



# FDOT Complete Streets Initiative

*Presented to: CNU Florida*

**SAFETY DOESN'T HAPPEN BY ACCIDENT.**

**ALERT TODAY**  
FDOT  
**ALIVE TOMORROW**

**WHEN DRIVING, WALKING, OR BICYCLING...  
PAY ATTENTION.  
READ THE SIGNS.  
LEARN THE RULES.**

**AVOID DISTRACTIONS.**   
**STOP BEFORE TURNING RIGHT ON RED.**  
**USE THE SIDEWALK AND CROSSWALKS.**  
**BICYCLE PREDICTABLY, WITH TRAFFIC.**

Funded by the Florida Department of Transportation

AlertTodayFL [www.AlertTodayFlorida.com](http://www.AlertTodayFlorida.com) AlertTodayFlorida



**Billy L. Hattaway, PE**  
District One Secretary



# FDOT'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.”

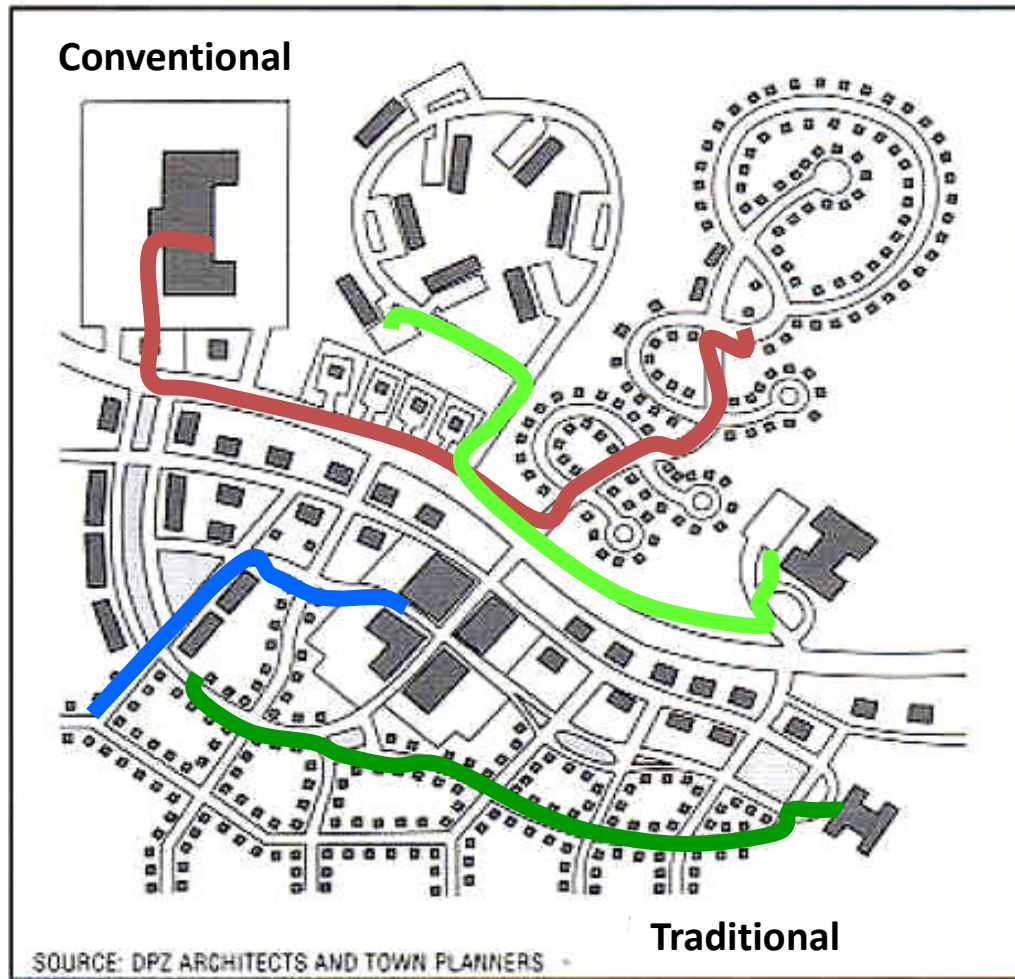


# How We Got Here

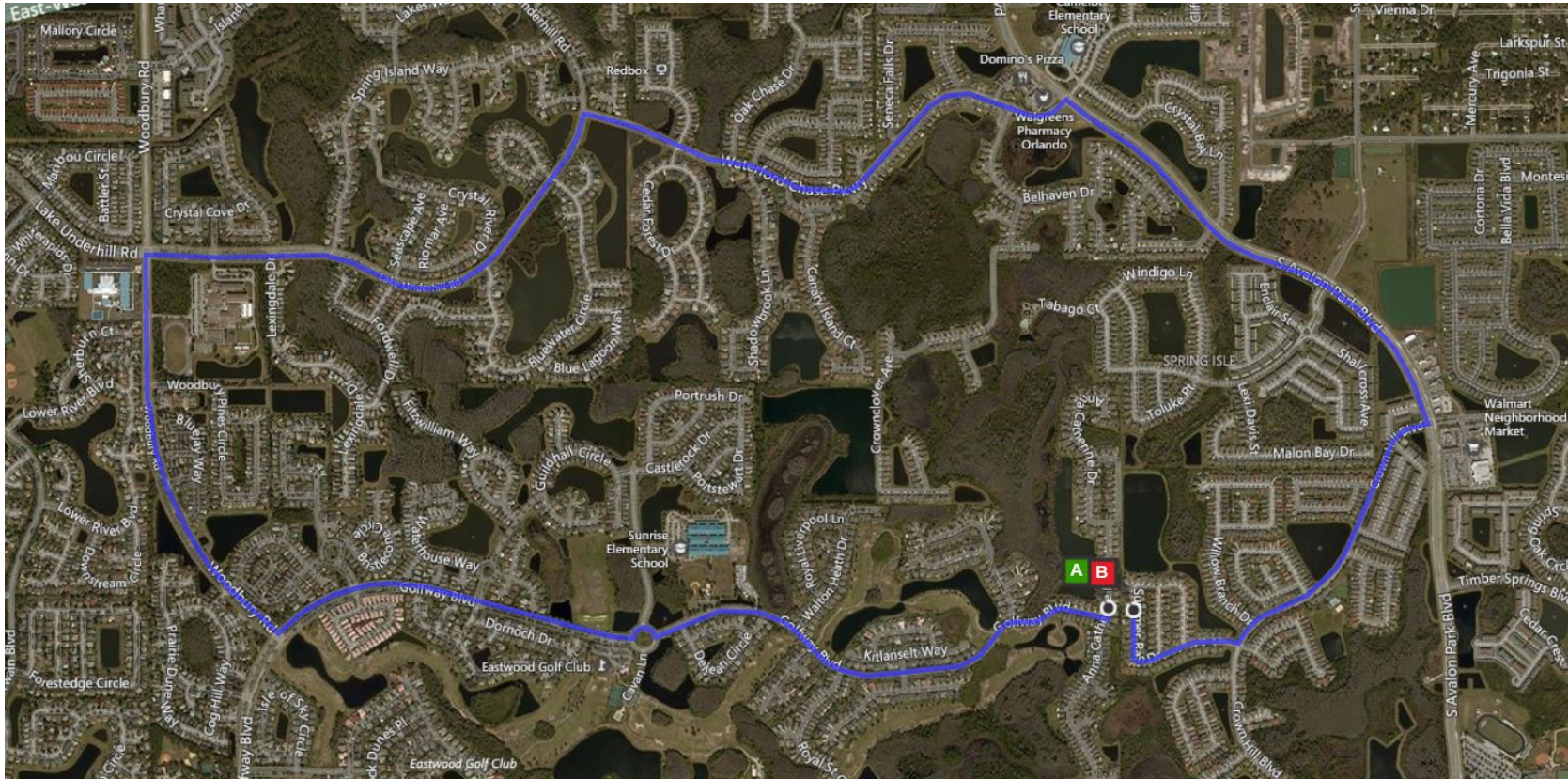


**Fowler Ave, Tampa**

# Land Development Patterns



# Land Development Patterns



**1585 Anna Catherine Dr, Eastwood Park, Orange County, FL**  
**13415 Summer Rain Dr, Avalon Park, Orange County, FL**

**7.1 mile drive, yet only 70' apart**

# Land Development Regulations



# Driver Expectation



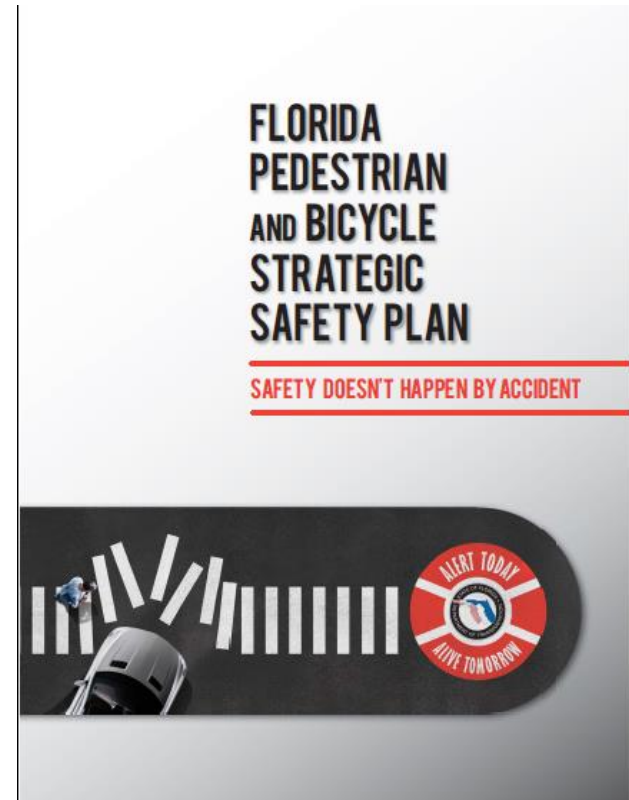
