Florida Has 9 of the 11 Most Dangerous Metro Areas in the U.S.
POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-a

COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of “Complete Streets.” While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Motorists
- Freight handlers
- Pedestrians
- Transit riders

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This Complete Streets Policy will be integrated into the Department’s internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.

Ananth Prasad, P.E.
Secretary
In 2015, FDOT embarked on a journey to change the way we think about our transportation system. Spurred by the 2014 adoption of our **Complete Streets Policy** and concurrent with revisions to the Florida Transportation Plan, the Department engaged SmartGrowth America to facilitate a series of Complete Streets-focused workshops. The workshops included a selection of external partners as well as FDOT. Representatives from local and regional governments, industry trade groups, developers, and other experts had seats at the table and participated fully in the discussions and revelations of the workshops. The meetings made it clear that a 21st Century FDOT had to change "business as usual" practices to put context first. As FDOT Secretary Jim Boxold likes to put it, we have to put the right street in the right place. The days of "one size fits all" design are over.

The **Complete Streets Implementation Plan** (*PDF*), released in December 2015, is our playbook for changing everything we do, so we can put context at the center of our decision-making. It prescribes detailed chapter-and-verse edits to the dozen key FDOT manuals and guides that control the bulk of FDOT's planning, design, and operations.

The meeting minutes, presentations, and agendas for the workshops are provided below, for anyone interested in seeing what FDOT saw, thought, and said about our Complete Streets transformation. Moving ahead, FDOT is guided by a **Timeline** of specific updates and products through 2017, each of which is completes part of the Implementation Plan.
We Are Here

Comments on Complete Streets Handbook

Due to FDOT by May 26, 2017
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Local Governments to Determine “Context Classification”
Primary Measures

- Land Use
- Building Height & Placement
- Fronting Uses
- Location of Off-Street Parking
- **ADD: On-Street Parking**
- Roadway Connectivity
  - Intersection Density
  - Block Perimeters
  - Block Length
  - **ADD: Alley Network**

Secondary Measures

- Residential Density
- Non-Residential Intensity
- Population & Employment Density
Emphasis on Developing Regional & Community Visions

- Leadership by MPO/TPOs, Local Governments, Regional Planning Councils
- Inform FDOT Transportation Decision-Making
- Expand Community Engagement
- Refine Land Development Regulations

Community visions can help inform who the major users are and what the context classification of the roadway is.
Source: Adapted from FDOT District 5 Multimodal Corridors Planning Guidebook
Bicycle Networks & Variable Cyclist User Needs

- Overview of Different Types of Cyclists
- Discussion of Various Cycling Facility Measures & Features (e.g., buffered bicycle lanes, protected bicycle lanes, sharrows)
- **ADD:** Consideration of Alternative & Parallel Cycling Networks
Roadway Design Elements to Influence Operating Speed:

- Horizontal & Vertical Deflections (e.g., roundabouts, on-street parking, raised intersections)
- Lane Widths & Physical Measures
- Roadway “Enclosure” from Building Setbacks
- On-street Parking
- Street Trees & Other Landscaping
- Intersection Spacing
- Other Measures as Needed
FUNDING AND MAINTENANCE

There is no separate FDOT funding category or FDOT funding source specifically for Complete Streets. Projects that require modifications to comply with criteria associated with the context classification will be funded through the funding programs currently available to Federal, State, and local roadways, as appropriate. The existing MPO funding process will remain the same.

FDOT will fund the maintenance of aspects of transportation projects that are necessary to comply with adopted FDOT design criteria contained in the FDM. If local governments or other partners would like to include features that go beyond what is required by FDOT design criteria, funding for the construction and maintenance of those additional components will be the responsibility of the local government or local partner, as defined in a local maintenance agreement. Current elements being maintained by local governments or other partners as part of local maintenance agreements (e.g. traffic signals on state roadways) will continue to be maintained per the agreements in place.

Funding & Maintenance:

- No Separate FDOT Funding Category Specifically for Complete Streets
- Significant “Catch-Up” to Repair the State Transportation Network
- **ADD:** Creation of a Separate Complete Streets Funding Source:
  - Allocate to FDOT Districts
  - Accelerate Safety Improvements
  - Create Potential Leverage with Other Public & Private Funding Sources
  - Provide Faster Implementation
## Appendix D

### PROPOSED FDM DESIGN SPEED RANGES BY CONTEXT CLASSIFICATIONS FOR NON-LIMITED-ACCESS FACILITIES

<table>
<thead>
<tr>
<th>Context Classification</th>
<th>Allowable Design Speed Range for Non-SIS (mph)</th>
<th>Minimum Design Speed for SIS (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>C2T-Rural Town</td>
<td>25-45</td>
<td>40</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>

Refer to the FDM for design criteria and refer to the SIS Procedure 525-030-260-b for SIS standards.
The Roadway Design Memorandum 17-02, announces the Draft release of the 2018 FDOT Design Manual (FDM) for industry review. Chapters presented here are for review purposes only and subject to change. Proposed criteria contained within these chapters will not become effective until the FDM is implemented on January 1, 2018. This CROSSWALK explains how topics transition from the current PPM to the proposed FDM. This VIDEO describes the new format and navigation of the FDM.

Send us your comments and suggestions by July 31, 2017

(Website Updated 05/02/2017)
Staff Recommendation:
Council should approve the staff report evaluating the FDOT Complete Streets Handbook for transmittal to the Florida Department of Transportation.