Florida Department of
TRANSPORTATION

# Complete Streets

## *Florida Department of Transportation*

***presented to***

**Safer People, Safer Streets Meeting**

***presented by***

**Zakary Lata, PE**
**Bicycle/Pedestrian Coordinator**
**FDOT District 6**

ALERT TODAY ALIVE TOMORROW

DRIVING DOWN FATALITIES

# Complete Streets

FDOT

*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

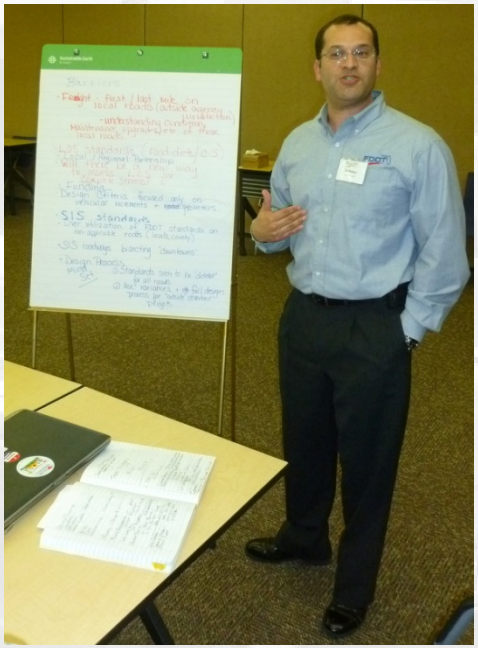
# Complete Streets

- **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
- ✓ **Develop CS Work Plan**
  - Draft Document mid-August
  - Workshop 5 to review draft
  - Final Document mid-September
- ✓ **Fourth Workshop June 3 & 4**
  - Modal Integrations and Tradeoffs
- » **Implementation**
  - Manual Revisions Completed - TBD
  - Training through 2016

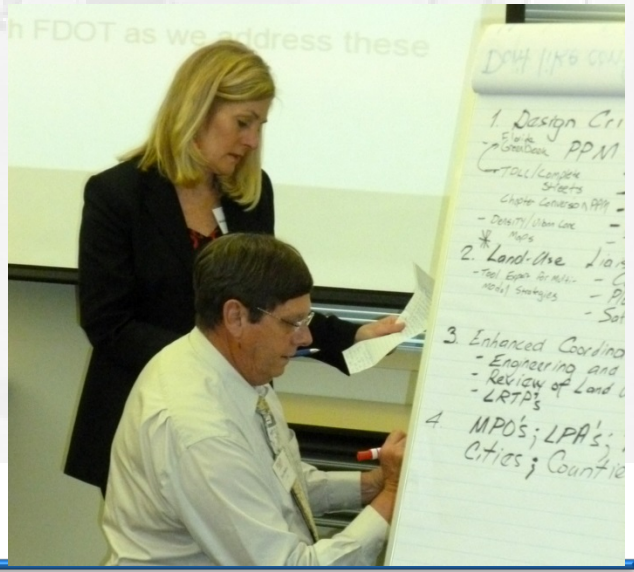
# Implementation Team - Districts



- **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
- Rusty Ennemoser — PD&E
- Jeff Caster — Landscape Architects
- Fred Heery — Traffic Operations
- Angela Wilhelm — Traffic Operations
- Kurt Lieblong — RDO Practical Design
- 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
- Keith Robbins — Alternate for Rickey Fitzgerald
- Paul Hiers — Roadway Design
- MaryAnne Koos — Special Projects Coordinator/RDO
- DeWayne Carver — State Bicycle/Pedestrian Coordinator
- Jeremy Fletcher — RDO QA
- Michael Shepard — SRDE



# 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 |
| Alexandrea Davis-Shaw | City Engineer | City of Sarasota |
| Tara McCue | Regional Planning | ECFRPC |
| Margaret Kubilins | FHWA Pedestrian Safety | VHB |

# Context-based design is not new….

- PPM Chapter 21-Transportation Design for Livable Communities
- ITE/CNU Recommended Practice: Designing Walkable Urban Thoroughfares
- FWHA Road Diet Guide and Functional Classification Guide
- NACTO Guides
- Florida Greenbook – Chapter 19
- FDOT TND Handbook

