

COMPLETE STREETS AND FDOT DESIGN MANUAL

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FDOT Roadway Design Office

April 6, 2017 MPOAC

POLICY

RICK SCOTT
GOVERNOR



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ANANTH PRASAD, P.E.
SECRETARY

POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-a

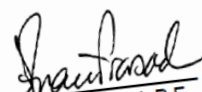
COMPLETE STREETS

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:

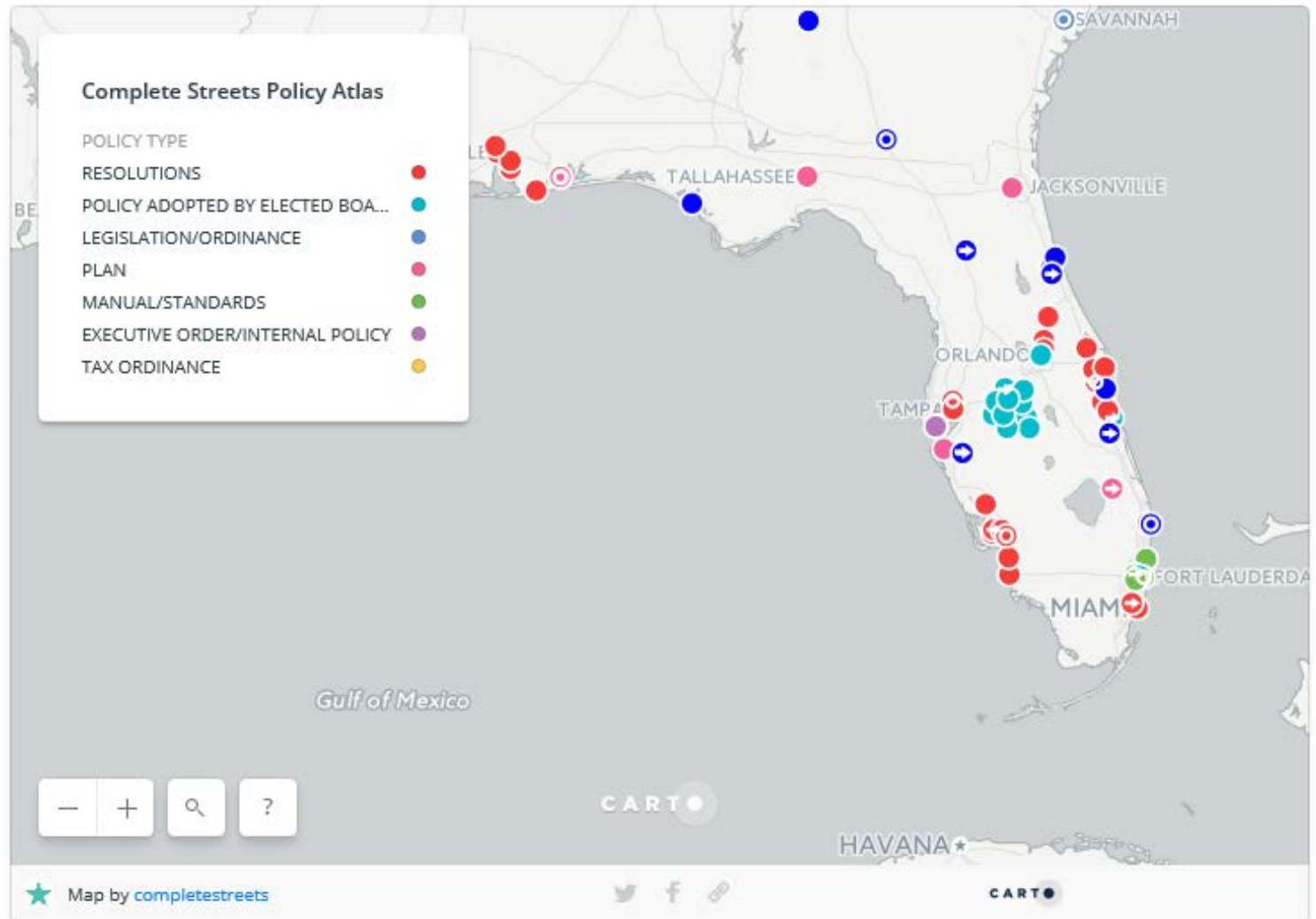
- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

