

FDOT COMPLETE STREETS

DeWayne Carver, AICP

State Complete Streets Program Manager

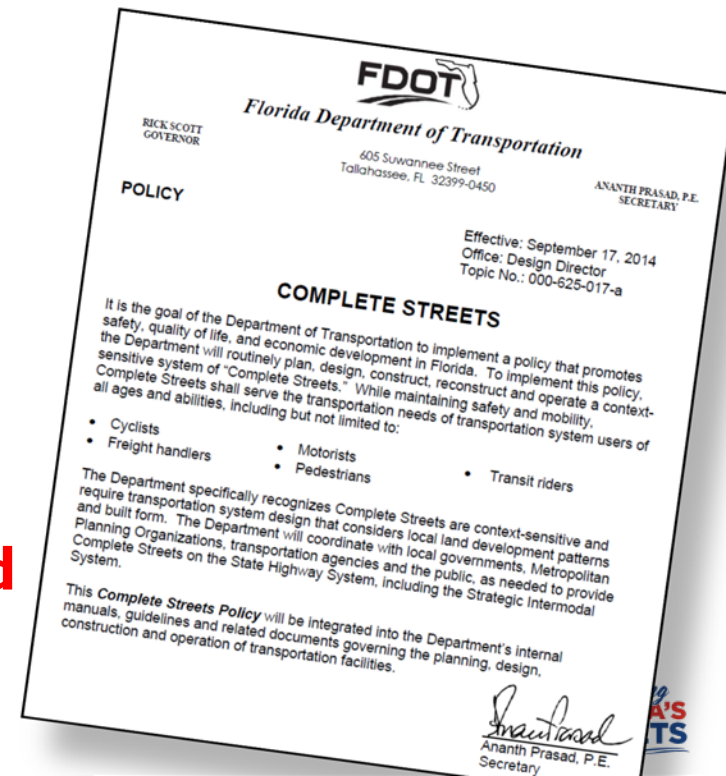
FDOT Roadway Design Office



FDOT Complete Streets Policy

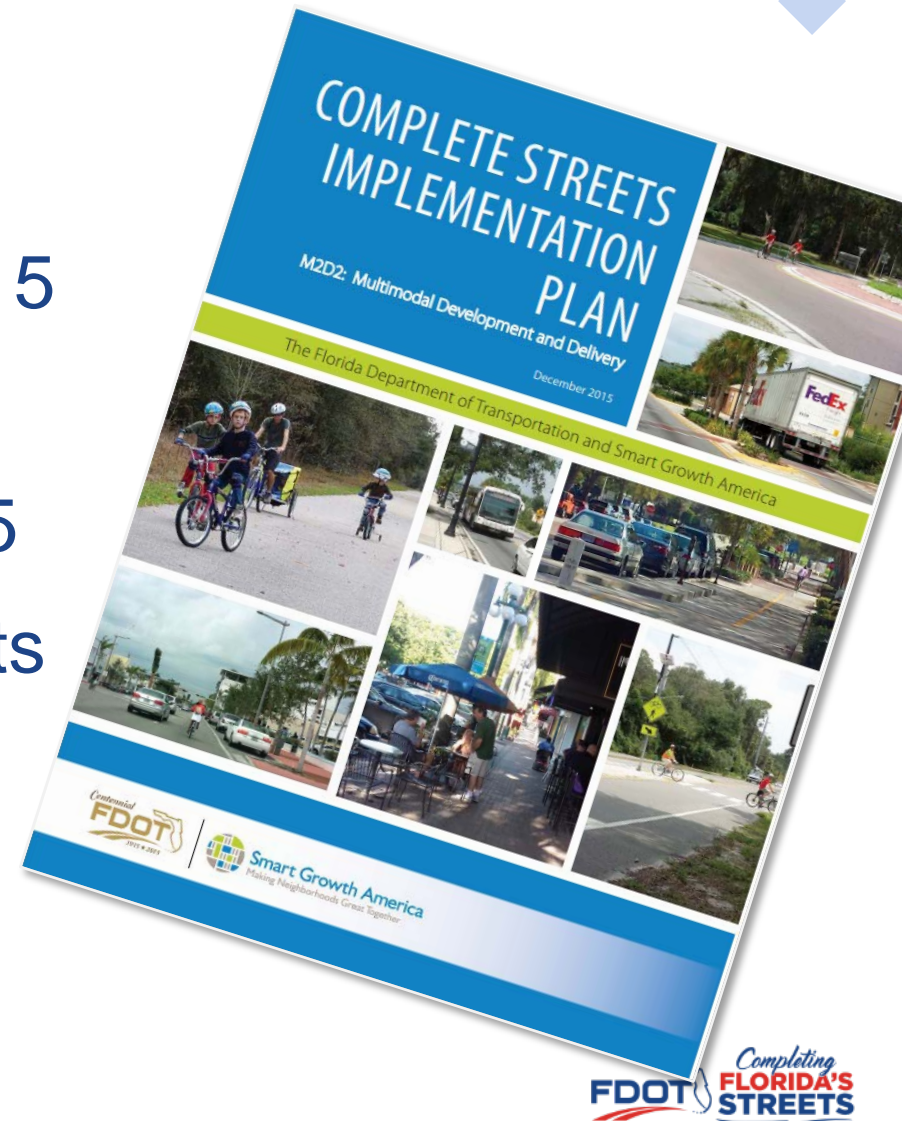
- 100+ yrs. – select typical section elements based on needed capacity and urban/rural designation.
- 15 years ago “Context Sensitive Solutions” debuted.
- 2014 – Provide a typical that serves all users and is in harmony with the context of adjacent properties.

