POLICY

Florida Department of Transportation

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
- Motorists
- Freight handlers
- 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.

Anand 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
CONGRESS FOR NEW URBANISM (CNU) TRANSECT

THE TRANSECT
RURAL  URBAN

T1 NATURAL ZONE  T2 RURAL ZONE  T3 SUB-URBAN ZONE  T4 GENERAL URBAN ZONE  T5 URBAN CENTER ZONE  T6 URBAN CORE ZONE  SD SPECIAL DISTRICTS
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)
What’s Changing?

**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 Classifications:

<table>
<thead>
<tr>
<th>PPM – Area</th>
<th>FDM – Context Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>Natural</td>
</tr>
<tr>
<td>C2</td>
<td>Rural</td>
</tr>
<tr>
<td>Rural</td>
<td>C2T Rural Town</td>
</tr>
<tr>
<td>Urban</td>
<td>C3 Suburban</td>
</tr>
<tr>
<td>C4</td>
<td>Urban General</td>
</tr>
<tr>
<td>C5</td>
<td>Urban Center</td>
</tr>
<tr>
<td>C6</td>
<td>Urban Core</td>
</tr>
</tbody>
</table>
### Design Speeds for Arterials and Collectors:

<table>
<thead>
<tr>
<th>Context Classification</th>
<th>Allowable Design Speed Range (mph)</th>
<th>SIS Minimum Design Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PPM</td>
<td>FDM</td>
</tr>
<tr>
<td>C1 Natural</td>
<td>55-70</td>
<td>55-70</td>
</tr>
<tr>
<td>C2 Rural</td>
<td>55-70</td>
<td>55-70</td>
</tr>
<tr>
<td>C2T Rural Town</td>
<td>40-60</td>
<td>25-45</td>
</tr>
<tr>
<td>C3 Suburban</td>
<td>40-60</td>
<td>35-55</td>
</tr>
<tr>
<td>C4 Urban General</td>
<td>40-60</td>
<td>30-45</td>
</tr>
<tr>
<td>C5 Urban Center</td>
<td>40-60</td>
<td>25-35</td>
</tr>
<tr>
<td>C6 Urban Core</td>
<td>40-60</td>
<td>25-30</td>
</tr>
</tbody>
</table>
 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
### Lane Widths for Arterials and Collectors:

<table>
<thead>
<tr>
<th>Context Classification</th>
<th>Minimum Lane Widths (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PPM</td>
</tr>
<tr>
<td>C1 Natural</td>
<td>12</td>
</tr>
<tr>
<td>C2 Rural</td>
<td>12</td>
</tr>
<tr>
<td>C2T Rural Town</td>
<td>11</td>
</tr>
<tr>
<td>C3 Suburban</td>
<td>11</td>
</tr>
<tr>
<td>C4 Urban General</td>
<td>11</td>
</tr>
<tr>
<td>C5 Urban Center</td>
<td>11</td>
</tr>
<tr>
<td>C6 Urban Core</td>
<td>11</td>
</tr>
</tbody>
</table>

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
Schedule

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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