

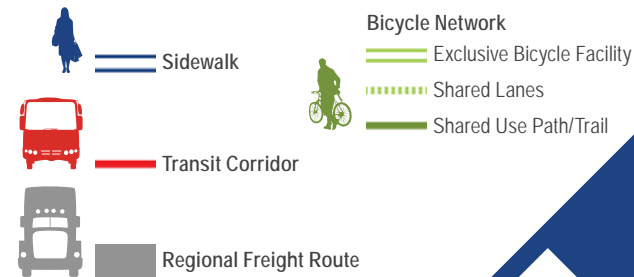
WHAT IS THE ROLE OF LOCAL PARTNERS?

A network of Complete Streets cannot be built entirely within the state roadway system and solely within FDOT's right of way. Transportation system and development pattern (such as land use, development density and intensity, building design, and site layout) are inextricably linked, and both have an effect on travel choices and mobility. A robust, connected roadway network provides options for the movement of people and goods and is the foundation for safe and comfortable travel for pedestrians, bicyclists, and transit riders.

Local governments and metropolitan planning organizations (MPOs) are responsible for land use and transportation planning to create supportive infrastructure and development patterns that match community goals and visions. Comprehensive plans, subarea plans, and land development regulations are some of the documents that will be reviewed to determine future visions and other land use-related items in evaluating context classification.

FDOT will apply criteria and standards based on the context classification. There is no separate FDOT funding category or FDOT funding source specifically for Complete Streets. Projects that require modifications to comply with criteria associated with the context classification will be funded through the funding programs currently available to Federal, State, and local roadways, as appropriate. The existing MPO funding process will remain the same. If local governments or other partners would like to include features that go beyond what is required by FDOT design criteria, such as decorative lighting or landscaping, patterned pavements, or street furniture and wayfinding, local communities must coordinate with FDOT to align local resources and projects with the FDOT project.

EXAMPLE OF A CONTEXT-SENSITIVE SYSTEM OF COMPLETE STREETS



WHAT IS FDOT'S APPROACH TO COMPLETE STREETS?

In September 2014, the Florida Department of Transportation (FDOT) adopted the Statewide Complete Streets Policy (Topic No. 000-625-017-a). The policy captures three core concepts in its approach to Complete Streets:

- Complete Streets serve the transportation needs of transportation system users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight handlers.
- Complete Streets are context sensitive, and the approach provides transportation system design that considers local land development patterns.
- A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

The right street in the right place.

Implementing Complete Streets is an FDOT department-wide priority. The Complete Streets approach builds on flexibility and innovation in roadway planning and design to put the right street in the right place.

WHEN WILL COMPLETE STREETS BE IMPLEMENTED?

The determination of a roadway's context classification is required in order to utilize the criteria in the FDM. The context-based criteria in the FDM will be required on projects that have not begun design by January 1, 2018, and may be applied to active design projects at the discretion of the district. For PD&E projects, implementation of context classification and the FDM is required for projects that have the Public Hearing scheduled in April 2018 or later. The 2017 Plans Preparation Manual (PPM) will apply through the completion of the PD&E studies for projects that have the Public Hearing scheduled prior to April 2018. Criteria contained in the FDM may also be applied earlier at the discretion of the district.

WHERE CAN I FIND MORE RESOURCES?

WWW.FLCOMPLETESTREETS.COM

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WHAT IS IN THE COMPLETE STREETS HANDBOOK?

The Complete Streets Handbook describes how FDOT will apply context-based planning and design to non-limited access state roadway projects. It introduces the FDOT context classification system used in the FDOT Design Manual (FDM) to support the safety, comfort, and mobility of all users.