**Policy adopted
in Sept 2014**



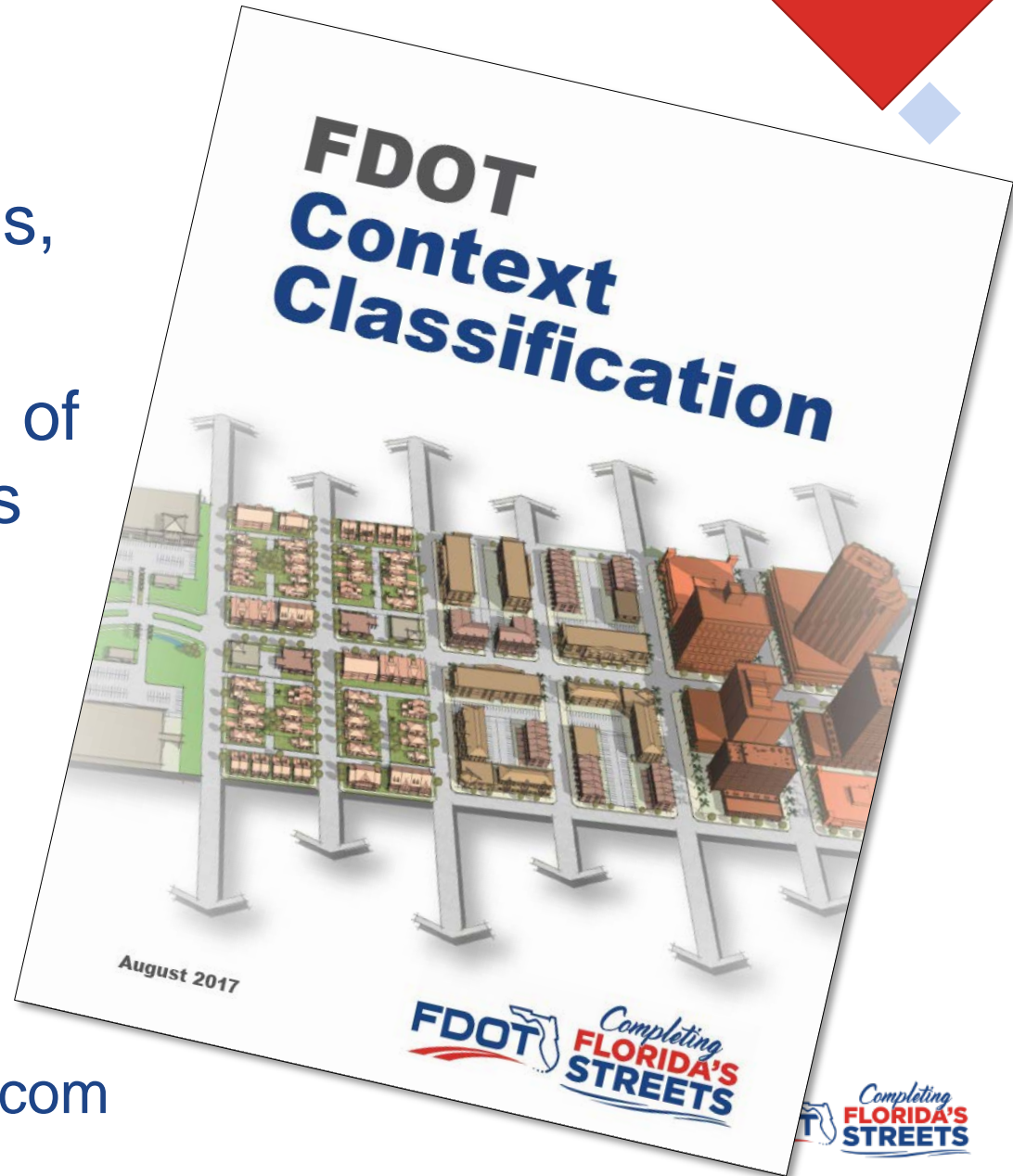
Implementation Plan

- Smart Growth America
- 4 workshops Summer 2015
- Implementation Team
- Approved December 2015
- Modifies 11 key documents



FDOT Context Classification

- Defines Approach, Process, Expectations, Best Practices
- Complete description of context classifications

