



Florida Department of  
**TRANSPORTATION**

# Complete Streets

*Florida Department of Transportation*

*presented to*

**Neat Streets Conference, Miami FL**

*presented by*

**DeWayne Carver, AICP**  
**State Bicycle/Pedestrian Coordinator**  
**FDOT Roadway Design Office**



# Complete Streets



## *Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.  
SECRETARY

### **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
- Freight handlers
- Motorists
- 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

# Complete Streets



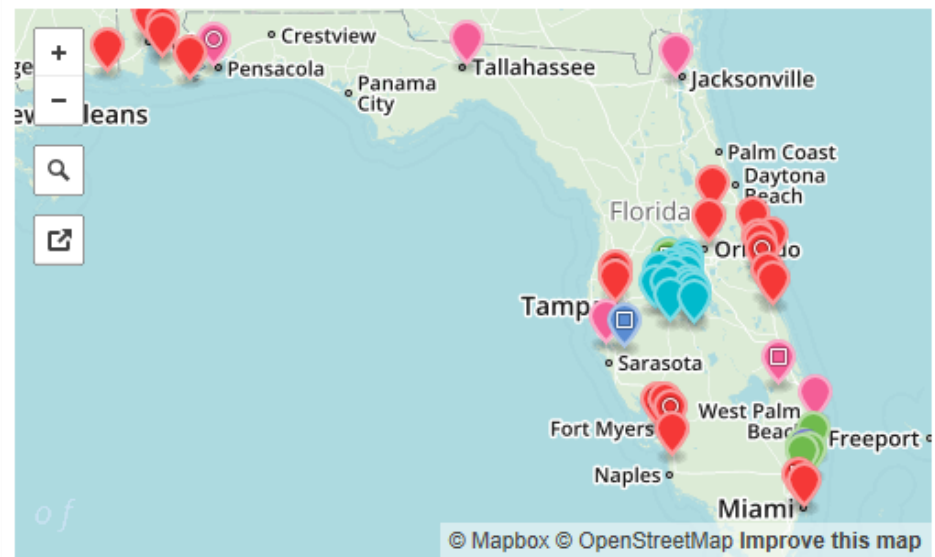
- Policy adopted in Sept 2014
- Requires “context-appropriate complete streets”
- Promotes economic development
- Addresses our safety problem with pedestrians and cyclists
- Lets FDOT “right size” our streets to fit their contexts
- Promotes more cost-effective solutions to transportation issues



# Local Government Interest....

- Local governments are adopting “complete streets”
- We work there too
- Lead, follow, or get out of the way

Interactive Map of Regional and Local Policies



Key: **Blue:** Laws & Ordinances | **Red:** Resolutions | **Yellow:** Tax Ordinances | **Purple:** Internal Policies or Executive Orders | **Magenta:** Plans | **Green:** Design Manuals or Guides | **Turquoise:** Policies Adopted by Elected Boards

# Complete Streets

---

- **Multidisciplinary Team**
- **Revision of manuals and guidance to incorporate context based design**
- **Implementation, Guidance & Training in approximately a year**

# Implementation Plan

- ✓ **Kick off February 16, 2015**
- ✓ **First Workshop - March 10**
  - Transportation and Land Use
- ✓ **Second Workshop - April 7 & 8**
  - Active Transportation
  - Public Transportation
- » **Third Workshop May 13 & 14**
  - Intelligent Transportation Systems (ITS)
  - Transportation Demand Management (TDM)
  - Freight Logistics
- » **Fourth Workshop June 3 & 4**
  - Modal Integrations and Tradeoffs
- » **Develop CS Work Plan**
  - Draft Document mid-August
  - Final Document mid-September
- » **Implementation**
  - Manual Revisions Completed - TBD
  - Training through 2016