- ES EXECUTIVE SUMMARY**
Provides an overview of FDOT's Complete Streets approach and principles
- 01 CHAPTER 1**
Describes the roles of FDOT and local and regional partners in implementing Complete Streets
- 02 CHAPTER 2**
Defines context classifications that will inform planning and design decisions for Complete Streets
- 03 CHAPTER 3**
Describes how context classifications will be determined for different types of FDOT projects
- 04 CHAPTER 4**
Outlines roadway design considerations to support Complete Streets

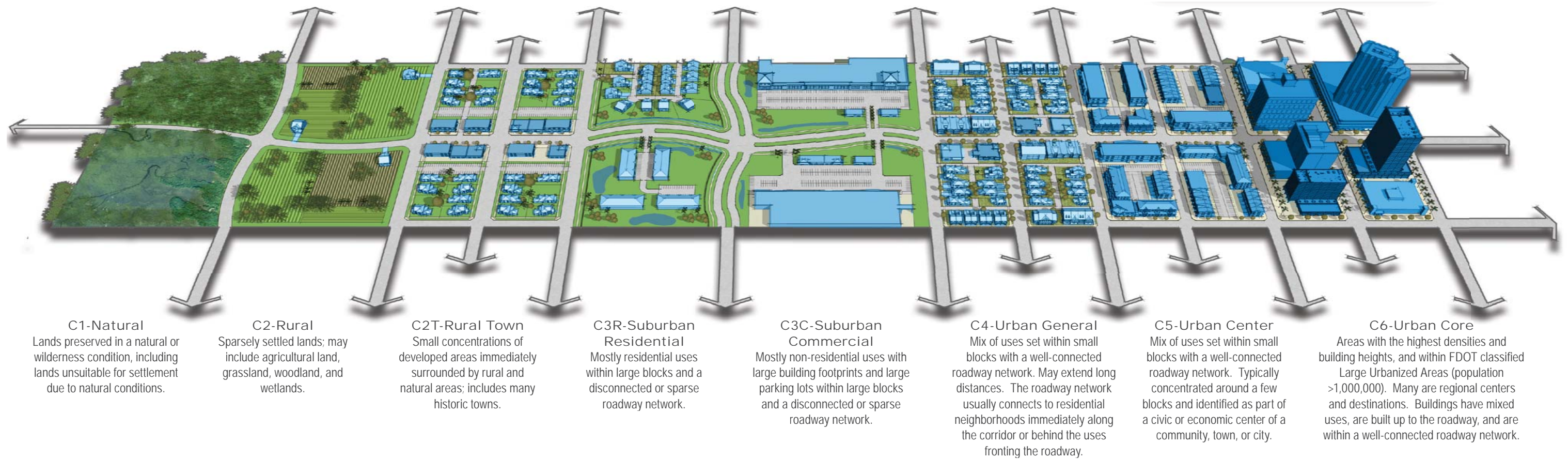
The FDOT Complete Streets approach is based on the following principles:

- Safety First
- Invest in Existing and Emerging Communities
- Enhance System Performance
- Enhance All Modes
- Connect Community Centers
- Create Quality Places
- Support the Context

WHAT IS FDOT CONTEXT CLASSIFICATION?

The FDOT context classification system broadly identifies the various built environments existing in Florida. The context classification of a roadway will inform FDOT's planning, Project Development and Environment (PD&E), design, construction, and maintenance approaches to ensure that state roadways are supportive of safe and comfortable travel for their anticipated users. Identifying the context classification is a preliminary step in planning and design, as different context classifications will have different design criteria.

FDOT CONTEXT CLASSIFICATIONS



CONTEXT CLASSIFICATION AND TRANSPORTATION CHARACTERISTICS



The context classification of a roadway, together with its transportation characteristics, will provide information about who the users are along the roadway, the regional and local travel demand of the roadway, and the challenges and opportunities of each roadway user.

WHAT IS THE FDOT PROCESS FOR IMPLEMENTING CONTEXT CLASSIFICATION?

Complete Streets are not a specific type of project, but rather are an approach to ensure projects are pursued based on their contexts. This means that a Complete Streets approach will be implemented consistently for all non-limited access projects — from capital projects qualifying for Efficient Transportation Decision Making process (ETDM) screening to Resurfacing, Restoration and Rehabilitation (RRR), traffic operations, and safety projects.

All FDOT projects on non-limited-access roadways require the evaluation and documentation of context classification early in the life of a project, as follows:

For Non-Qualifying Projects
(projects that do not go through ETDM screening): The context classification will be determined during the work program development cycle and prior to the development of the design scope of work.

For Qualifying Projects
(projects that go through ETDM screening): The context classification will be provided in the Preliminary Environmental Determination (PED) in ETDM screening.