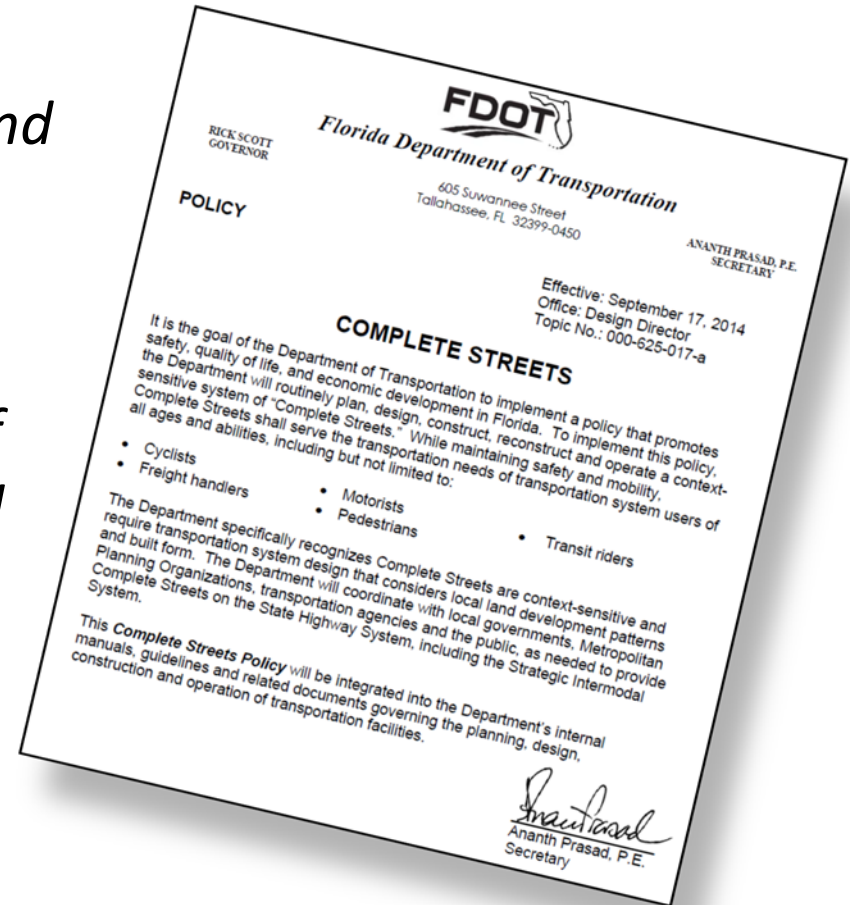


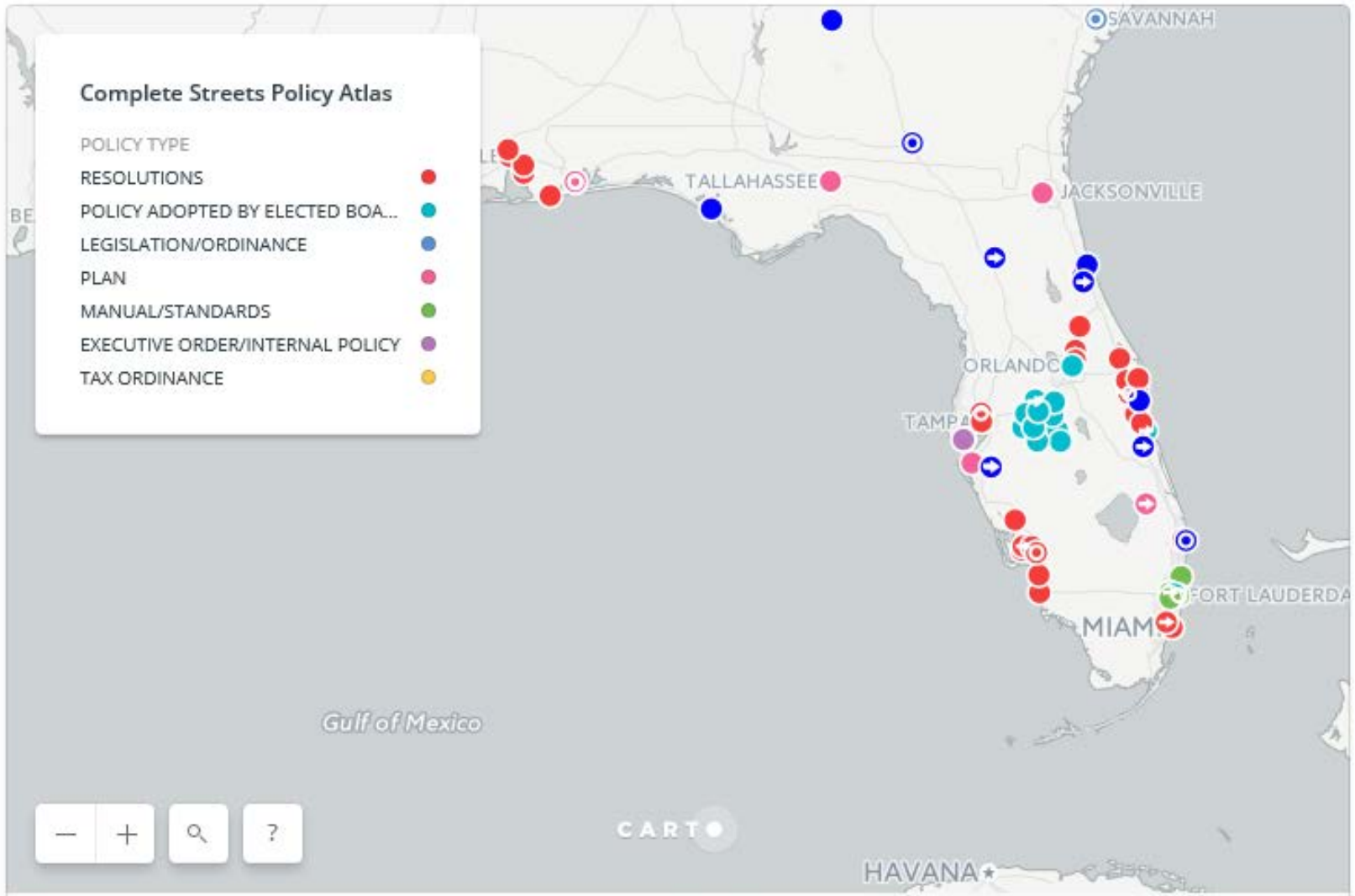
Complete Streets Handbook and FDOT Design Manual Update