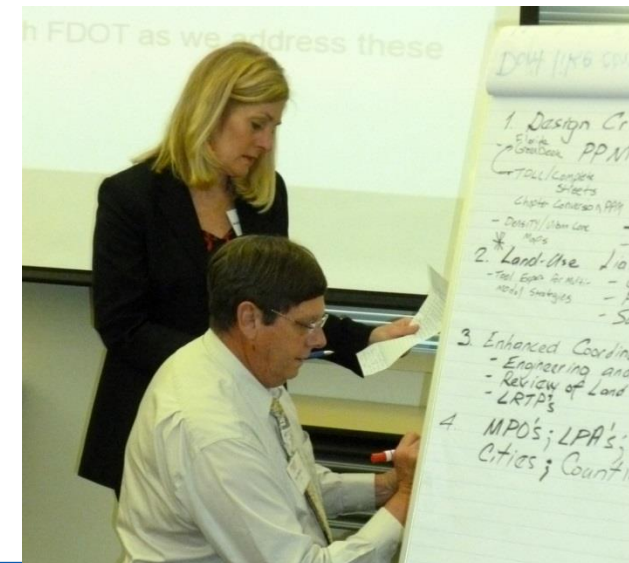
# Implementation Team - Districts



- **District 1**
  - » Billy Hattaway
  - » LK Nandam
  - » Ed Ponce
  - » Chris Zeigler
- **District 2**
  - » Doreen Joyner-Howard
  - » Jerry Ausher
- **District 3**
  - » William Barber
  - » Jared Perdue
- **District 4**
  - » Richard Creed
  - » Jennifer Fierman
- **District 5**
  - » Susanne Hertz
  - » Michael Sanders
- **District 6**
  - » Zak Lata
  - » Daniel Iglesias
- **District 7**
  - » Benson Stephen
  - » Ron Chin
- **Turnpike**
  - » Erin Yao

# Implementation Team - CO

● Catherine Bradley	PD&E	● Keith Robbins	Alternate for Rickey Fitzgerald
● Rusty Ennemoser	PD&E	● Paul Hiers	Roadway Design
● Jeff Caster	Landscape Architects	● MaryAnne Koos	Special Projects Coordinator/RDO
● Fred Heery	Traffic Operations	● DeWayne Carver Coordinator	State Bicycle/Pedestrian
● Angela Wilhelm	Traffic Operations	● Jeremy Fletcher	RDO QA
● Kurt Lieblong	RDO Practical Design	● Michael Shepard	SRDE
● Diane Quigley	Transit		
● Dean Perkins	ADA		
● Melanie Weaver Carr	Policy Planning		
● Maria Cahill	Policy Planning		
● Gary Sokolow	Access Mgt/Systems Planning		
● Joseph Santos	State Safety Office		
● Rickey Fitzgerald	State Freight Coordinator		



# Implementation Team – Industry/Local Government

● Victor Dover	Urban Design	CNU
● Jim Harriott	Alachua County	Alachua County
● Kim Delaney	Urban Design/Planning	TCRPC
● Michael Dorweiler	Hillsborough Co Public Works	FL ITE
● Robert Agrusa	Operations	FL ITE
● Phillip Bello	FHWA	FHWA
● Alexandra Davis-Shaw	City Engineer	City of Sarasota
● Tara McCue	Regional Planning	ECFRPC
● Margaret Kubilins	FHWA Pedestrian Safety	VHB



# Why Active Transportation?

- **“Sitting is the new smoking”**
- **Economic Development**
- **Current FTP Goals**
- **New FDOT Complete Streets Policy**
- **State Safety Office**
- **Pedestrian/Bicycle Safety Coalition**
- **Pedestrian/Bicycle Policy Council**
- **Interagency Interest**
  - » DOH
  - » Law Enforcement
  - » DHSMV
  - » Local Governments