# On State roads….



## Chapter 21

## Transportation Design for Livable Communities

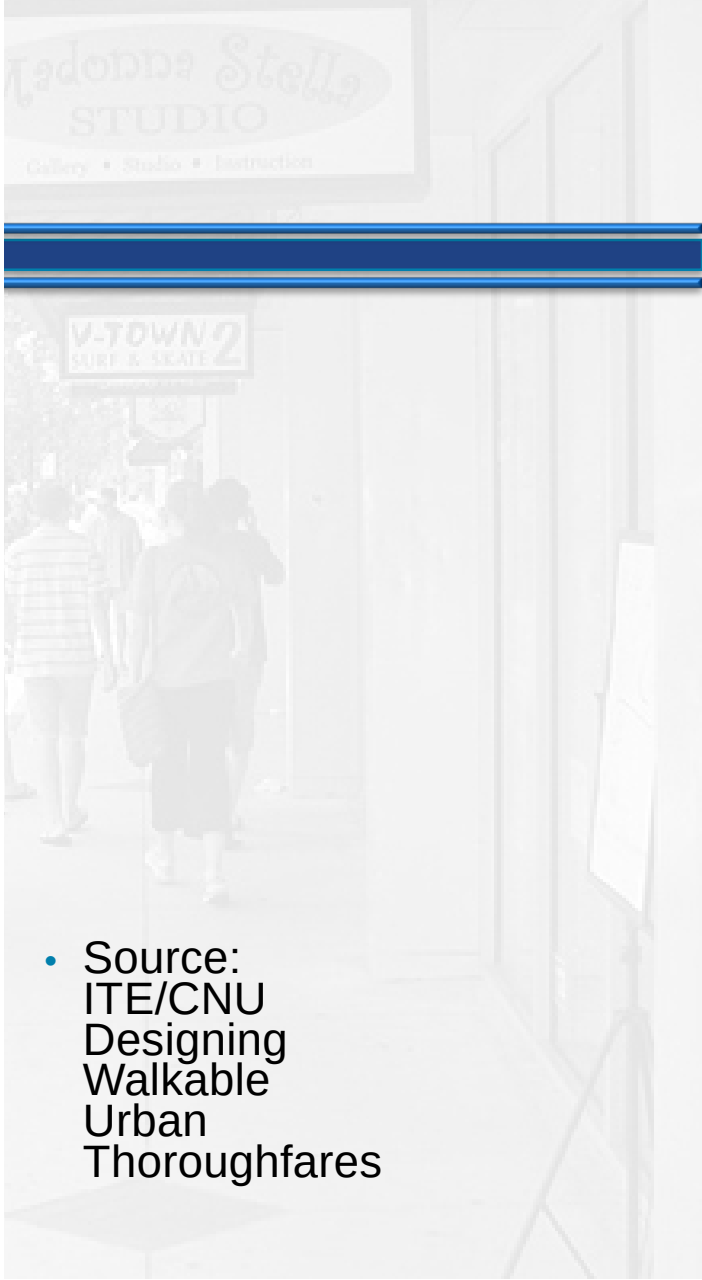





A1A in Stuart, FL

## Table 6.4 Design Parameters for Walkable Urban Thoroughfares (continued)

| Thoroughfare Design Parameters for Walkable Mixed–Use Areas | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | General Urban (C–4) | | | Urban Center/Core (C–5/6) | | | | | |
| | Commercial | | | Residential | | | Commercial | | |
| | Boulevard [1] | Avenue | Street | Boulevard [1] | Avenue | Street | Boulevard [1] | Avenue | Street |
| **Context** | | | | | | | | | |
| Building Orientation (entrance orientation) | front | front | front | front | front | front | front | front | front |
| Maximum Setback [2] | 0 ft. | 0 ft. | 0 ft. | 10 ft. | 10 ft. | 10 ft. | 0 ft. | 0 ft. | 0 ft. |
| Off-Street Parking Access/Location | rear, side | rear, side | rear, side | rear | rear | rear, side | rear | rear | rear, side |
| **Streetside** | | | | | | | | | |
| Recommended Streetside Width [3] | 19 ft. | 16 ft. | 16 ft. | 21.5 ft. | 19.5 ft. | 16 ft. | 21.5 ft. | 19.5 ft. | 16 ft. |
| Minimum sidewalk (throughway) width | 8 ft. | 6 ft. | 6 ft. | 10 ft. | 9 ft. | 6 ft. | 10 ft. | 9 ft. | 6 ft. |
| Pedestrian Buffers (planting strip exclusive of travel way width) [3] | 7 ft. tree well | 6 ft. tree well | 6 ft. tree well | 7 ft. tree well | 6 ft. tree well | 6 ft. tree well | 7 ft. tree well | 6 ft. tree well | 6 ft. tree well |
| Street Lighting | For all thoroughfares in all context zones, intersection safety lighting, basic street lighting, and pedestrian-scaled lighting is recommended. See Chapter 8 (Streetside Design Guidelines) and Chapter 10 (Intersection Design Guidelines). | | | | | | | | |
| **Traveled Way** | | | | | | | | | |
| Target Speed (mph) | 25–35 | 25–30 [4] | 25 | 25–35 | 25–30 | 25 | 25–35 | 25–30 [4] | 25 |
