sept 2014
FDOT Design Manual (FDM)

- Final manual posted November 1, 2017
- Implementation date January 1, 2018.
Location: Florida
Initiative: FDOT Design Manual

Context-sensitive street typology. Image courtesy of FDOT.

Florida has implemented all seven key implementation steps that lead to lasting, successful Complete Streets initiatives:

- Adopt a policy
- Revise plans & processes
- Develop design guidelines
- Offer trainings
- Create a committee
- Engage the community
- Implement projects
FDOT Context Classification

- Defines Approach, Process, Expectations, Best Practices
- Complete description of context classifications
- Based on Draft Handbook

www.FLcompletestreets.com
What are the FDOT Context Classifications?

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

• Webinars at www.FLcompletestreets.com
• How to use the Matrix
• Using Primary and Secondary Measures
• Examples for each context classification
• Contact the Roadway Design Office with training requests

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RELATIONSHIP TO FDOT DESIGN MANUAL

Creating Sense of Place and Quality of Life

• 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

• FDM 202 Speed Management
## Table 201.4.1 Design Speed

### Limited Access Facilities
(Interstates, Freeways, and Expressways)

<table>
<thead>
<tr>
<th>Area</th>
<th>Allowable Range (mph)</th>
<th>SIS Minimum (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural and Urban</td>
<td>70</td>
<td>70</td>
</tr>
<tr>
<td>Urbanized</td>
<td>50-70</td>
<td>60</td>
</tr>
</tbody>
</table>

### Arterials and Collectors

<table>
<thead>
<tr>
<th>Context Classification</th>
<th>Allowable Range (mph)</th>
<th>SIS Minimum (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1 Natural</td>
<td>55-70</td>
<td>65</td>
</tr>
<tr>
<td>C2 Rural</td>
<td>55-70</td>
<td>65</td>
</tr>
<tr>
<td><strong>C2T Rural Town</strong></td>
<td><strong>25-45</strong></td>
<td><strong>40</strong></td>
</tr>
<tr>
<td>C3 Suburban</td>
<td>35-55</td>
<td>50</td>
</tr>
<tr>
<td>C4 Urban General</td>
<td>30-45</td>
<td>45</td>
</tr>
<tr>
<td>C5 Urban Center</td>
<td>25-35</td>
<td>35</td>
</tr>
<tr>
<td>C6 Urban Core</td>
<td>25-30</td>
<td>30</td>
</tr>
</tbody>
</table>

**Notes:**

1. SIS Minimum Design Speed may be reduced to 35 mph for C2T Context Classification when appropriate design elements are included to support the 35 mph speed, such as on-street parking.
2. SIS Minimum Design Speed may be reduced to 45 mph for curbed roadways within C3 Context Classification.
3. For SIS facilities on the State Highway System, a selected design speed less than the SIS Minimum Design Speed requires a Design Variation as outlined in SIS Procedure (Topic No. 525-030-200).
4. For SIS facilities not on the State Highway System, a selected design speed less than the SIS Minimum Design Speed may be approved by the District Design Engineer following a review by the District Planning (Intermodal Systems Development) Manager.
Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths

<table>
<thead>
<tr>
<th>Context Classification</th>
<th>Travel (feet)</th>
<th>Auxiliary (feet)</th>
<th>Two-Way Left Turn (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Design Speed (mph)</td>
<td>Design Speed (mph)</td>
<td>Design Speed (mph)</td>
</tr>
<tr>
<td></td>
<td>25-35</td>
<td>40-45</td>
<td>≥ 50</td>
</tr>
<tr>
<td>C1 Natural</td>
<td>11</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>C2 Rural</td>
<td>11</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>C2T Rural Town</td>
<td>11</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>C3 Suburban</td>
<td>10</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>C4 Urban General</td>
<td>10</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>C5 Urban Center</td>
<td>10</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>C6 Urban Core</td>
<td>10</td>
<td>11</td>
<td>12</td>
</tr>
</tbody>
</table>

**Travel Lanes:**
1. Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% with design speed 25-35 mph (regardless of context).
2. Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
3. 10-foot travel lanes are typically provided on very low speed roadways, but should consider wider lanes when transit is present or truck volume exceeds 10%.
4. Travel lanes should not exceed 14 feet in width.