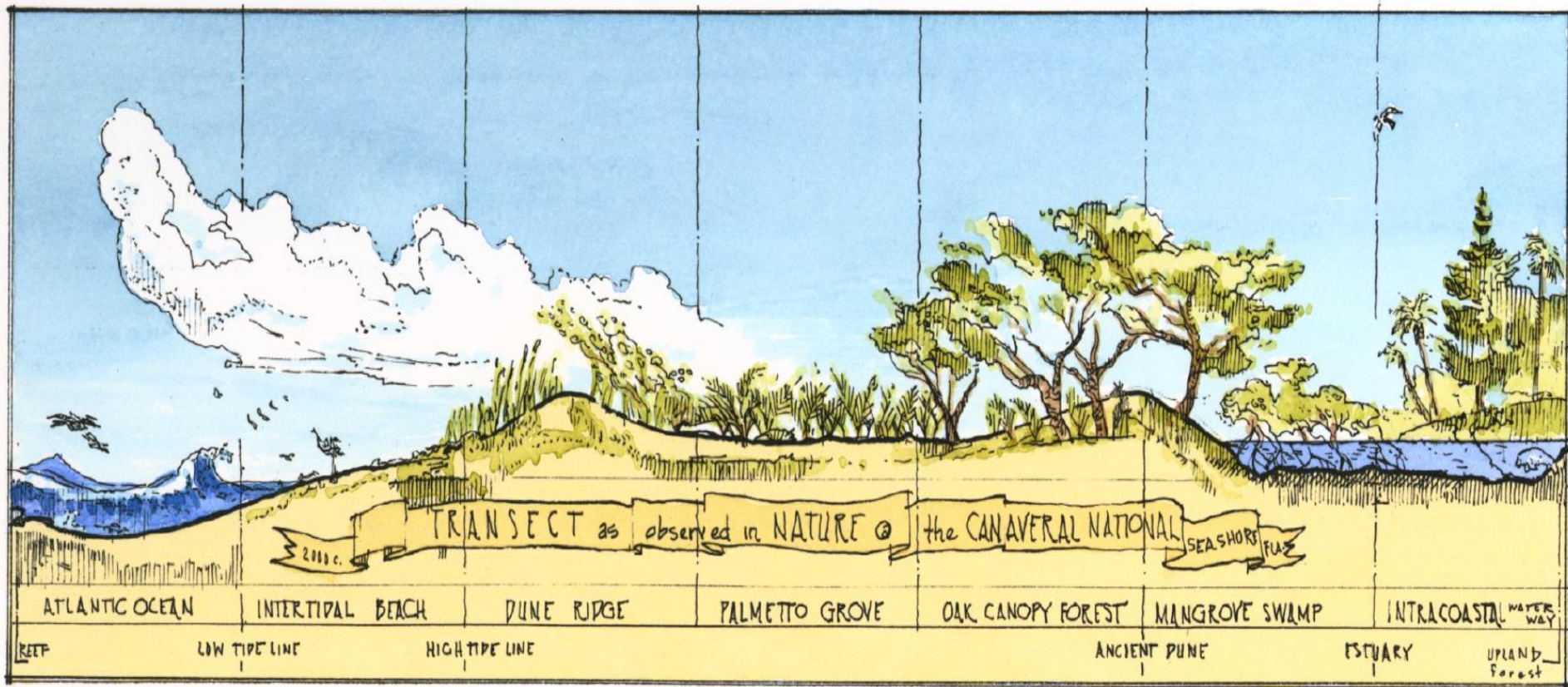






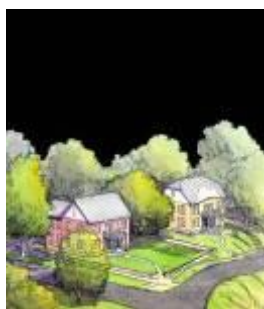
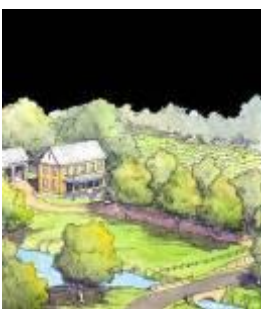
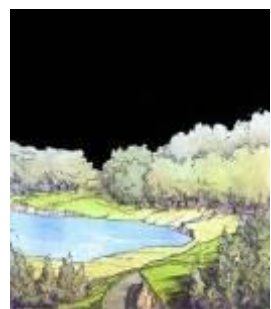
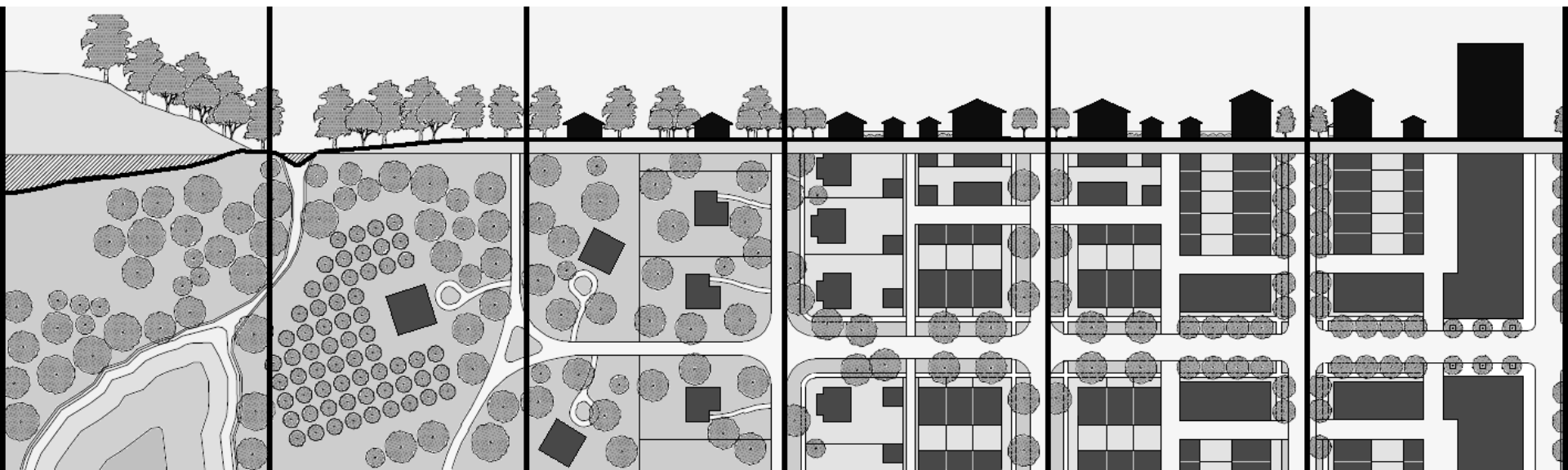