**Thomasville Rd, Tallahassee, FL**

# The Launch



- NHTSA panel of experts: assessed Bike/Pedestrian Safety.
- NHTSA conducted “Pedestrian 101” training for all focused initiative team members.
- Developed Florida Pedestrian and Bicycle Strategic Safety Plan
- Alert Today/Alive Tomorrow

<http://alerttodayflorida.com/>





# Driving the Culture Change

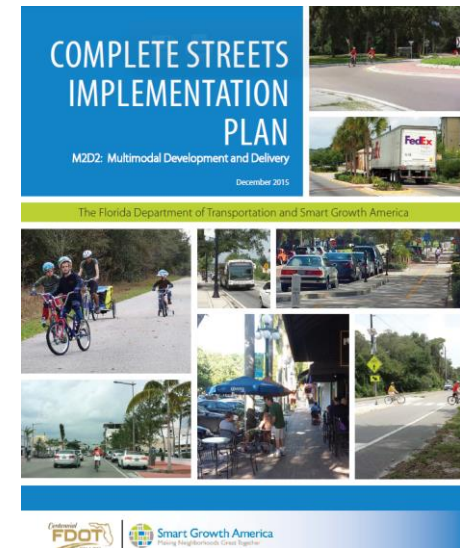


- Complete Streets Policy & Implementation
  - <http://www.flcompletestreets.com/>
- Context Based Bicycle/Pedestrian Facilities
  - <http://www.dot.state.fl.us/rddesign/BikePed/Default.shtm>
- Promotion of Modern Roundabouts
  - <http://www.dot.state.fl.us/rddesign/Roundabouts/Default.shtm>
- Guidance for Road Diets on State System
  - <http://www.dot.state.fl.us/rddesign/CSI/Files/Lane-Elimination-Guide-Part2.pdf>

# Supporting the Culture Change



- Training – FHWA Focus State
  - Conducting Road Safety Audits
  - Designing for Pedestrian Safety
  - Roundabout Design
- Complete Streets Schedule
  - Policy Adopted 9/2014
  - Implementation Plan 12/2015
  - Handbook Complete/Training 3/2017