May 2017

- *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



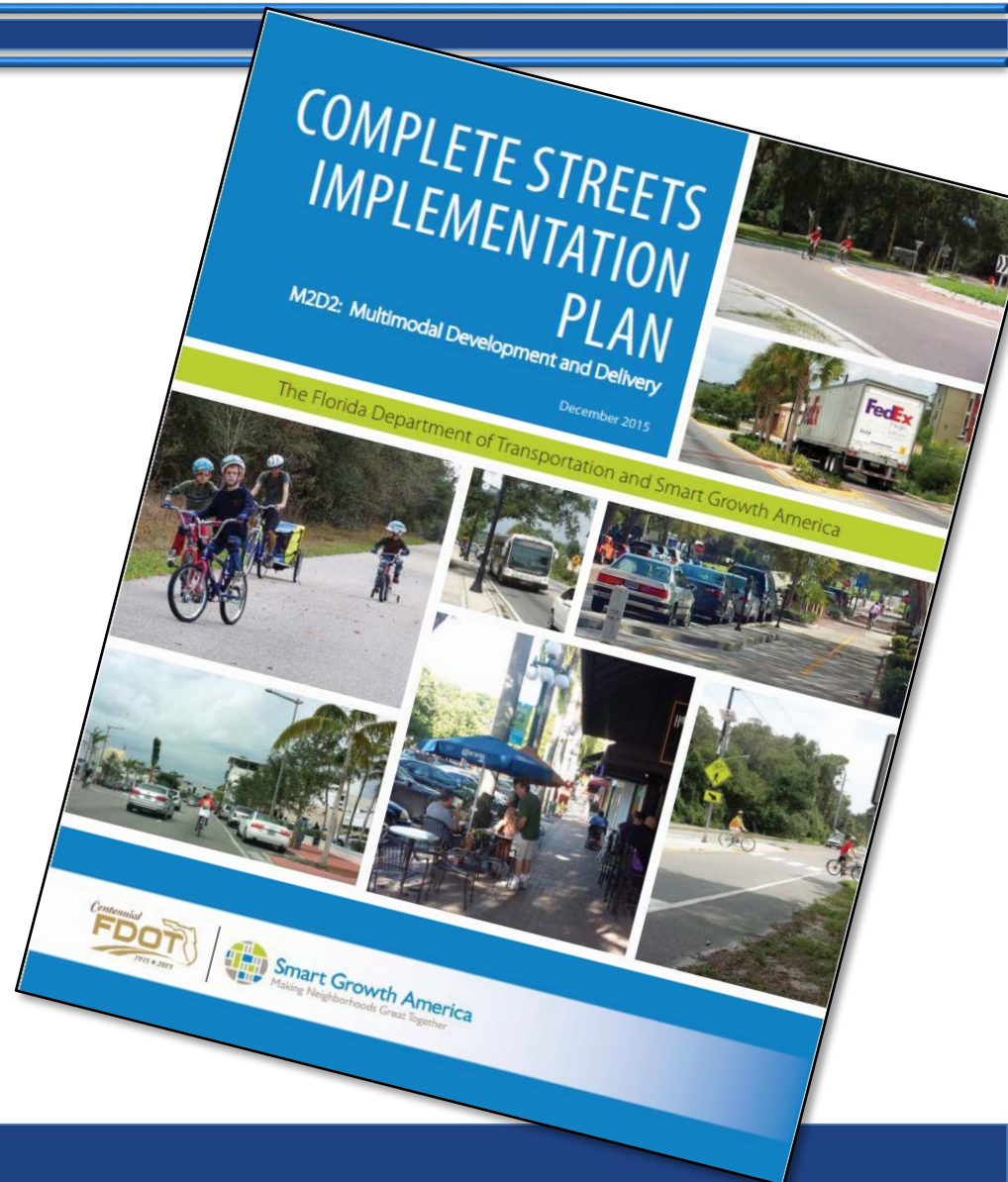