| Number of Through Lanes [5] | 4–6 | 2–4 | 2–4 | 4–6 | 2–4 | 2–4 | 4–6 | 2–4 | 2–4 |
| Lane Width [6] | 10–12 ft. | 10–11 ft. | 10–11 ft. | 10–11 ft. | 10–11 ft. | 10–11 ft. | 10–11 ft. | 10–11 ft. | 10–11 ft. |
| Parallel On-Street Parking Width [7] | 8' | 7–8 ft. | 7–8 ft. | 7 ft. | 7 ft. | 7 ft. | 8 ft. | 8 ft. | 7–8 ft. |
| Min. Combined Parking/Bike Lane Width | 13 ft. | 13 ft. | 13 ft. | 13 ft. | 13 ft. | 13 ft. | 13 ft. | 13 ft. | 13 ft. |
| Horizontal Radius (per AASHTO) [8] | 200–510 ft. | 200–330 ft. | 200 ft. | 200–510 ft. | 200–330 ft. | 200 ft. | 200–510 ft. | 200–330 ft. | 200 ft. |
| Vertical Alignment | Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book. | | | | | | | | |
| Medians [9] | 4–18 ft. | Optional 4–18 ft. | None | 4–18 ft. | Optional 4–16 ft. | None | 4–18 ft. | Optional 4–18 ft. | None |
| Bike Lanes (min./preferred width) | 5 ft. / 6 ft. | 5 ft. / 6 ft. | 5 ft. / 6 ft. | 5 ft. / 6 ft. | 5 ft. / 6 ft. | 5 ft. / 6 ft. | 5 ft. / 6 ft. | 5 ft. / 6 ft. | 5 ft. / 6 ft. |
| Access Management [10] | High | Low–Moderate | Low–Moderate | Moderate | Low–Moderate | Low–Moderate | High | Low–Moderate | Low–Moderate |
| Typical Traffic Volume Range (ADT) [11] | 15,000–50,000 | 1,500–30,000 | 1,000–15,000 | 15,000–30,000 | 1,500–20,000 | 500–5,000 | 15,000–40,000 | 1,500–30,000 | 1,000–15,000 |
| **Intersections** | | | | | | | | | |
| Roundabout [12] | Consider urban single–lane roundabouts at intersections on avenues with less than 20,000 entering vehicles per day, and urban double–lane roundabouts at intersections on boulevards and avenues with less than 40,000 entering vehicles per day. | | | | | | | | |
| Curb Return Radii/Curb Extensions and Other Design Elements | Refer to Chapter 10 (Intersection Design Guidelines) | | | | | | | | |