# Modern Roundabouts/Road Diets



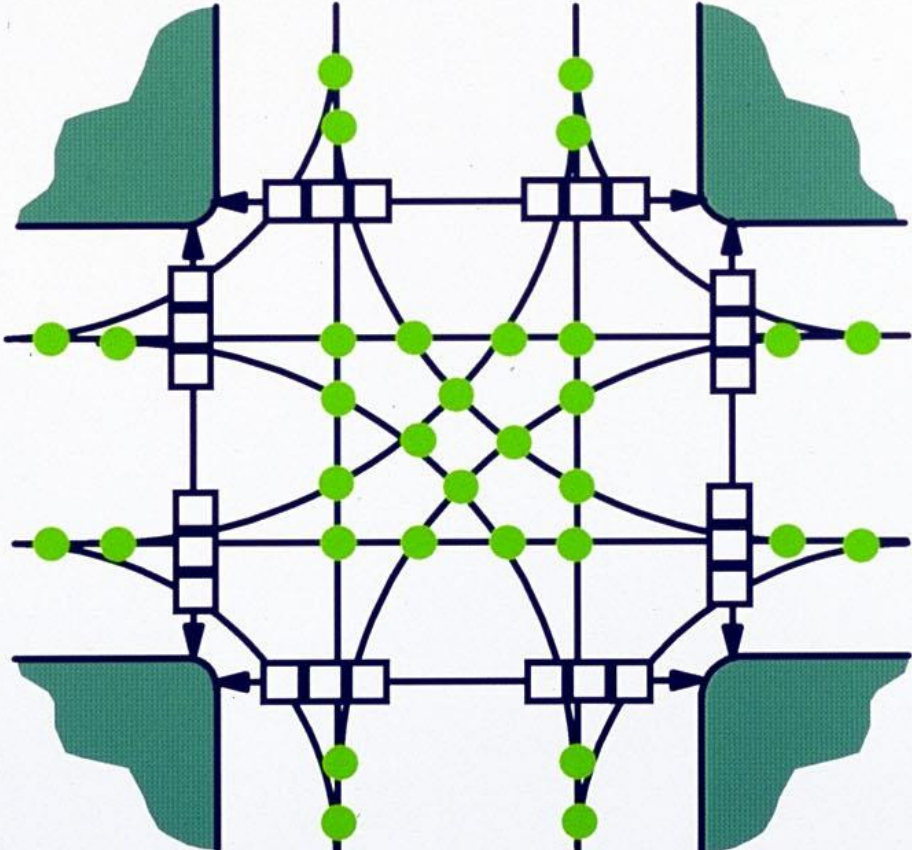
**Gaines St., Tallahassee, FL**

# Modern Roundabouts/Road Diets



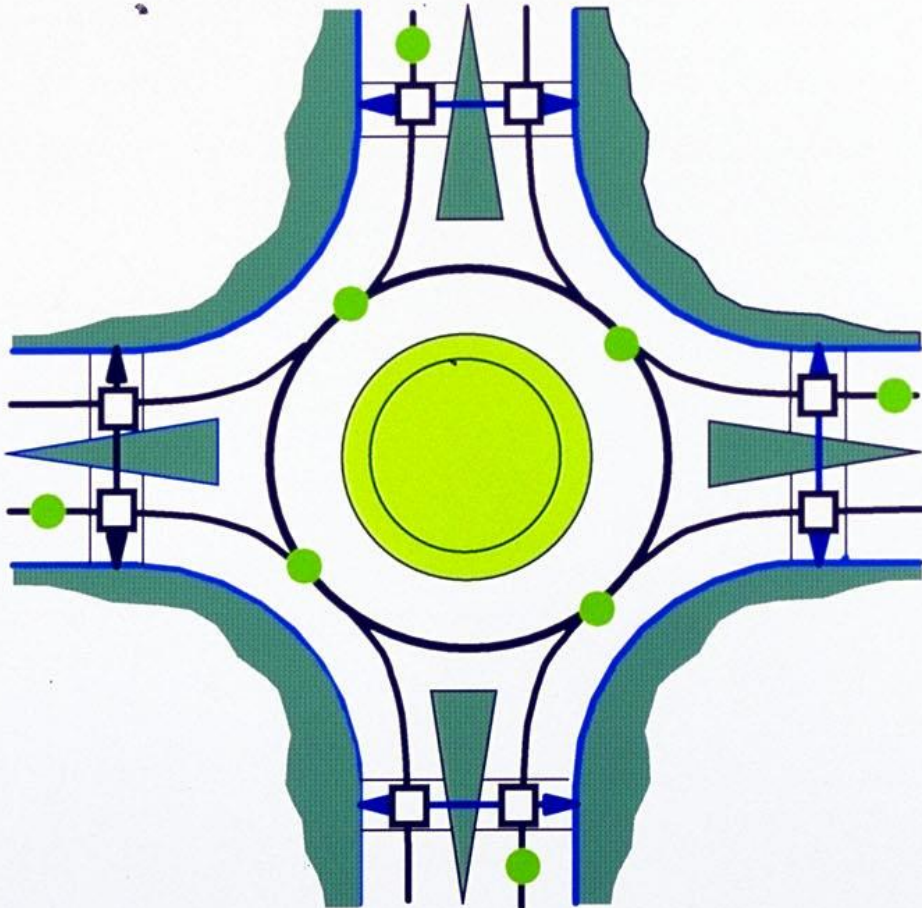
**Gaines St., Tallahassee, FL**

# Conflicts At a Four-Way Intersection



- 32 Vehicle to vehicle conflicts