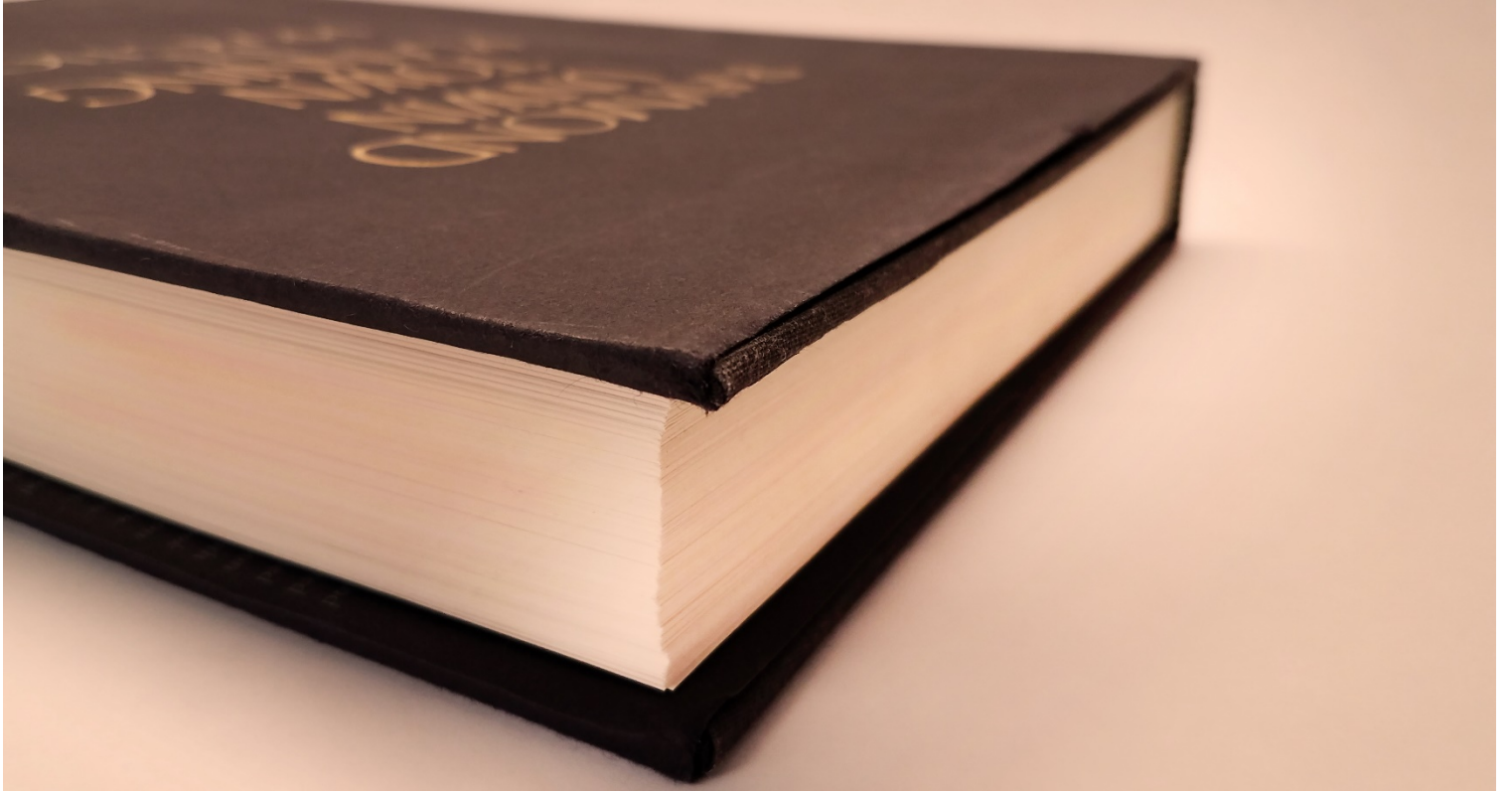


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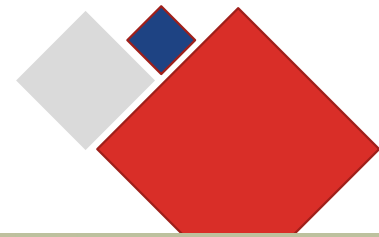
FDOT Design Manual (FDM)

- Final manual posted November 1, 2017
- Implementation date January 1, 2018.
- Replaces Plans Preparation Manual

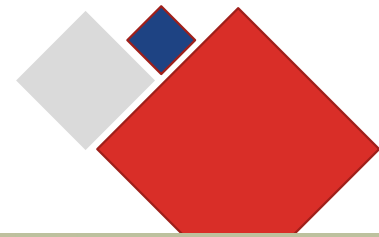




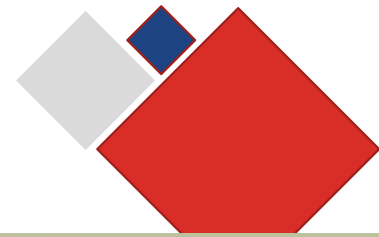
LAND USE & TRANSPORTATION STORY



Source: Graphic from PennDOT Smart Transportation Training Materials



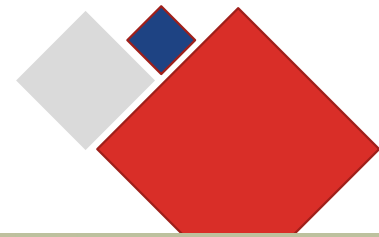
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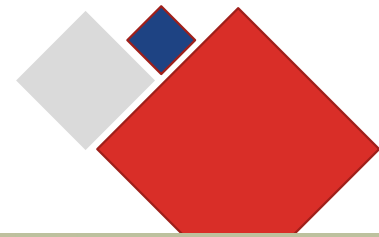
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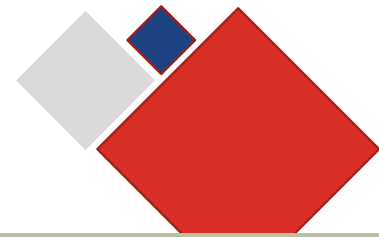
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An aerial photograph of a suburban neighborhood. The image shows a mix of residential housing, including single-family homes and some larger commercial or industrial buildings. There are several parking lots, some of which appear to be partially flooded or have standing water. A large, bold, blue text overlay reads "Now What?" diagonally across the center of the image. The background shows a grid-like street pattern and some green spaces, including what looks like a golf course or large park area in the upper right.