Policy adopted in Sept 2014



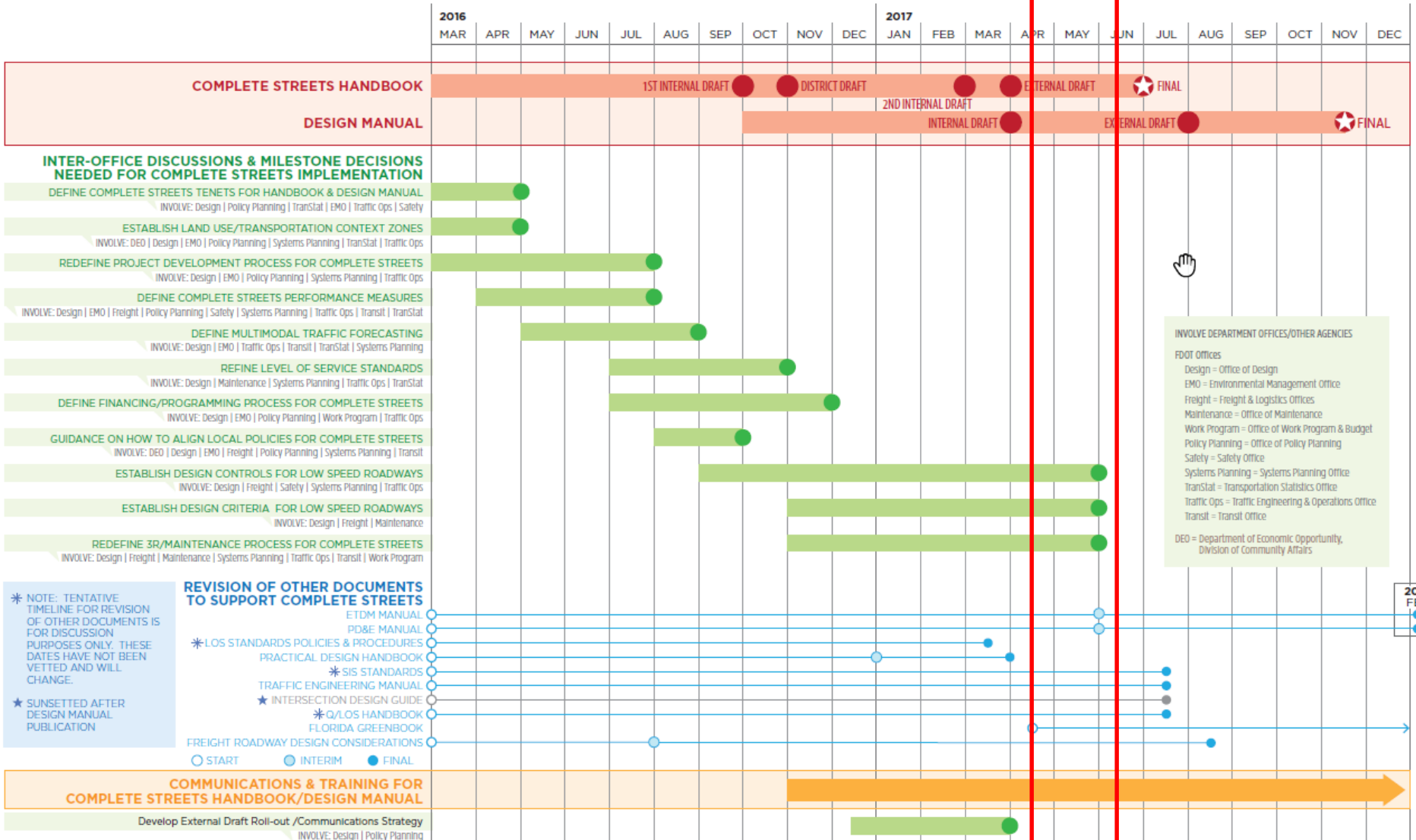
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CART 0

