

**2016 FICE TRANSPORTATION CONFERENCE  
MAY 12-13, 2016**

# **Complete Streets Update**

**Michael Shepard, P.E.  
State Roadway Design Engineer  
Florida Department of Transportation**

## FDOT's Pedestrian Safety Initiative



- Dangerous by Design (2011, 2014)
- Orlando, Tampa, Jacksonville, Miami-Ft. Lauderdale
- Being #1 in pedestrian fatalities and serious injuries is NOT where Florida wants to be!



One of our greatest challenges is to provide safe travel options for all of our transportation users. Our Pedestrian Safety Initiative is critically important to us here at FDOT. A report called "Dangerous by Design" has listed some of our regions in Florida some of the most dangerous places to walk. Being #1 in pedestrian fatalities and serious injuries is NOT where we want to be!

# Complete Streets Policy



Florida Department of Transportation

RECK 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



Policy adopted September 17<sup>th</sup>, 2014.

# Complete Streets Policy



- 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 IMPLEMENTATION PLAN

M2D2: Multimodal Development and Delivery  
December 2015

The Florida Department of Transportation and Smart Growth America





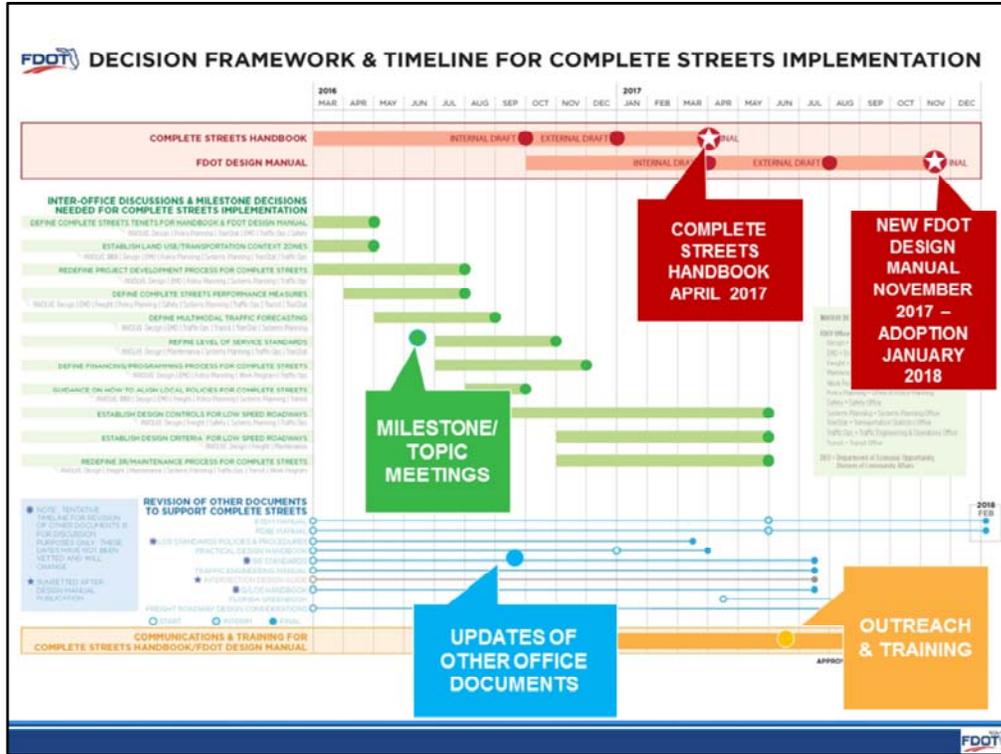

- **Prepared by Smart Growth America working with FDOT**
- **It's a road map, not a vehicle!**
- **Provides a "common vision" within the agency**
- **Requires a multi-disciplinary approach...**



# Implementation Plan

## Five-part Implementation Framework:

- I. Revising guidance, standards, manuals, policies, and other documents
- II. Updating decision-making processes
- III. Modify approaches for measuring performance
- IV. Managing internal and external communication and collaboration during implementation
- V. Providing ongoing education and training