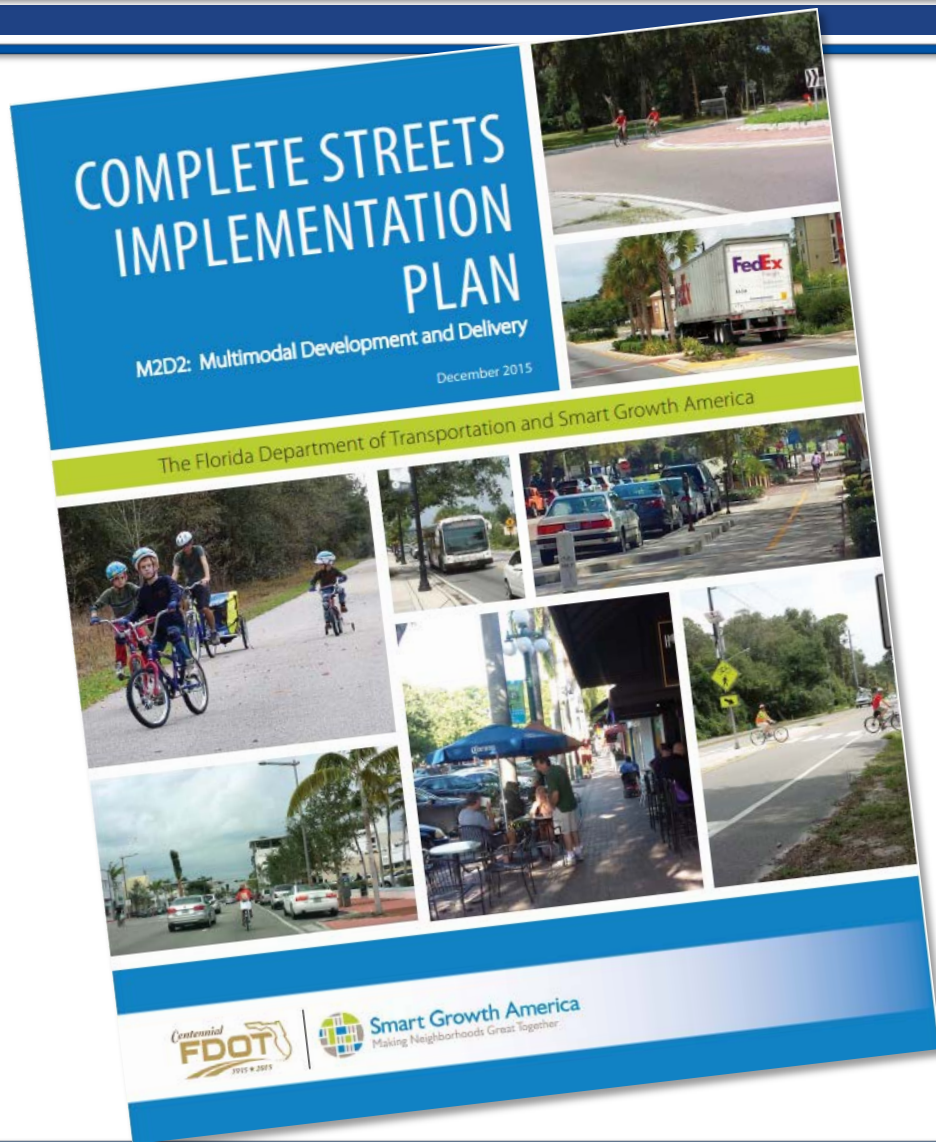
The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and 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

LOCAL GOVERNMENT INTEREST....





- Prepared by SmartGrowth America working with FDOT
- It's a road map, not a vehicle!
- Provides a “common vision” for the various offices
- Each office is responsible for its own part