- Completed December 2015
- Described how to enact the Complete Streets Policy
- Provided a “common vision” within FDOT.
- Required a multi-disciplinary approach.
- Conducted by Smart Growth America
- Complete Streets is a process, not a product



FDOT DECISION FRAMEWORK & TIMELINE FOR COMPLETE STREETS IMPLEMENTATION



INVOLVE DEPARTMENT OFFICES/OTHER AGENCIES

FDOT Offices

- Design = Office of Design
- EMO = Environmental Management Office
- Freight = Freight & Logistics Offices
- Maintenance = Office of Maintenance
- Work Program = Office of Work Program & Budget
- Policy Planning = Office of Policy Planning
- Safety = Safety Office
- Systems Planning = Systems Planning Office
- TransStat = Transportation Statistics Office
- Traffic Ops = Traffic Engineering & Operations Office
- Transit = Transit Office

DEO = Department of Economic Opportunity, Division of Community Affairs

* NOTE: TENTATIVE TIMELINE FOR REVISION OF OTHER DOCUMENTS IS FOR DISCUSSION PURPOSES ONLY. THESE DATES HAVE NOT BEEN VETTED AND WILL CHANGE.

★ SUNSETTED AFTER DESIGN MANUAL PUBLICATION

- START
- INTERIM
- FINAL

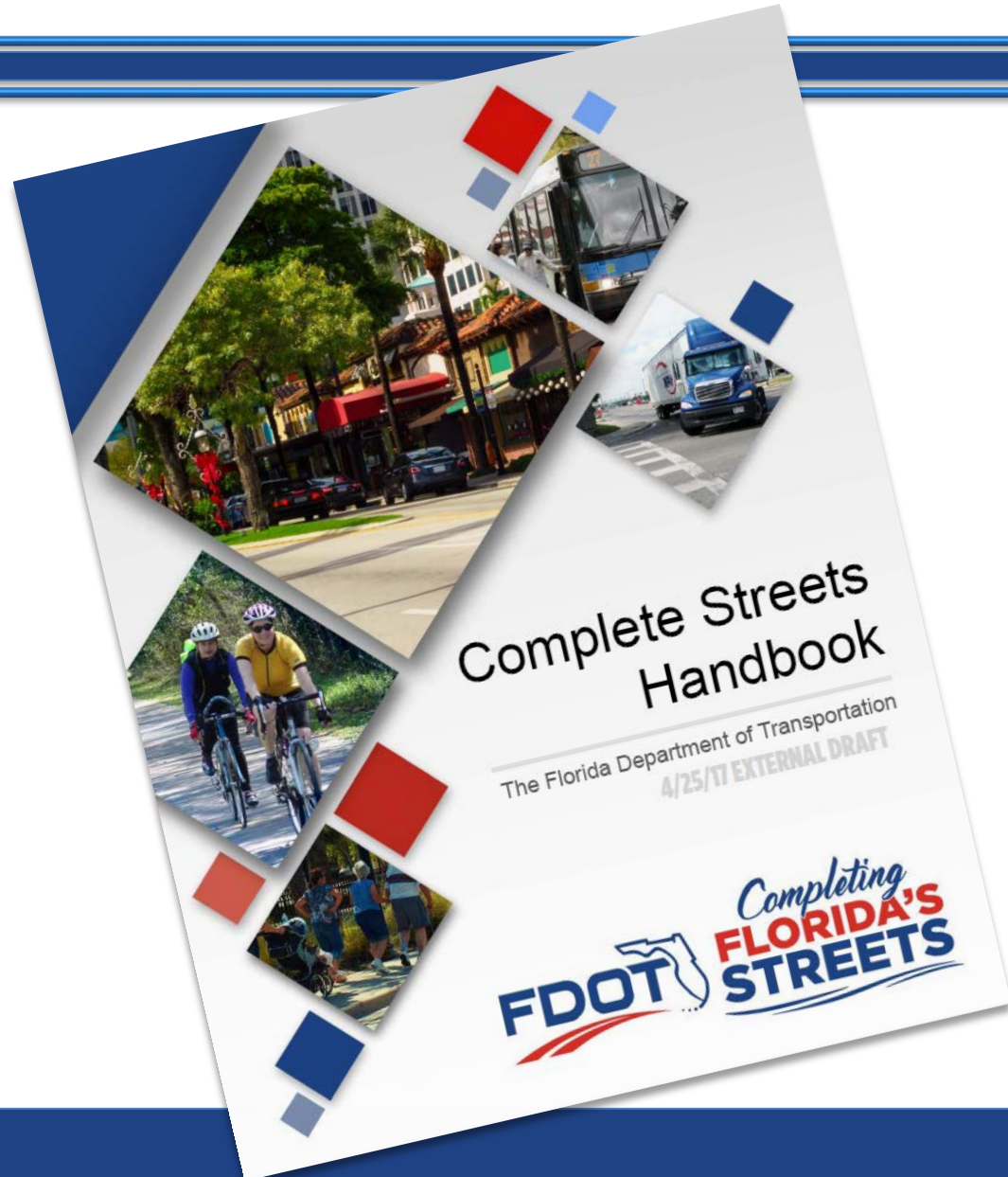
2018 FEB

Key Milestones:

- April 25 First Draft of 2018 FDOT Design Manual (FDM)
External Draft of Complete Streets Handbook
- May 26 Comments due on Draft Complete Streets Handbook
- June 2017 Final Draft of Complete Streets Handbook
- July 2017 Comments due on 2018 FDM
- August 2017 Training on FDM Context Based Design
- Nov. 2017 Posting of 2018 FDM
- January 2018 FDM becomes effective



- Introduces FDOT context classifications
- Adds context classification to project scoping
- Discusses role of local government
- Discusses Role of FDOT
- Not a Design Manual!
- Not a “best practices” book!