**Auxiliary Lanes:**
1. Auxiliary lanes are typically the same width as the adjacent travel lane.
2. Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
3. Median turn lanes should not exceed 15 feet in width.
4. For RRR Projects, 9-foot right turn lanes on very low speed roadways are allowed.

**Two-way Left Turn Lanes:**
1. Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
2. For RRR Projects, the values in the table may be reduced by 1-foot.
# Table 222.1.1

## Standard 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</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>

Notes:

1. For C2T, C3 and C4, sidewalk width may be increased up to 8 feet when the demand is demonstrated.
2. For C5 and C6, when standard sidewalk width cannot be attained, provide the greatest attainable width possible, but not less than 6 feet.
3. For RRR projects, unaltered sidewalk with width 4 feet or greater may be retained within any context classification.
4. See *FDM 260.2.2* for sidewalk width requirements on bridges.
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 move curb or buy ROW
- Get ready for RRR – start early with your own planning
- Support RRR with other project funding (goes with)
- We may have to miss opportunities on early/current projects
- Early Coordination and Partnerships
WHO DETERMINES CONTEXT CLASSIFICATION?

• District Staff
  o District can assign staff to oversee context classification evaluation
  o Multiple offices/groups should be involved
  o On projects where FDOT currently coordinates with local governments, FDOT should continue to coordinate with local governments to calibrate context classification
  o Local form-based codes and zoning can be used to inform FDOT’s context classification determination

• Final determination is made by FDOT
Fundamentally, FDOT’s Complete Streets Approach is about linking land use & transportation decisions/investments.
It is about putting the right street in the right place.
LOCAL INFLUENCE ON CONTEXT CLASSIFICATION

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

- Florida Greenbook
  - How do locals incorporate context classification on their roadways?
  - How do other local plans interact with context classification and Greenbook?
- Department of Economic Opportunity
- Main Streets program
- Status of Statewide Context Classification
- Special Districts
- Planning and Design Feedback
- What is the most effective way to help local governments help the Department reach all our common goals?
  - Safety, Quality of Life, Economic Development
WHERE DOES FDOT LOOK TO UNDERSTAND COMMUNITY VISION?
WHAT TO BRING TO CONTEXT CLASSIFICATION DISCUSSIONS

• Clear vision based on:
  • Recently permitted development projects
  • Programmed infrastructure plans for new local streets, bike and pedestrian facilities
  • Adopted plans vetted through community discussion
  • Land development code
  • Public participation process

• Familiarity with FDOT Context Classification system and design criteria
• An open mind!
## PARTNERING ROLES

<table>
<thead>
<tr>
<th>FDOT’s Role</th>
<th>Local Government’s Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Manage statewide and regional mobility</td>
<td>• Provide local vision</td>
</tr>
<tr>
<td>• Allocate and manage state/federal transportation funds</td>
<td>• Plan for the future of communities</td>
</tr>
<tr>
<td>• Maintain and improve state transportation infrastructure</td>
<td>• Manage local mobility and local circulation system</td>
</tr>
<tr>
<td></td>
<td>• Manage and control land use and development</td>
</tr>
<tr>
<td></td>
<td>• Deal with almost all aspects of community-building—physical, social, economic</td>
</tr>
<tr>
<td>PARTNERING ROLES</td>
<td>FDOT’s Role</td>
</tr>
<tr>
<td>------------------</td>
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</tr>
</tbody>
</table>
| **FDOT’s Role**  | • Work with municipalities to understand their land development decisions and limitations.  
• Understand the community’s planning and transportation goals, and identify project alternatives that support these goals.  
• Participate in local visioning efforts | **Local Government’s Role**  
• Improve local network connectivity.  
• Encourage developments that support multimodal needs.  
• Consider access management ordinance.  
• Plan regionally and work with all levels of government.  
• Ensure public engagement |