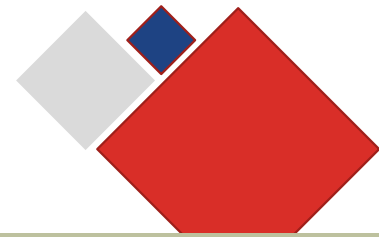
Now What?



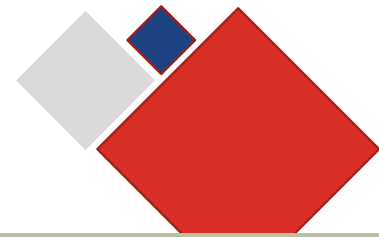
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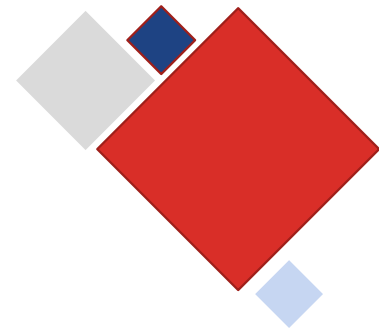
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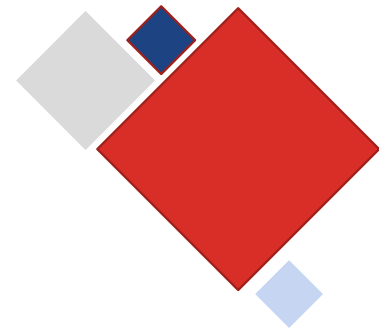
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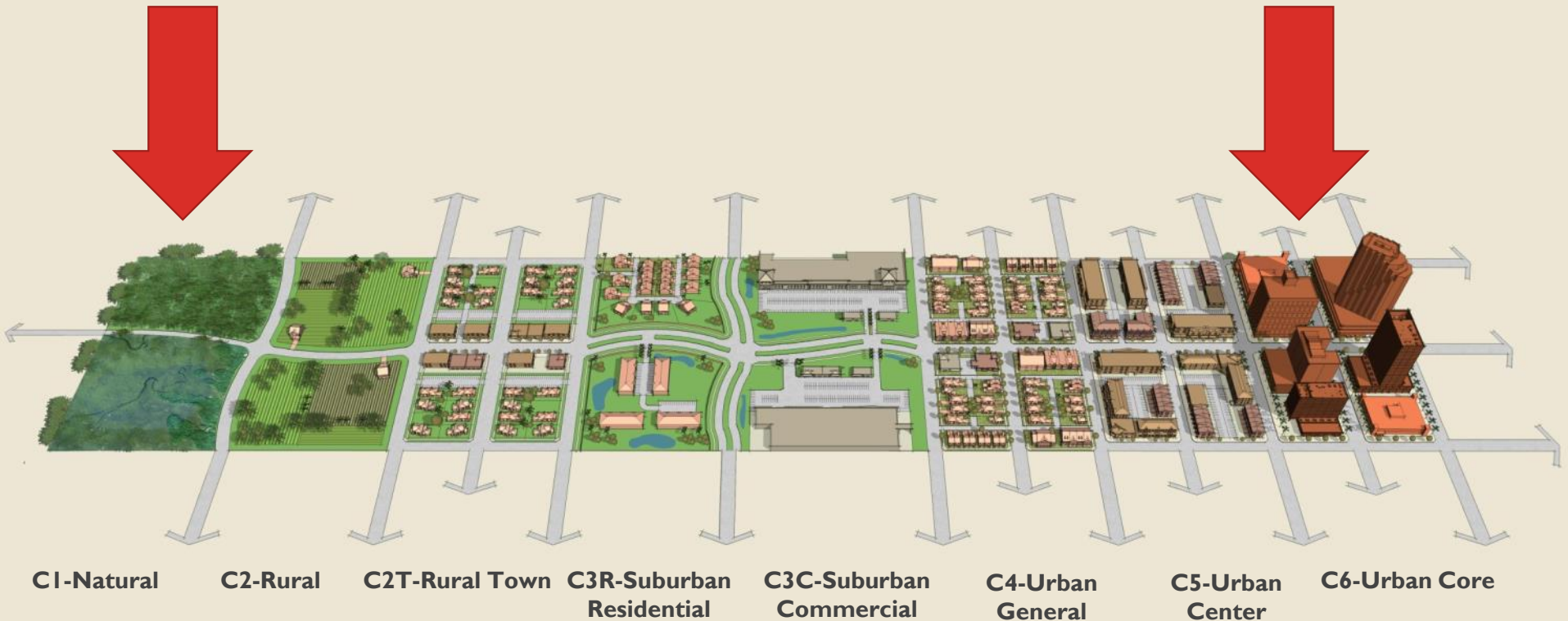