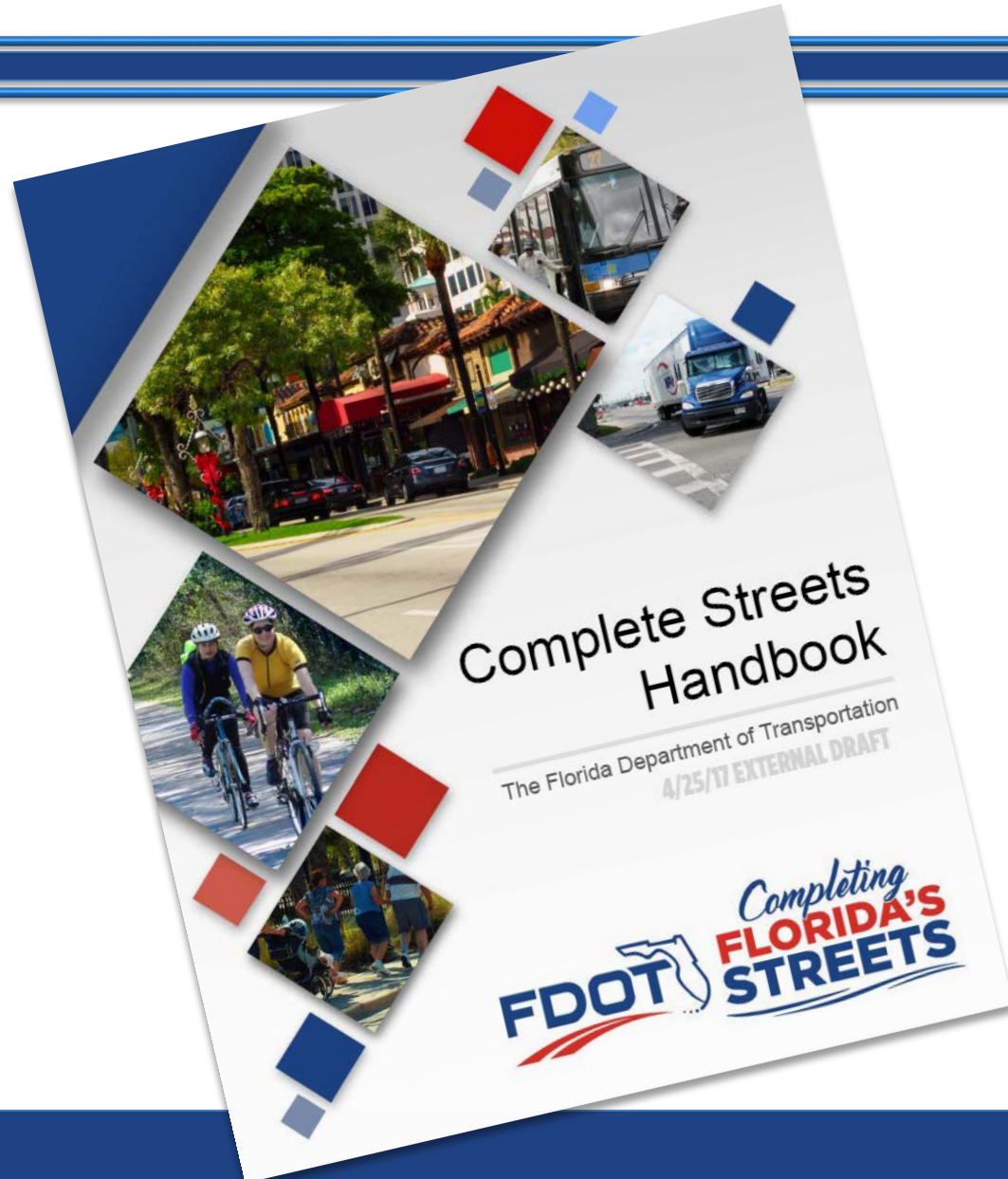
- What to expect from FDOT
- What is expected from Local Partners
- Guidance on Context Classification
- Relies on FDOT Design Manual for criteria

4/25/17 EXTERNAL DRAFT

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		A20	APPENDIX F List of Handbooks and Guidance Documents that Include Tools for Implementing Complete Streets

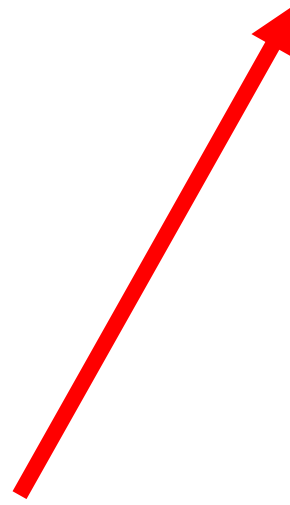
- Complete Streets is a philosophy, not a funding program
- Projects will be programmed and funded as they are today but...
- ...Will now include context classification
- Increased emphasis on partnerships and assembling funding packages



