

FTP/Complete Streets

presented to
MetroPlan Orlando

presented by
FDOT District 5



Date 2017

FTP Goals



Safety and Security for residents, visitors, businesses



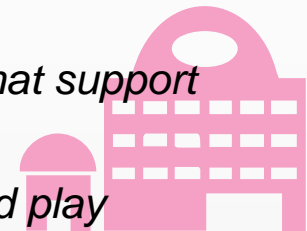
Transportation solutions that support Florida's global **Economic Competitiveness**



Agile, Resilient, and Quality transportation infrastructure



Transportation solutions that support **Quality Places** to live, learn, work, and play



Efficient and Reliable Mobility for people and freight



Transportation solutions that enhance Florida's **Environment and Conserve Energy**



More Transportation Choices for people and freight



Ongoing Partner Engagement



Organization	Date
Florida Regional Councils Association	Dec 7, 2016
Small County Coalition	Nov 17, 2016
Rural Economic Development Summit	Sep 18, 2016
American Planning Association FL Annual Conference	Sep 8, 2016
Florida Public Transportation Association Board	Aug 10, 2016
Complete Streets Workshops	Nov & Dec 2016
Florida League of Cities	Dec 9, 2016
Florida Seaport Transportation and Economic Dev. Council	Mar 2017
Florida Trucking Association (tentative)	Apr 2017
American Public Works Association	May 2017

Alignment with Other Statewide Plans



Policy Plans

- SIS Policy Plan (3/2016)
- Strategic Highway Safety Plan (8/2016)
- Seaport and Waterway System Plan (8/2016)
- Motor Carrier System Plan (Winter 2016)
- Rail System Plan (2017)
- Aviation System Plan (2017)

Handbooks, Guides, Manuals

- Complete Streets Implementation Plan (12/2015)
- Work Program Instructions
- 2016 Performance Report (Spring 2017)
- Complete Streets Handbook (Spring 2017)

Complete Streets on State Roads



- **Flexibility in Planning & Design**

- » For state roads, similar to existing processes for regional and local roads
- » Standardizing flexibility into tools and decisions

- **Context Classifications**

- » Common language
- » Not new to many communities or local governments

- **Planning & Design Approach**



FTP & Complete Streets



FTP Goals



Complete Streets Principles



Context Classifications



FDOT's Complete Streets approach provides flexibility and innovation in the design of state roadways to improve safety and mobility.



Complete Streets
Promote Connectivity
by offering customers access to an interconnected network of pedestrian, bicycle, transit, and roadway facilities

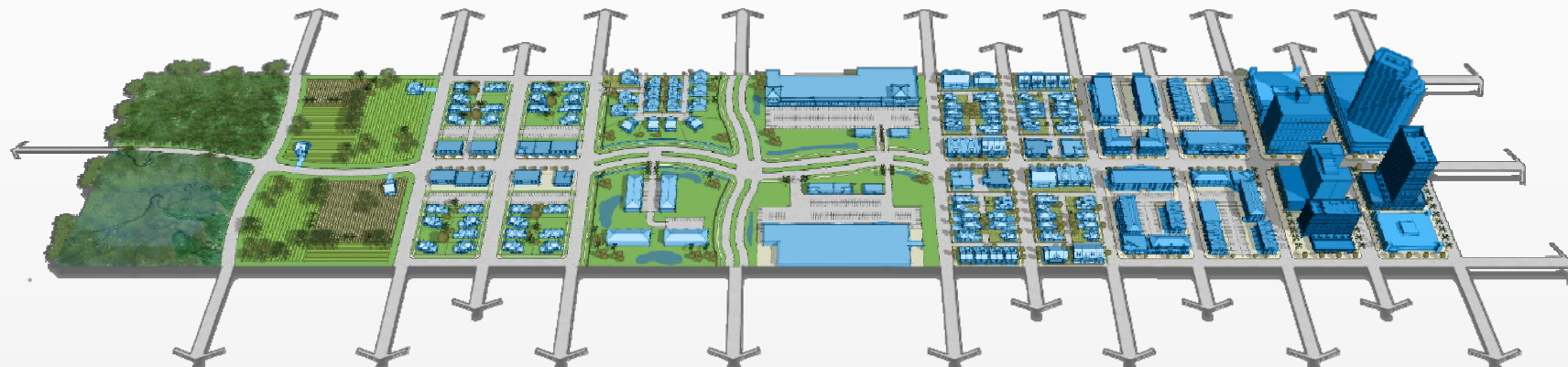
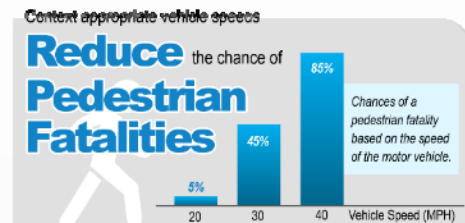
Complete Streets support
Private Investment & Enhance Economic Prosperity

The Complete Streets Approach applies to **Roads Other Than Interstates and Limited Access Facilities**

Pedestrians and businesses **THRIVE** where sidewalks have been designed at an appropriate scale, with sufficient lighting, shade, and street-level activity

Complete Streets **Provide Choices** and help reduce the amount **Households Spend** on transportation

Complete Streets provide opportunities for **Increased Physical Activity & Improved Community Health** by incorporating features that promote regular walking, cycling, and transit use



C1-Natural
Lands preserved in a natural or wilderness condition, including lands used as a farmland or due to natural conditions

C2-Rural
Sparsely settled areas, may include open land and pasture, woodland, and wetlands.

C2T-Rural Town
Small concentration of developed areas immediately surrounded by rural and natural areas for use as primary transit routes.