Fundamentally,
FDOT's **Complete Streets**
Approach is about **linking**
land use & transportation
decisions/investments.



It is about putting
the right street
in the right place.

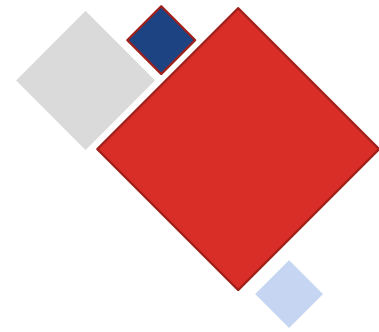
What are the FDOT Context Classifications?



RELATIONSHIP TO FDM

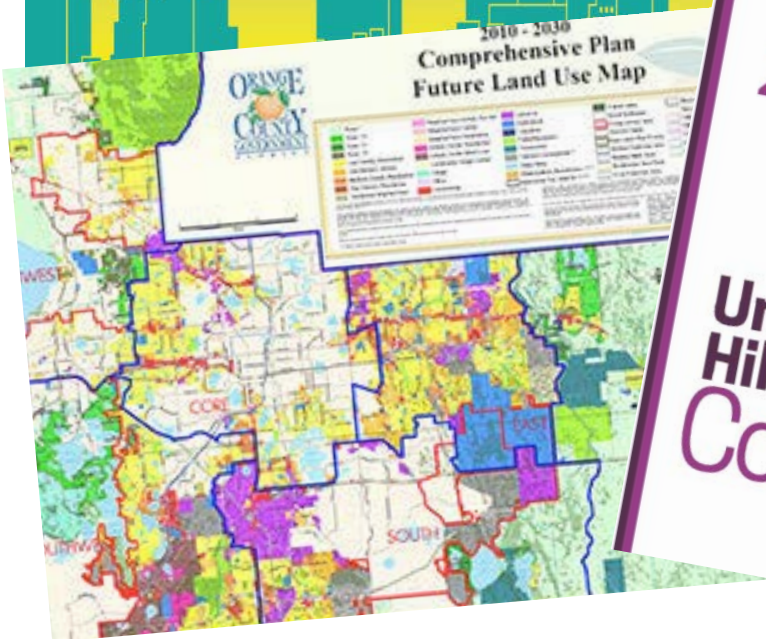
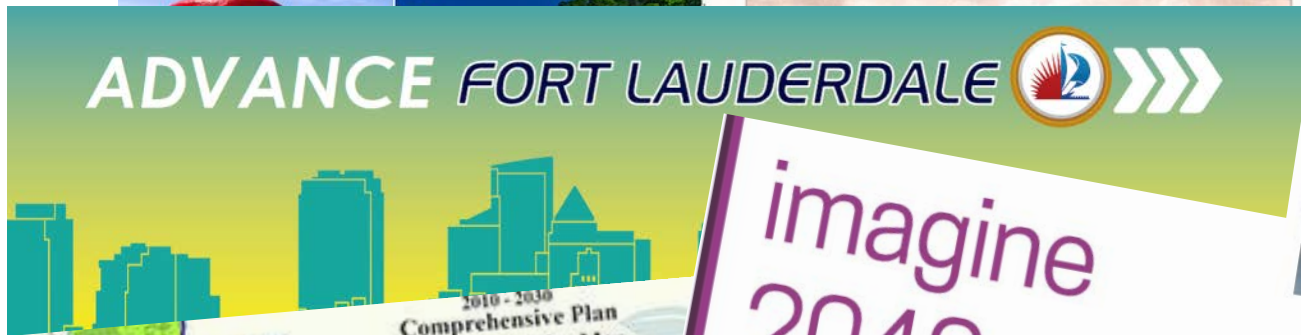
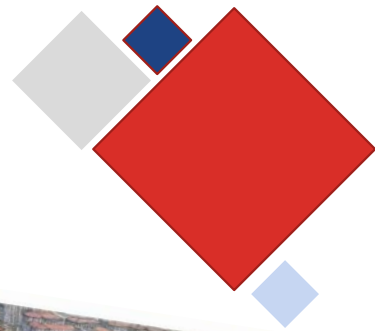
- On-street parking – may be acceptable in C2T, C4, C5, and C6 if supported by cods and regulations
- Bulb-outs – not required, but may be applied in appropriate contexts
- Street Trees – not required, but lower speeds permit closer placement to face of curb. Clear sight triangles still apply.
- Sidewalks – 6' standard width, but wider in C5 and C6 where possible