- 24 Vehicle to pedestrian conflicts

# Conflicts At Roundabouts



- 8 Vehicle to vehicle conflicts
- 8 Vehicle to pedestrian conflicts

# Modern Roundabouts/Road Diets



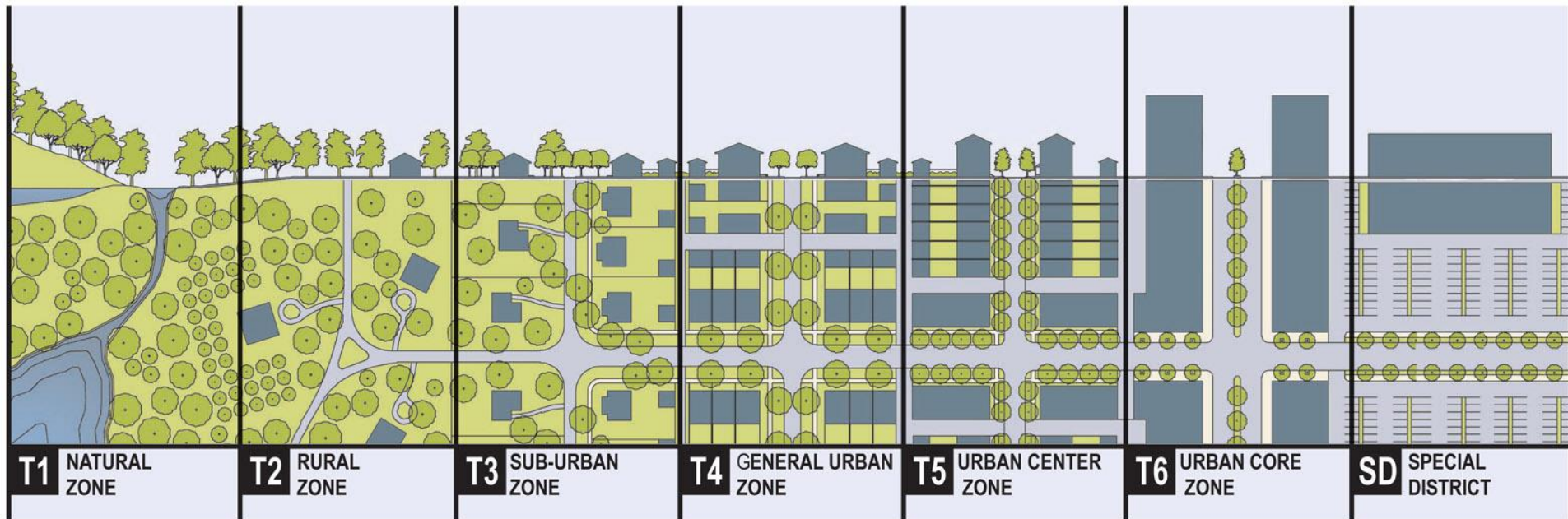
Roundabouts are a proven safety solution