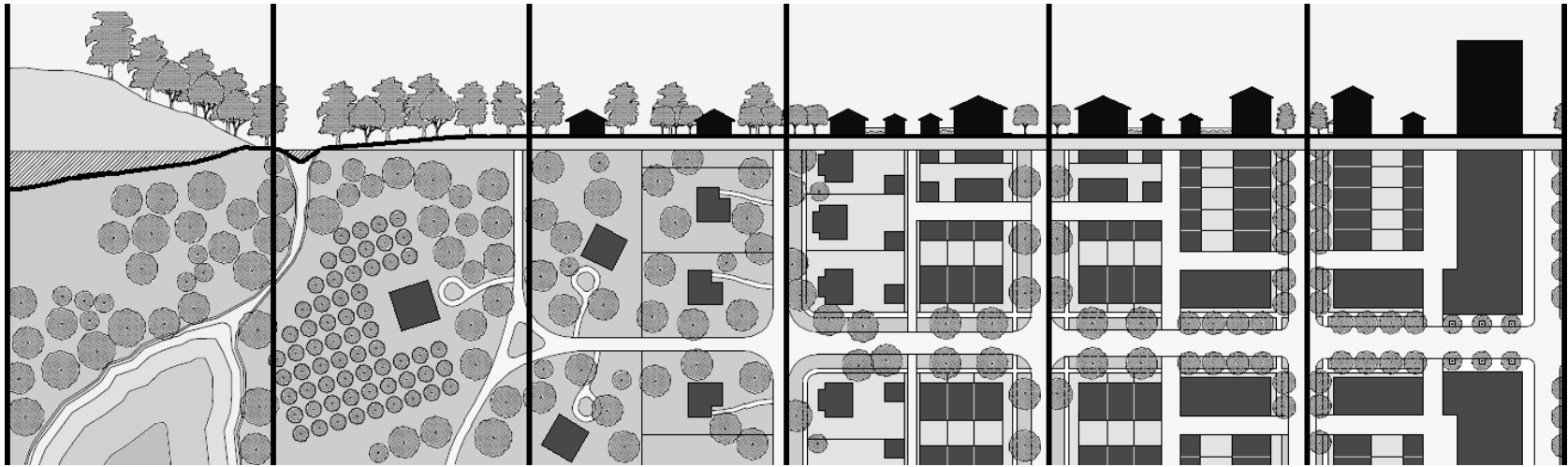
101 > 102



Title: A natural Transect Illustration

Source: James Wassell





T  
1

T  
2

T  
3

T  
4

T  
5

T  
6

Least  
Walkable  
(least  
urban)