C3R-Suburban Residential
Mostly residential uses with large blocks and a decentralized open roadway network.

C3C-Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a decentralized open roadway network.

C4-Urban General
Mix of uses with small blocks with a well-connected roadway network. May contain long distances between transit stops. Transit routes usually connect to residential and commercial uses along the corridor either behind the uses fronting the roadway.

C-5 Urban Center
Mixed uses with small blocks with a well-connected roadway network. Typically concentrated around a transit station and identified as part of a major city, county, or city of the state or economic center.

C6-Urban Core
Areas with the highest densities and building heights within the designated Large Urbanized Area (population > 200,000). Very high regional centers and destinations. Buildings are mixed-use and are within 1/4 mile to the roadway, and are within a well-connected roadway network.

1. Urbanization of City Transportation Needs, State Street Group (2013).
2. New Florida Plan.
3. Smart Growth America. Complete Streets Manual: The Local Chapter (2012).
4. FHWA. Urban Trip Design for Pedestrian Facilities.

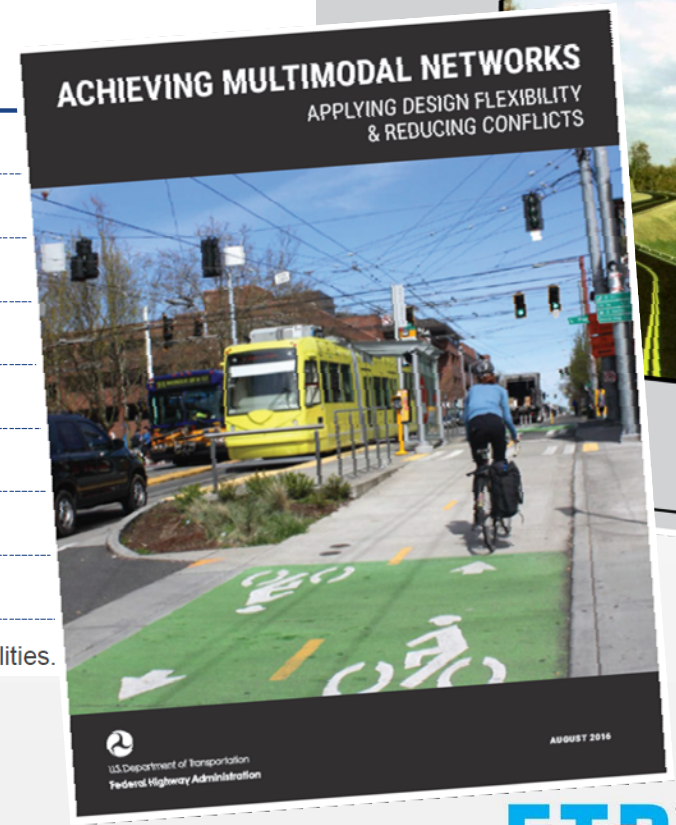
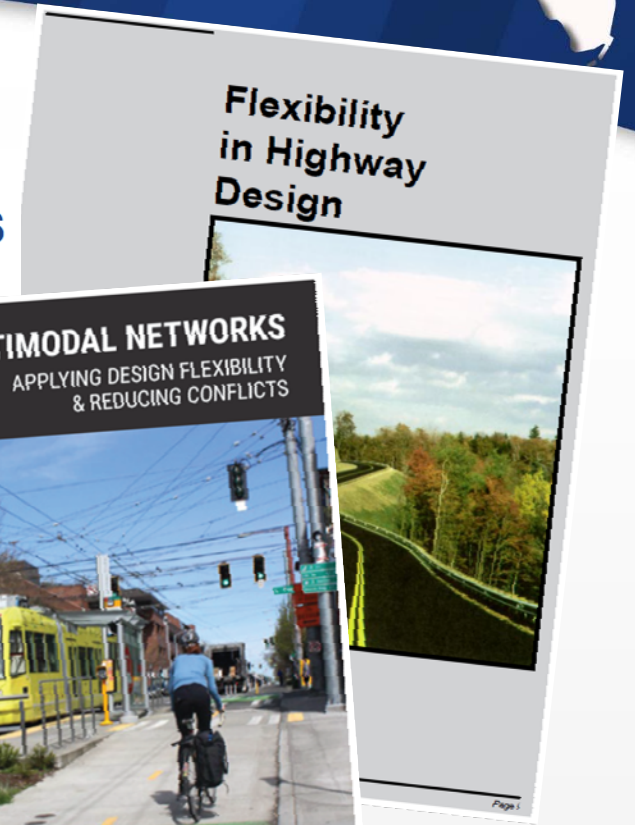
Planning & Design Flexibility



PROPOSED DESIGN SPEEDS BASED ON CONTEXT CLASSIFICATION FOR NON-LIMITED ACCESS FACILITIES

Context Classification	Design Speeds (MPH)
C1-Natural	55-70
C2-Rural	50-70
C2T-Rural Town	25-45
C3R-Suburban Residential	35-55
C3C-Suburban Commercial	35-55
C4-Urban General	30-45
C5-Urban Center	25-35
C6-Urban Core	25-30

Additional guidance will be developed on the application of design speed on SIS facilities.



Complete Streets Handbook



- **Handbook:**

- » Integrates Complete Streets approach in planning & design of state roads
- » Explains importance of collaboration with regional & local partners
- » Establishes context classification

- **External Draft for partner comment - April 2017**

- **Final Complete Streets Handbook for State Roads - June 2017**

Planning & Designing for Complete Streets



- **DOT planning manuals and processes**

- » Community planning
- » ETDM

- **DOT project manuals and processes**

- » Project Development Process
- » FDOT Design Manual
- » Access Management Manual

- **Maintenance & Operations**