Complete Streets and Context Classification

April 2017

Secretary’s Pedestrian Safety Initiative

• Dangerous by Design (2011, 2014)
• Orlando, Tampa, Jacksonville, Miami-Ft. Lauderdale
• Secretary Ananth Prasad… “Being #1 in pedestrian fatalities and serious injuries is NOT where Florida wants to be.”
Pedestrian Statistics

- Approximately 500 killed each year
- Approximately 1,600 seriously injured each year
- 3% of all traffic crashes, yet 20% of all fatalities
Adopted September 2014
promotes safety, quality of life, and economic development
context sensitive system of “Complete Streets.”
serve the transportation needs of transportation system users of all ages and abilities, including:
- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

Implementation Plan

- Smart Growth America
- 4 workshops Summer 2015
- Implementation Team
- Approved December 2015
- Modifies 12 key documents
FDOT Context Classification

• Defines Approach, Process, Expectations, Best Practices
• Complete description of context classifications

FDOT Design Manual (FDM)

• Final manual posted November 1, 2017
• Implementation date January 1, 2018.
• Replaces Plans Preparation Manual
OVERVIEW

1. What are the FDOT Context Classifications?
2. How will Context Classification be used?

WHAT ARE THE FDOT CONTEXT CLASSIFICATIONS?
What are the FDOT Context Classifications?

**C1-NATURAL**

Lands preserved in a **natural or wilderness condition**, including lands unsuitable for settlement due to natural conditions. **Not intended for future development.**
C2-RURAL

Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands. Lands that could be developed in the future.

C2T-RURAL TOWN

Small concentrations of town area immediately surrounded by rural and natural areas; includes many historic towns.
C3R-SUBURBAN RESIDENTIAL

Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-SUBURBAN COMMERCIAL

Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.
**C4-URBAN GENERAL**

Mix of uses set within small blocks with a well-connected roadway network. The roadway network usually connects to residential neighborhoods immediately along the corridor or on the back side of blocks fronting the roadway.

**C5-URBAN CENTER**

Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.
C6-URBAN CORE

Areas with the **highest densities and building heights**, and within FDOT classified **Large Urbanized Areas** (population >1,000,000). Many are regional centers and destinations. Buildings have **mixed uses**, are **built up to the roadway**, and are within a **well-connected roadway network**.

SPECIAL DISTRICTS

- Areas that do not adhere to context classification measures
- Have a mix of users that can create unique travel patterns
- Examples:
  - University campuses
  - Airports
  - Rail yards
  - Ship yards
  - Freight distribution enters
  - Refineries
  - Sports complexes

University of Florida, Gainesville, FL
Port of Miami, Miami, FL
**HOW WILL CONTEXT CLASSIFICATION BE USED?**

Context classification informs planners and engineers about the type and intensity of users along various roadway segments.

- For example, C4, C5, and C6 context classification will have higher number of pedestrians, bicyclists, and transit users than in a C1, C2, or C3 context classification. C2T will be similar to C4.
RELATIONSHIP TO FDM

- On-street parking – may be acceptable in C2T, C4, C5, and C6 if supported by codes and regulations
- Bulb-outs – not required, but may be applied in appropriate contexts
- Street Trees – not required, but lower speeds permit closer placement to face of curb. Clear sight triangles still apply.
- Sidewalks – 6’ standard width, but wider in C5 and C6 where possible
- Application of FDM criteria also influenced by plans, codes, and regulations

RELATIONSHIP TO RRR

- RRR projects have a very short time frame (3 years or less)
- Criteria in FDM will be used to the extent possible
- Will not move curb or buy ROW
- Get ready for RRR – start early with your own planning
- Support RRR with other project funding (goes with)
- We may have to miss opportunities on early/current projects
FDM IMPLEMENTATION SCHEDULE

• The FDM will be effective January 1, 2018

• Context-based criteria in the FDM will be required on projects that have not begun design by January 1, 2018

• For PD&E projects, implementation of context classification and the FDM is required for all projects that have the Public Hearing scheduled in April 2018 or later

• FDM may be applied earlier at the discretion of the district

WHO WILL DETERMINE CONTEXT CLASSIFICATION?

• District Staff
  o District can assign staff to oversee context classification evaluation
  o Multiple offices/groups should be involved
  o On projects where FDOT currently coordinates with local governments, FDOT should continue to coordinate with local governments to calibrate context classification
  o Local form-based codes and zoning can be used to inform FDOT’s context classification determination

• Final determination is made by FDOT
WHO WILL DETERMINE CONTEXT CLASSIFICATION?

• Coordinate with the State Complete Streets Program Manager if Special District designation is required

• Coordinate with District SIS Coordinator if roadways are located on the SIS

LOCAL INFLUENCE ON CONTEXT CLASSIFICATION

• Current classification is as-built/conditions today

• Future changes based on plans, codes, and regulations that support the proposed future use
QUESTIONS?
DeWayne Carver, AICP
FDOT Complete Streets Program Manager
Florida Department of Transportation
Roadway Design Office
www.FLcompletestreets.com
Dewayne.carver@dot.state.fl.us
850 414 4322