Most  
Walkable  
(most  
urban)















# A local approach to provide Complete Streets....

---

- **PPM Chapter 21-Transportation Design for Livable Communities**
- **ITE/CNU Recommended Practice: Designing Walkable Urban Thoroughfares**
- **SmartCode**
- **Florida Greenbook – Chapter 19**
- **FDOT TND Handbook**

# On State roads....

Topic #625-000-007  
Plans Preparation Manual, Volume 1 - English

January 1, 2013  
Revised – January 1, 2015

## Chapter 21

### Transportation Design for Livable Communities

21.1	General .....	21-1
21.2	Planning .....	21-2
21.3	Application.....	21-3
21.4	Techniques.....	21-4
21.5	Design Criteria .....	21-5
21.5.1	Design Speed .....	21-5
21.5.2	Number of Lanes .....	21-5
21.5.3	Lane Widths .....	21-5
21.5.4	Horizontal Alignment.....	21-6
21.5.5	Medians .....	21-6
21.5.6	Lateral Offset .....	21-6
21.5.7	Intersections.....	21-9
21.5.8	Lighting .....	21-9
21.5.9	Traffic Control .....	21-9
21.5.10	Landscaping.....	21-9
21.5.11	Parking.....	21-10
21.5.12	Alternative Roadway Paving Treatments .....	21-10
21.5.13	Conversion to/from One-Way Street Pairs .....	21-10
21.6	Pedestrian and Bicycle Considerations.....	21-11
21.6.1	Sidewalks .....	21-11
21.6.2	Crosswalks.....	21-11
21.6.3	Curb Extensions (Bulb-Outs) .....	21-11
21.6.4	Personal Security and Safety Amenities .....	21-12
21.6.5	Bicycle Facilities.....	21-12
21.7	Transit-Systems and Amenities .....	21-12

Transportation Design for Livable Communities

21-1



A1A in Stuart, FL

# Florida Greenbook

Topic # 625-000-015  
Manual of Uniform Minimum Standards  
for Design, Construction and Maintenance  
for Streets and Highways

May - 2011

## CHAPTER 19

### TRADITIONAL NEIGHBORHOOD DEVELOPMENT

A	INTRODUCTION .....	19-1
B	APPLICATION .....	19-2
C	PLANNING CRITERIA .....	19-3
C.1	LAND USE .....	19-3
C.2	NETWORKS .....	19-3
D	OBJECTIVES .....	19-6
E	DESIGN ELEMENTS .....	19-8
E.1	Design Controls .....	19-8
E.1.a	Design Speed .....	19-8
E.1.b	Movement Types .....	19-8
E.1.c	Design Vehicles .....	19-9
E.2	Sight Distance .....	19-10
E.2.a	Stopping Sight Distance .....	19-10
E.2.b	Passing Sight Distance .....	19-10
E.2.c	Intersection Sight Distance .....	19-10
E.3	Horizontal Alignment .....	19-11
E.3.a	Minimum Centerline Radius .....	19-11
E.3.b	Minimum Curb Return Radius .....	19-11
E.4	Vertical Alignment .....	19-11
E.5	Cross Section Elements .....	19-11
E.5.a	Introduction .....	19-11
E.5.b	Lane Width .....	19-12
E.5.c	Medians .....	19-13
E.5.d	Turn Lanes .....	19-14



Hollywood Blvd,  
Hollywood FL

# Ch 19 Guidance for lower design speeds...

## E DESIGN ELEMENTS

The criteria provided in this chapter shall require the approval of the maintaining authority's designated Professional Engineer representative with project oversight or general compliance responsibilities.

The criteria provided in this chapter are generally in agreement with AASHTO guidelines with a special emphasis on urban, low-speed environments. Design elements within TND projects not meeting the requirements of this chapter are subject to the requirements for Design Exceptions found in Chapter 14 of this manual.