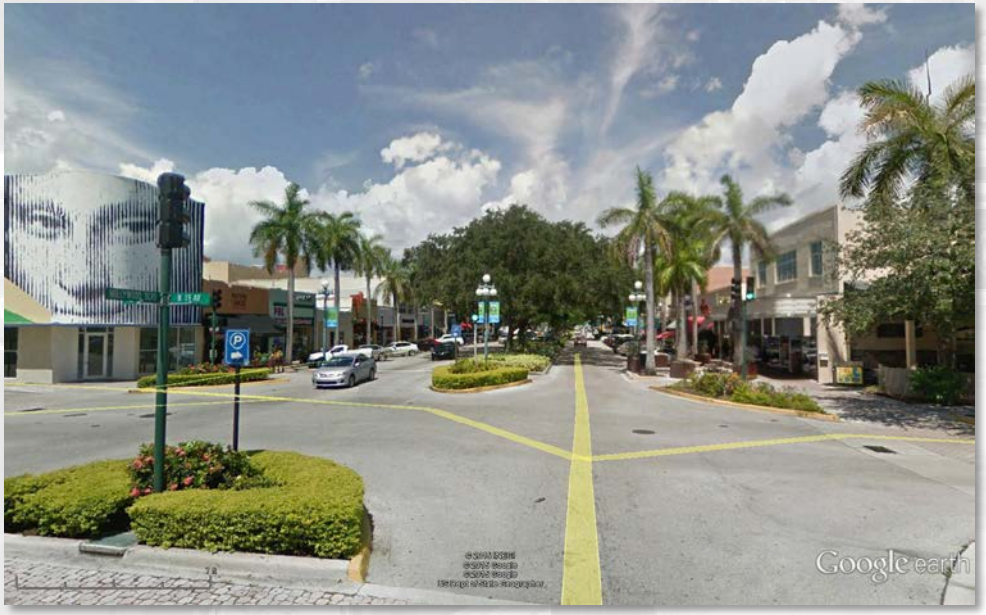
- Source: ITE/CNU Designing Walkable Urban Thoroughfares

**Table 5.** Regional Arterial Design Matrix (NJDOT & PennDOT, 2008)

| | Regional Arterial | Rural | Suburban Neighborhood | Suburban Corridor | Suburban Center | Town/Village Neighborhood | Town/Village Center | Urban Core |
|---|---|---|---|---|---|---|---|---|
| Roadway | Lane Width | 11′ to 12′ | 11′ to 12′ (14′ to 15′ outside lane if no shoulder or bike lane) | 11′ to 12′ (14′ to 15′ outside lane if no shoulder or bike lane) | 11′ to 12′ (14′ outside lane if no shoulder or bike lane) | 10′ to 12′ (14′ outside lane if not shoulder or bike lane) | 10′ to 12′ (14′ outside lane if not shoulder or bike lane) | 10′ to 12′ (14′ outside lane if not shoulder or bike lane) |
| | Paved Shoulder Width | 8′ to 10′ | 8′ to 10′ | 8′ to 12′ | 4′ to 6′ (if no parking or bike lane) | 4′ to 6′ (if no parking or bike lane) | 4′ to 6′ (if no parking or bike lane) | 4′ to 6′ (if no parking or bike lane) |
| | Parking Lane | NA | NA | NA | 8′ parallel | 8′ parallel; see 7.2 for angled | 8′ parallel; see 7.2 for angled | 8′ parallel |
| | Bike Lane | NA | 5′ to 6′ (if no shoulder) | 6′ (if no shoulder) | 5′ to 6′ | 5′ to 6′ | 5′ to 6′ | 5′ to 6′ |
| | Curb Return | 30 ′ to 50′ | 25′ to 35′ | 30′ to 50′ | 25′ to 50′ | 15′ to 40′ | 15′ to 40′ | 15′ to 40′ |
| | Number of Travel Lanes | 2 to 6 | 2 to 6 | 4 to 6 | 4 to 6 | 2 to 4 | 2 to 4 | 2 to 6 |
| Roadside | Clear Sidewalk Width | NA | 5′ | 5′ to 6′ | 5′ to 6′ | 6′ to 8′ | 6′ to 10′ | 6′ to 12′ |
| | Buffer | NA | 6′+ | 6′ to 10′ | 4′ to 6′ | 4′ to 6′ | 4′ to 6′ | 4′ to 6′ |
| | Shy Distance | NA | NA | NA | 0′ to 2′ | 0′ to 2′ | 2′ | 2′ |
| | Total Sidewalk Width | NA | 5′ | 5′ to 6′ | 9′ to 14′ | 10′ to 16′ | 12′ to 18′ | 12′ to 20′ |
| Speed | Desired Operating Speed (mph) | 45-55 | 35-40 | 35-55 | 30-35 | 30-35 | 30-35 | 30-35 |

From:
FHWA
Road Diet
Guide

# Florida Greenbook




Hollywood Blvd,
Hollywood FL



## CHAPTER 19

## TRADITIONAL NEIGHBORHOOD DEVELOPMENT

# 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?

http://www.dot.state.fl.us/rddesign/CSI/Default.shtm

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