SR 50 in Sumter County











101 > 102

Context Classification System



C1 C2 C2T C3R C3C C4 C5 C6

RURAL | URBAN





SR 50 in Sumter County





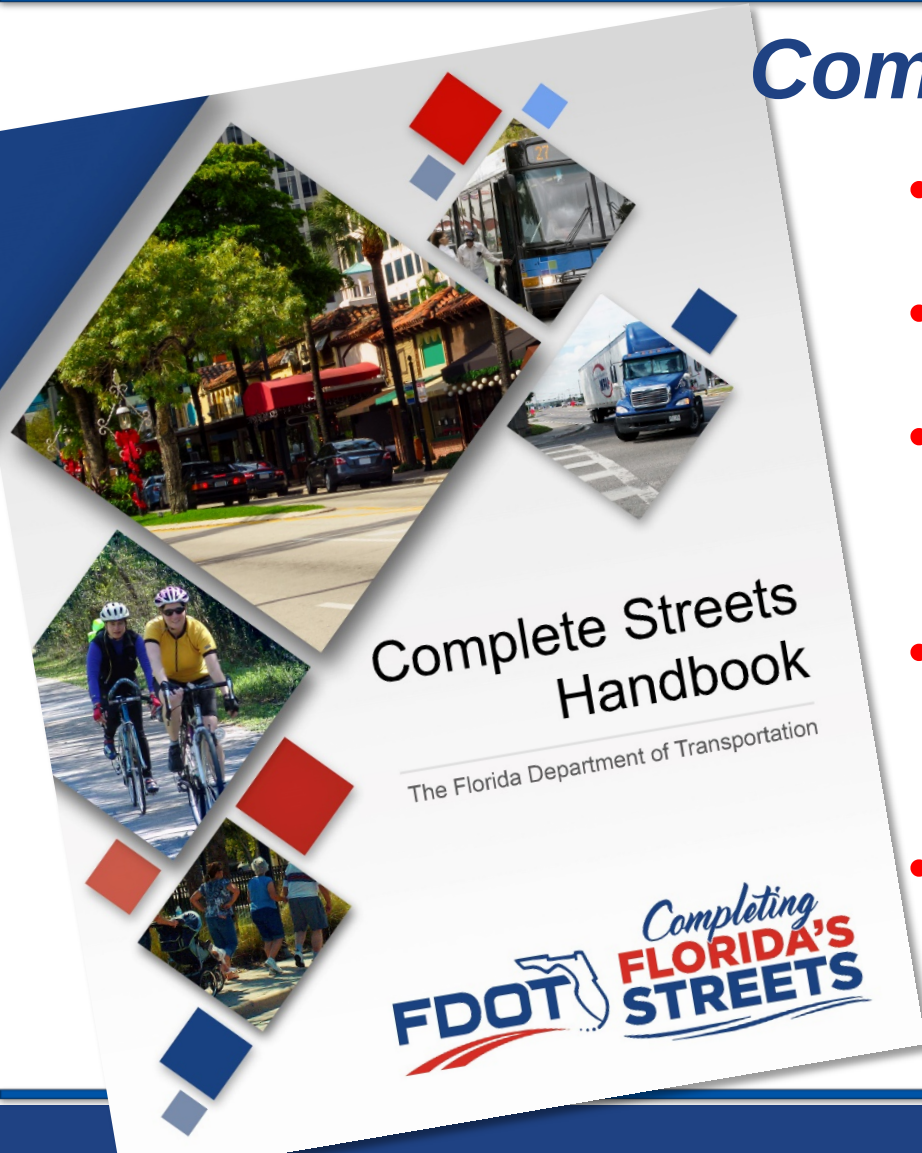




The What

Complete Streets Handbook

- External Draft in April 2017
- Final in June 2017
- Relates various FDOT guidance and procedures
- Explains context-based design criteria and standards
- Provides groundwork for the FDOT Design Manual (FDM)



Plans Preparation Manual (PPM) Design criteria based:

- Functional Classification
- Project Area (urban boundary defined by population)
- Design Speed

FDOT Design Manual (FDM) Design criteria based:

- Functional Classification
 - Has not changed. FDM organized into separate chapters by classification
- Context Classification
- Design Speed
 - Adopted lower design speed ranges.

Context Classification System



C1 C2 C2T C3R C3C C4 C5 C6

Context Classifications:

PPM – Area	FDM – Context Classification	
	C1	Natural
	C2	Rural
Rural	C2T	Rural Town
Urban	C3	Suburban
	C4	Urban General
	C5	Urban Center
	C6	Urban Core

What's Changing?

Design Speeds for Arterials and Collectors:

Context Classification		Allowable Design Speed Range (mph)		SIS Minimum Design Speed (mph)	
		PPM	FDM	PPM	FDM
C1	Natural	55-70	55-70	65	65
C2	Rural	55-70	55-70	65	65
C2T	Rural Town	40-60	25-45	50	40
C3	Suburban	40-60	35-55	50	50
C4	Urban General	40-60	30-45	45	45
C5	Urban Center	40-60	25-35	45	35
C6	Urban Core	40-60	25-30	45	30

Increases Flexibility in Design

- Can include elements that were not allowed at higher design speeds

Criteria Changes (highlights):

- Reduced:
 - Lane Widths
 - Median Width
 - Lateral Offsets
- Increased
 - Border Width
 - Sidewalk widths



What's Changing?

Lane Widths for Arterials and Collectors:

Context Classification		Minimum Lane Widths (ft)	
		PPM	FDM
C1	Natural	12	12
C2	Rural	12	12
C2T	Rural Town	11	11
C3	Suburban	11	10
C4	Urban General	11	10
C5	Urban Center	11	10
C6	Urban Core	11	10

25-35 mph

DRAFT Sidewalk Standard Widths

- C2T, C3, C4: 6 feet
- C5: 10 feet
- C6: 12 feet

When standard width is not obtainable, minimum width in any context classification is as follows:

- 5 ft when separated from the back of curb by 2 ft or more
- 6 ft for sidewalk located at the back of curb

Key Milestones:

- April 2017 First Draft of 2018 FDOT Design Manual (FDM)
 External Draft of Complete Streets Handbook
- June 2017 Final Draft of Complete Streets Handbook
- July 2017 Second Draft of 2018 FDM (external)
- August 2017 Training on FDM Context Based Design
- Nov. 2017 Posting of 2018 FDM



Questions



www.FLcompletestreets.com

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