- 90 % decrease in the fatal crash rate;
- 75 % decrease in serious injuries;
- 35 % decrease in the total crash rate;
- 75% more efficient than signals

Road Diets are a proven safety solution

- 40% decrease in total crash rate

# Define the Context



## Transect Zones, Smart Code



# T-3 Suburban



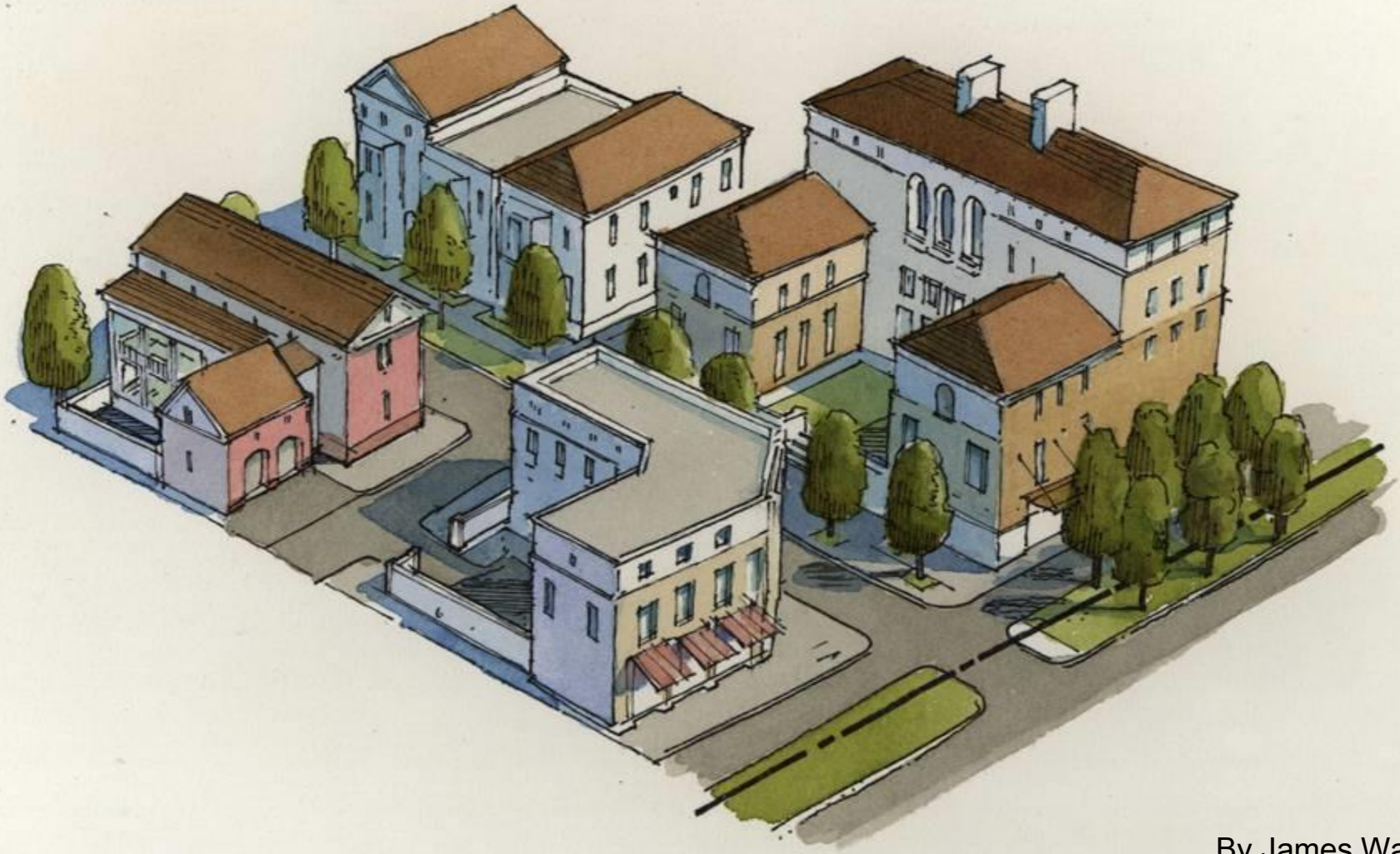
By James Wassell

# T-4 General Urban



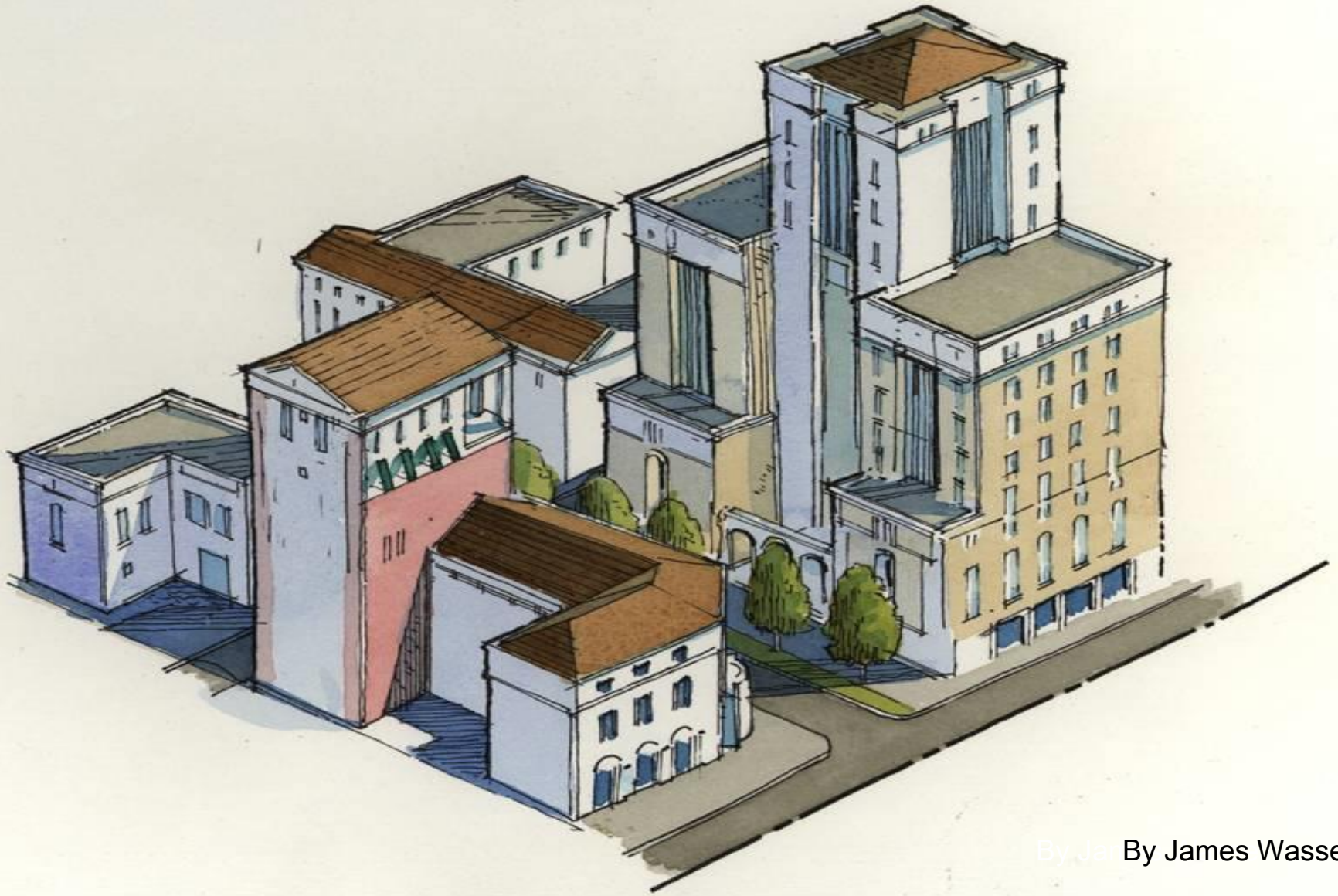
By James Wassell

# T-5 Urban Center



By James Wassell

# T-6 Urban Core



By James Wassell

# Baldwin Park, Orlando, FL



- 1,100 Acres
- 250 Acres of Lakes
- **32 Street Connections**
- 14,000 Residents
- 125 Businesses
- Mixed Use
- Publix, CVS
- 20 Neighborhood Parks
- “A” Rated Schools
- 50 miles of Trails
- Single Family
- Town Homes
- Apartments
- Condominiums
- Live/Work