- 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

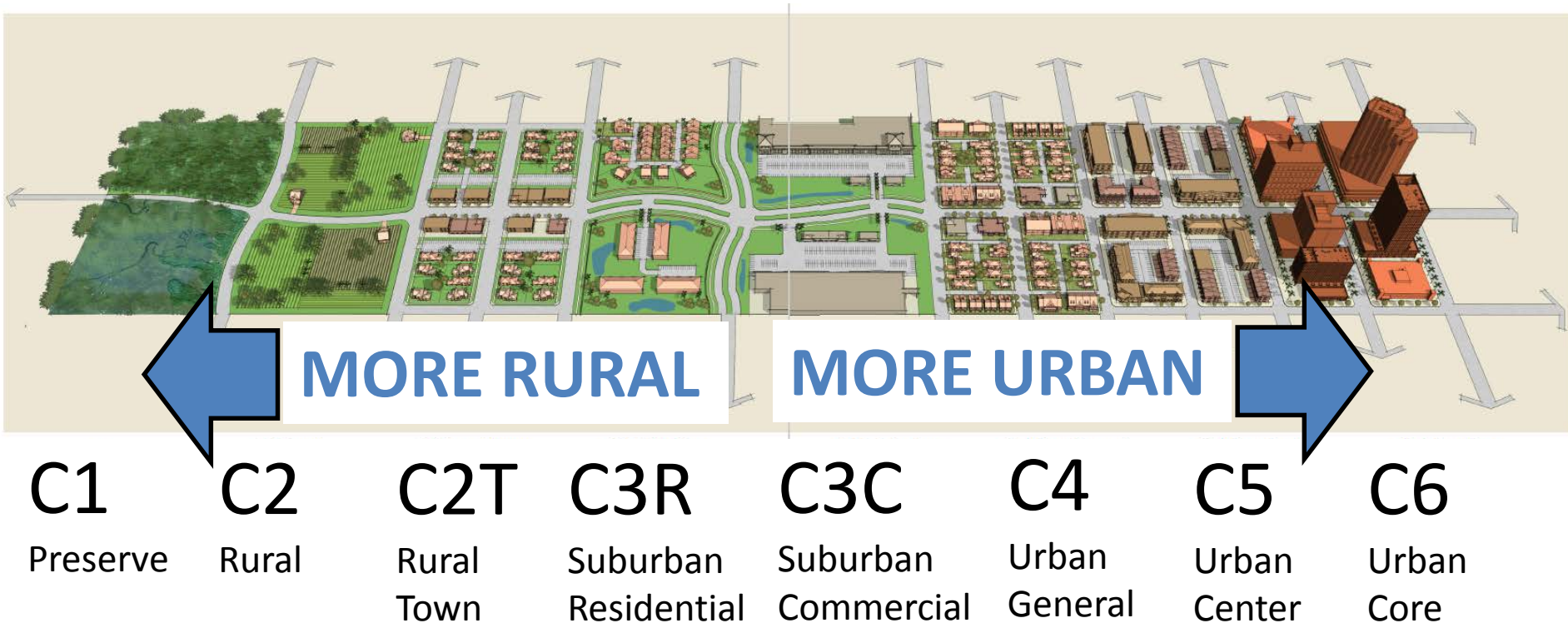
For Example:

- Decorative lighting
- Decorative paving
- Enhanced landscaping
- Other items that vary from FDOT criteria and standards



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



- Submit comments via survey at www.FLcompletestreets.com
- Comment period closes May 26, 2017



2018 FDOT Design Manual (FDM)

A Three-part Manual

- 100 Series - Processes
- 200 Series - Criteria
- 300 Series – Plans Production

www.FLcompletestreets.com

Highlights:

- FDM is a replacement for the Plans Preparation Manual (PPM)
- Design criteria are in the FDM, not in the Complete Streets Handbook
- Introduces context classification to determine design criteria
- First draft is ready for review at www.FLcompletestreets.com

Plans Preparation Manual (PPM) Design criteria based on:

- Functional Classification
- Project Area (urban boundary defined by population)
- Design Speed

FDM Design criteria based on:

- Functional Classification
 - Has not changed. FDM organized into separate chapters by classification
- Context Classification
 - Replaces Project Area type
- Design Speed
 - Adopted lower design speed ranges.

What's Changing?

Design Speeds for Arterials and Collectors:

Context Classification		Allowable Design Speed Range (mph)		SIS Minimum Design Speed (mph)	
		PPM	FDM	PPM	FDM
C1	Natural	55-70	55-70	65	65
C2	Rural	55-70	55-70	65	65
C2T	Rural Town	40-60	25-45	50	40
C3	Suburban	40-60	35-55	50	50
C4	Urban General	40-60	30-45	45	45
C5	Urban Center	40-60	25-35	45	35
C6	Urban Core	40-60	25-30	45	30

FDM Increases Flexibility in Design

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

Criteria Changes (highlights):

- Reduced:
 - Lane Widths
 - Median Width
 - Lateral Offsets
- Increased
 - Border Width
 - Sidewalk widths



What's Changing?

Lane Widths for Arterials and Collectors:

Context Classification		Minimum Lane Widths (ft)	
		PPM	FDM
C1	Natural	12	12
C2	Rural	12	12
C2T	Rural Town	11	11
C3	Suburban	11	10
C4	Urban General	11	10
C5	Urban Center	11	10
C6	Urban Core	11	10

25-35 mph

- **Regional Workshops for Local Partners**
 - » September and October 2017
- **Context Classification, Handbook Structure, District Coordination**
- **Look for updates at**
www.FLcompletestreets.com

Questions?



www.FLcompletestreets.com