- Application of FDM criteria also influenced by plans, codes, and regulations

WHO WILL DETERMINE CONTEXT CLASSIFICATION?

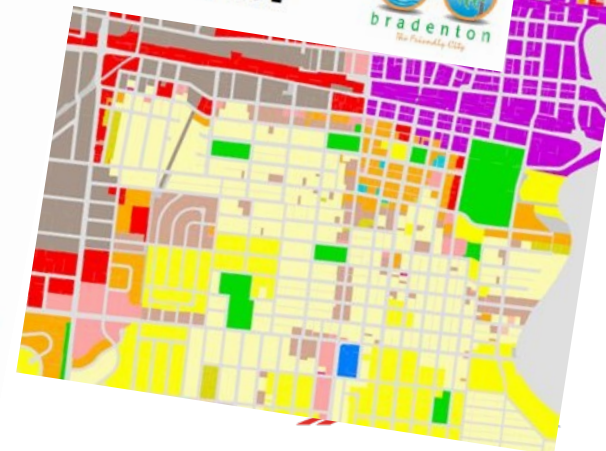


- District Staff
 - District can assign staff to oversee context classification evaluation
 - Multiple offices/groups should be involved
 - On projects where FDOT currently coordinates with local governments, FDOT should continue to coordinate with local governments to calibrate context classification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

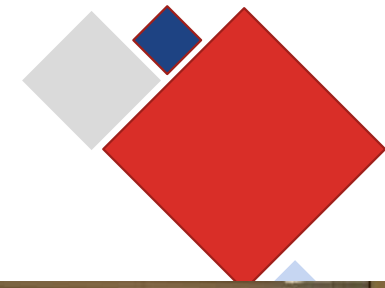
WHERE DOES FDOT LOOK TO UNDERSTAND COMMUNITY VISION?



BRADENTON
FORM-BASED CODE



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!



Questions



www.FLcompletestreets.com

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