# Mixed Use Development



**New York Ave, Winter Park, FL**

# Complete Streets Policy



## Florida Department of Transportation

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

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
- Motorists
- Transit riders
- Freight handlers
- Pedestrians

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

## Adopted September 17, 2014

# Complete Streets Implementation



**COMPLETE STREETS  
IMPLEMENTATION  
PLAN**

M2D2: Multimodal Development and Delivery

December 2015

The Florida Department of Transportation and Smart Growth America

Centennial **FDOT** 1945 \* 2015

**Smart Growth America**  
Making Neighborhoods Great Together

Completed December, 2015



# Complete Streets Implementation



- Revising guidance, standards, manuals, policies, and other documents
- Updating decision-making processes
- Modify approaches for measuring performance
- Managing internal and external communication and collaboration during implementation
- Providing ongoing education and training

# Updating Decision Making Processes



P. 14 “Communicate with metropolitan planning organizations and other local and regional agencies earlier during project planning so that they can coordinate their own related investments”

Complete Streets Implementation Plan – 2015

Complete Streets Implementation Team discussed a number of approaches for improving coordination across relevant stakeholders, as outlined in the implementation strategies below.

**Implementation strategies to consider:**

- Communicate with metropolitan planning organizations and other local and regional agencies earlier during project planning so that they can coordinate their own related investments;
- Hire FDOT staff with urban planning backgrounds to support more collaborative work with local governments;
- Establish full-time staff positions dedicated to Complete Streets implementation and external partner engagement within each of the District Offices;
- Add Complete Streets implementation and external partner engagement to existing position descriptions; and
- Develop and maintain Complete Streets network plans and GIS layers that compile information from existing land use and transportation plans to identify gaps in network connectivity and aid coordination across programs and with other agencies.

Florida Department of Transportation & Smart Growth America

decision-making that evaluate the qualities people want from their transportation system – convenience, safety, comfort, access, reasonable travel times, low cost, and reliability – while also reflecting the broader role of the transportation network in contributing to regional competitiveness and quality of life.

**A Complete Streets framework for measuring performance involves:**

- Moving beyond measures of capacity and mobility toward measures of access based on context by assessing whether residents have safe, reliable, and affordable ways to reach important destinations such as employers, healthcare, schools, and other daily needs;
- Evaluating the quality of the travel experience for all modes of transportation as well as safety for all modes of transportation;
- Assessing the completeness of the transportation network for all modes of transportation, including transfers between modes; and
- Evaluating whether transportation investments are contributing to broader state and community goals articulated in planning documents such as those related to future growth and development, environmental protection, and health.

### III. Modifying approaches for measuring performance

Successfully integrating a Complete Streets approach into FDOT's practices in an impactful way will require aligning the Department's approaches for measuring performance at a variety of scales and levels with the goals of the Complete Streets Policy. This includes measures and criteria used to evaluate proposed future investments, the performance of individual transportation facilities, the performance of the network as a whole, and the general effectiveness of FDOT's programs.

During the M2D2 workshop series, members of the Complete Streets Implementation Team discussed the importance of more closely aligning how the Department measures success with how residents, businesses, and transportation system users measure success. Doing so will mean incorporating criteria into




# Complete Streets Website



Browser address bar: <http://www.dot.state.fl.us/rddesign/CSI/Default.shtm>

Navigation: File Edit View Favorites Tools Help

Home - Roadway Design ... People First Suggested Sites Web Slice Gallery

**Florida Department of TRANSPORTATION**



E-Updates | FL511 | Mobile | Site Map

Home About FDOT Contact Us Maps & Data Offices Performance Projects

## Roadway Design

Roadway Design / Complete Streets Implementation

### Complete Streets Implementation



#### Topics

**FINAL Implementation Plan** NEW!  
Complete Streets Policy

#### Welcome

The Florida Department of Transportation (FDOT) Complete Streets Policy incorporates context-appropriate roadway designs that accommodate users of all ages and abilities, including cyclists, pedestrians, motorists, transit, and freight. FDOT recognizes 21st Century demographics, business practices and development

# Lane Width



**Charleston, SC**

# Lane Width



- The normal range of design lane width is 9-12'.
- Lane widths substantially less than 12 feet are considered adequate for a wide range of volume, speed and other conditions.
- There is less direct evidence of a safety benefit associated with wider lanes in urban areas.

