Complete Streets

Florida Department of Transportation

presented to
Design Expo 2015

presented by
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State Bicycle/Pedestrian Coordinator
FDOT Roadway Design Office

Complete Streets

Florida Department of Transportation

Policy

Effective: September 17, 2014
Office: Design Director
Topic No.: 300-625-017-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 content-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 content-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.
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
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
    - Workshop 5 to review draft
    - 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
Rusty Ennomoser - 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

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
Most Walkable (most urban)

Least Walkable (least urban)
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….
### Table 6. Design Parameters for Walkable Urban Thoroughfares (continued)

<table>
<thead>
<tr>
<th>Thoroughfare Design Parameters for Walkable Urban Thoroughfares</th>
<th>Commercial/General Urban (C-4)</th>
<th>Commercial/Urban Center/Commercial (C-5A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SafetyMeasure</td>
<td>Commercial</td>
<td>Urban Center/Core</td>
</tr>
<tr>
<td>Direction</td>
<td>Right</td>
<td>Left</td>
</tr>
<tr>
<td>Subdivision of Neighborhood</td>
<td>Residential</td>
<td>Commercial</td>
</tr>
<tr>
<td>Number of Lanes</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Lane Width</td>
<td>12 ft (4.6 m)</td>
<td>12 ft (4.6 m)</td>
</tr>
<tr>
<td>Number of Lanes</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Lane Width</td>
<td>10 ft (3.05 m)</td>
<td>10 ft (3.05 m)</td>
</tr>
</tbody>
</table>

### Table 6. Proposed Arterial Design Matrix (BDOT & MetroDCT, 2009)

<table>
<thead>
<tr>
<th>Regional Arterial Type</th>
<th>Rural Suburban</th>
<th>Suburban Corridor</th>
<th>Town/Village Neighborhood</th>
<th>Urban Core</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lane Width</td>
<td>12 ft (4.6 m)</td>
<td>12 ft (4.6 m)</td>
<td>12 ft (4.6 m)</td>
<td>12 ft (4.6 m)</td>
</tr>
<tr>
<td>Shoulder Width</td>
<td>10 ft (3.05 m)</td>
<td>10 ft (3.05 m)</td>
<td>10 ft (3.05 m)</td>
<td>10 ft (3.05 m)</td>
</tr>
<tr>
<td>Parking Lane</td>
<td>NA</td>
<td>NA</td>
<td>4 ft (1.22 m)</td>
<td>4 ft (1.22 m)</td>
</tr>
<tr>
<td>Bike Lane</td>
<td>NA</td>
<td>NA</td>
<td>6 ft (1.83 m)</td>
<td>6 ft (1.83 m)</td>
</tr>
<tr>
<td>Number of Lanes</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Number of Lanes</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Total Shoulder Width</td>
<td>12 ft (3.66 m)</td>
<td>12 ft (3.66 m)</td>
<td>12 ft (3.66 m)</td>
<td>12 ft (3.66 m)</td>
</tr>
<tr>
<td>Desired Operating Speed (mph)</td>
<td>55-60</td>
<td>55-60</td>
<td>50-55</td>
<td>50-55</td>
</tr>
</tbody>
</table>

**Source:**
ITE/CNU
Designing Walkable Urban Thoroughfares

From:
FHWA
Road Diet Guide
Figure 3-1: Average Trail Cost Per Mile By Transect

- Source: DRAFT FDOT Multiuse Trails Cost and Funding

Florida Greenbook
Tips and Tricks

- **A good scope makes life much easier**
  - Think vertically at initial scoping
  - Engage all stakeholders 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/rdesign/CSI/Default.shtm

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