### E.1 Design Controls

#### E.1.a Design Speed

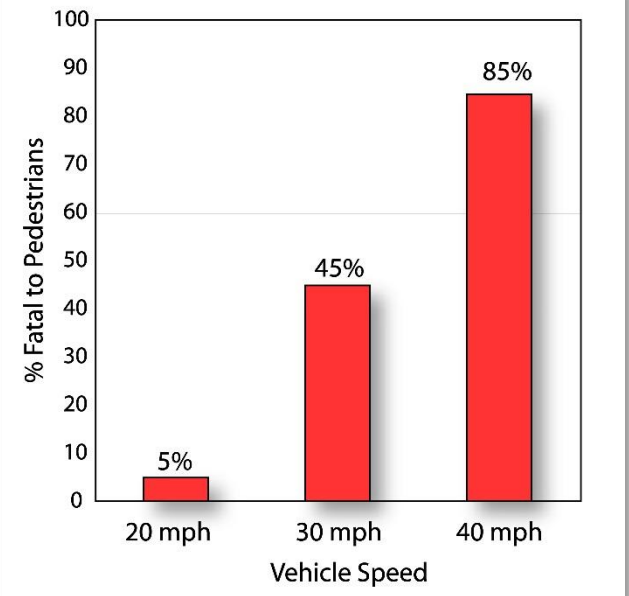
The application of design speed for TND communities is philosophically different than for conventional transportation and CSD communities. Traditionally, the approach for setting design speed was to use as high a design speed as practical.

In contrast to this approach, the goal for TND communities is to establish a design speed that creates a safer and more comfortable environment for pedestrians and bicyclists, and is appropriate for the surrounding context.

**Design speeds of 20 to 35 mph are desirable for TND streets.** Alleys and narrow roadways intended to function as shared spaces may have design speeds as low as 10 mph.

#### E.1.b Movement Types

Movement types are used to describe the expected driver experience on a given thoroughfare, and the design speed for pedestrian safety and mobility established for each of these movement types. They are also



# Where does Ch. 19 apply?

## B APPLICATION

A project or community plan may be considered a TND when at least the first seven of the following principles are included:

1. Has a compact, pedestrian-oriented scale that can be traversed in a five to ten-minute walk from center to edge.
2. Is designed with low speed, low volume, interconnected streets with short block lengths, 150 to 500 feet, and cul-de-sacs only where no alternatives exist. Cul-de-sacs, if necessary, should have walkway and bicycle connections to other sidewalks and streets to provide connectivity within and to adjacent neighborhoods.
3. Orients buildings at the back of sidewalk, or close to the street with off-street parking located to the side or back of buildings, as not to interfere with pedestrian activity.
4. Has building designs that emphasize higher intensities, narrow street frontages, connectivity of sidewalks and paths, and transit stops to promote pedestrian activity and accessibility.
5. Incorporates a continuous bike and pedestrian network with wider sidewalks in commercial, civic, and core areas, but at a minimum has sidewalks at least five feet wide on both sides of the street. Accommodates pedestrians with short street crossings, which may include mid-block crossings, bulb-outs, raised crosswalks, specialty pavers, or pavement markings.
6. Uses on-street parking adjacent to the sidewalk to calm traffic, and offers diverse parking options, but planned so that it does not obstruct access to transit stops.
7. Varies residential densities, lot sizes, and housing types, while maintaining an average net density of at least eight dwelling units per acre, and higher density in the center.
8. Integrates at least ten percent of the developed area for nonresidential and civic uses, as well as open spaces.
9. Has only the minimum right of way necessary for the street, median, planting strips, sidewalks, utilities, and maintenance that are appropriate to the adjacent land uses and building types.
10. Locates arterial highways, major collector roads, and other high-volume corridors at the edge of the TND and not through the TND.

The design criteria in this chapter shall only be applicable within the area defined as TND.

Office Of Roadway Design  
Tallahassee, FL



# TRADITIONAL NEIGHBORHOOD DEVELOPMENT HANDBOOK

STATE OF FLORIDA  
DEPARTMENT OF  
TRANSPORTATION



2011

# Tips and Tricks

---

- **A good scope makes life much easier**
  - » Think vertically at initial scoping
  - » Engage all stake holders at the very beginning
  - » Break down the “silos of excellence”
- **Look at what’s already in place**
  - » We actually have ample design guidance out there
  - » What’s lacking is political will and intent
  - » Good scoping helps
- **The Vision Thing**
  - » The Vision sets the direction
  - » Have a good plan in place

# Questions?

---