AASHTO - A Guide for Achieving Flexibility In Highway Design

# Context Based Bike Facilities



## DRAFT Concepts:

- Context/Speed/Volume Based
- Low Speed/Volume – Shared Travel Lanes
- Moderate Speed/Volume - Bike Lanes (7' Standard)
  - New Construction
  - Retrofit Projects
- Higher Speed/Volume - Multi-use Paths (10' Standard)

# Existing Bike Lane



**Winter Park, FL**

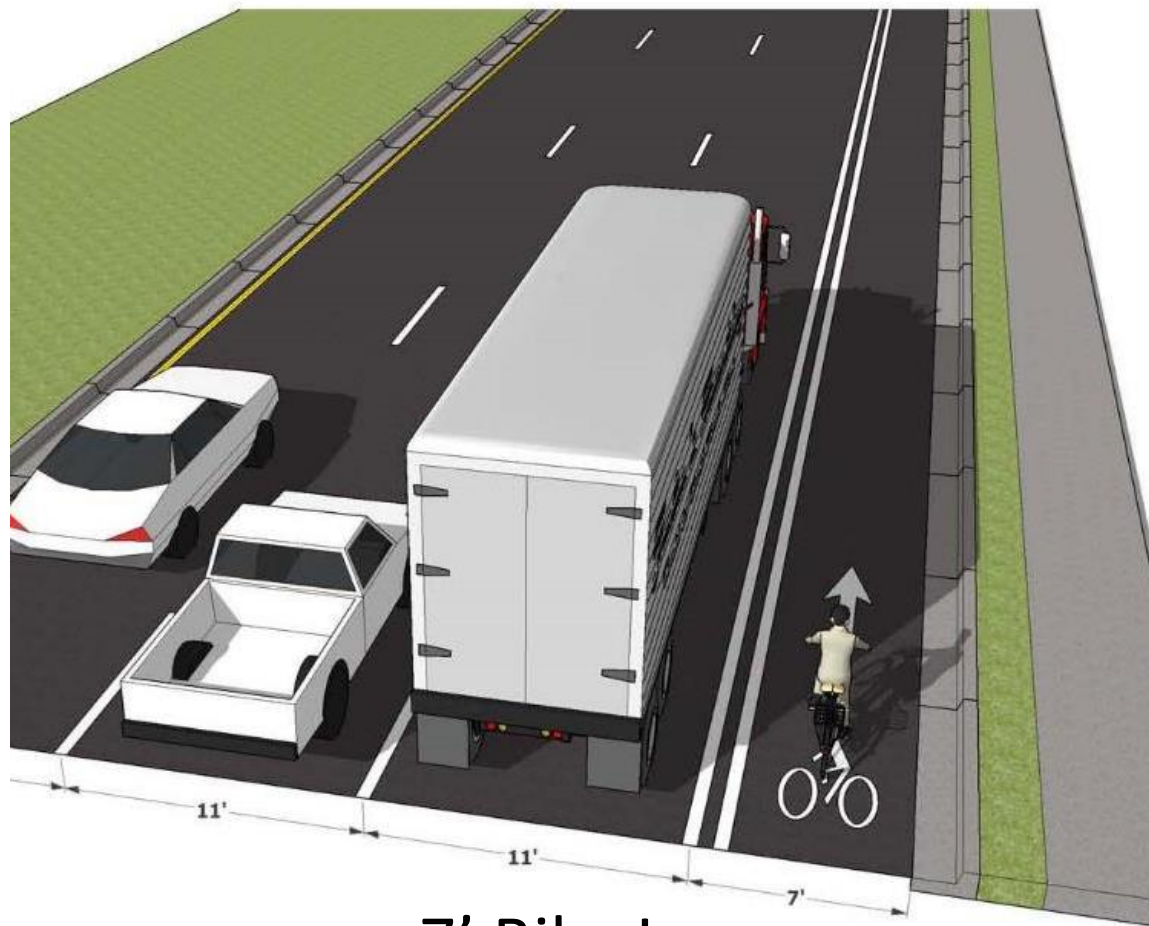
# Shared Travel Lane



**Winter Park, FL**



# 7' Buffered Bike Lane



7' Bike Lane

# Side Path



**Orlando, FL**

# Multi-Use Trail



**Baldwin Park, FL**

# Making a Street Complete



**Woodville Hwy, Woodville, FL**



Florida Department of Transportation

# Johnnie Dodds Blvd, Mt. Pleasant, SC



- Citizen/Business Funded
- Created Counter Proposal
- 200' ROW
- Interchanges Proposed
- Two Way Frontage Roads
- Business Failing
- Road Divided Community
- Commuter Corridor
- Proposed Roundabout Intersections

# Making a Street Complete



# Making a Street Complete



# Making a Street Complete





# Making a Street Complete



# Making a Street Complete



# Making a Street Complete



# Making a Street Complete



# Making a Street Complete



# Making a Street Complete



# Making a Street Complete





Secretary Boxold...“Addressing the issue of bicycle and pedestrian safety requires a comprehensive approach. We have to change the way we design and engineer our roads, we have to improve our education efforts, and clarify our traffic laws.”

Billy L. Hattaway, P.E.

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