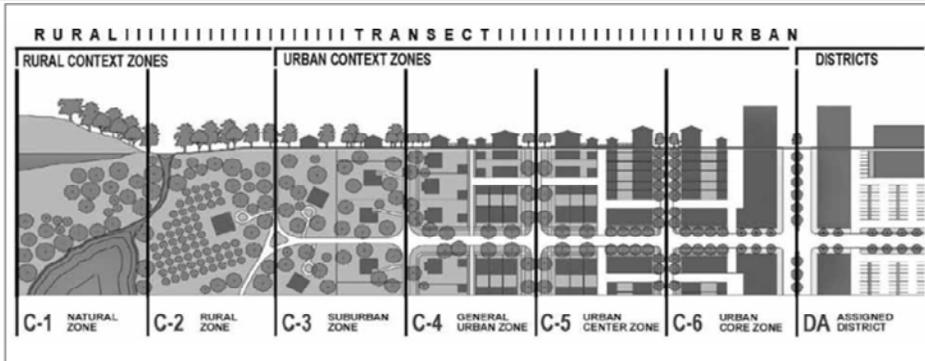


This is our adopted Implementation Timeline. We will have a draft Complete Streets Handbook at the end of this year and will have a new Draft Design Manual by August of 2017, with adoption of the Design Manual in January 2018.



Fortunately for us, we aren't the first ones setting out on a different course... FHWA, ITE and USDOT, among others, have provided research and support for this direction. FHWA first introduced this idea in 1997 with their guidance on Flexibility in Highway Design, and ITE, CNU and others have followed.

# ITE/CNU Context Zones



**Figure 4.4** Illustration of a gradient of development patterns ranging from rural in Context Zone 1 (C-1), to the most urban in C-6. Source: Duany Plater-Zyberk and Company.



This idea of using context zones to guide the design of transportation facilities was also introduced in the ITE/CNU Framework for Walkable Urban Thoroughfares. As you can see, the context zones go from a natural zone (C1) to Urban Zones, with development patterns becoming more and more dense as it becomes more urban.

## FDOT Draft Land Use Context Zones

Context Zones	Context Classification	Description
Rural	C1	Natural
	C2	Rural
 Rural Town	C2T	Rural Town
 Suburban	C3R	Suburban Residential
	C3C	Suburban Commercial
Urban	C4	General Urban Residential
	C5	Urban Center
 Urban Core	C6	Urban Core

We have developed a set of Context Zones that are tailored to the unique areas of Florida.

## Complete Streets Handbook

- Explains why Complete Streets is important, what it is, and FDOT's implementation
- Outlines tenets and best practices
- Directs users to the various FDOT standards and procedures to implement Complete Streets
- Published prior to completion of the new FDOT Design Manual
- Introduces various context zones language/terminologies
- Explains context-based design criteria and standards



Our Complete Streets Handbook will act as a bridge document to share why and how we are shifting to a Context-based design approach. It will define the land use context zones that we will be using and will set the framework for the Design Manual.

## **New FDOT Design Manual**

- **Incorporates Context-based Design Criteria**
- **Organized as a one volume, three part Manual**
  - **Part 1 – Processes**
  - **Part 2 – Criteria**
  - **Part 3 – Plans Production**
- **3 new chapters, 7 major chapter re-writes, minor revisions to numerous other chapters**
- **Structured and formatted as a web-based document**
- **Posted November 2017 for January 2018 implementation**



Our new Design Manual will be published and come into effect in January 2018. With the new name will be this new approach of Context-based design criteria. It will also be organized into a 1 volume, 3 part Manual. Part 1 will include the development process; Part 2 will include the Criteria and Part 3 will focus on production.

## Other FDOT Documents to be Revised

- ▶ ETDM Manual
- ▶ PD&E Manual
- ▶ LOS Standards Policies & Procedures
- ▶ Practical Design Handbook
- ▶ SIS Standards
- ▶ Traffic Engineering Manual
- ▶ Intersection Design Guide
- ▶ Q/LOS Handbook
- ▶ Florida Greenbook
- ▶ Freight Roadway Design Considerations



The Roadway Design Office is leading the implementation of Complete Streets, but we can't do it alone. We are working with many of the other groups within FDOT to ensure that the context-based approach to Complete Streets is integrated into all our other guidance and procedures. The major ones are listed here.



We have developed a website for folks that want to keep up with the changes that we are making – [www.FLcompletestreets.com](http://www.FLcompletestreets.com) – this link will take you right to our Complete Streets website where all the resources that I discussed today will be housed as they come online.

I really appreciate the opportunity to share with you where we are headed with Complete Streets. And, now I am happy to answer any questions that you may have...

## Complete Streets Update

[www.flcompletestreets.com](http://www.flcompletestreets.com)

Michael Shepard, P.E.  
michael.shepard@dot.state.fl.us  
(850) 414 - 4330