



FDOT District 5 Complete Streets

ECFRPC Council Meeting

Judy Pizzo, MSURP
November 16, 2016

Complete Streets goes Statewide!




Florida Department of Transportation

ROCK 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

FDOT Complete Streets Policy

- Complete Streets shall ***serve the transportation needs of transportation system users of all ages and abilities***, including but not limited to:
 - Pedestrians
 - Cyclists
 - Motorists
 - Transit riders
 - Freight handlers
- This Complete Streets Policy will be integrated into the Department's internal manuals, guidelines and related documents.
- Promotes safety, quality of life, and economic development
- **Context sensitive system** of “Complete Streets.”



DECISION FRAMEWORK & TIMELINE FOR COMPLETE STREETS IMPLEMENTATION



COMPLETE STREETS HANDBOOK APRIL 2017

NEW FDOT DESIGN MANUAL NOVEMBER 2017 – ADOPTION JANUARY 2018

INVOLVE
FDOT OFFICE: Design, EPM, Freight, Maintenance, Work Program, Policy, Safety, Systems Planning, Transit, Traffic Ops, Transportation Statistics Office, Traffic Engineering & Special Services Office, Transit, Transit Office
DDO - Department of Economic Opportunity, Division of Community Affairs

NOTE: TENTATIVE TIMELINE FOR REVISION OF OTHER DOCUMENTS IS FOR DISCUSSION PURPOSES ONLY. THESE DATES HAVE NOT BEEN VETTED AND WILL CHANGE.
★ SUNSETTED AFTER DESIGN MANUAL PUBLICATION

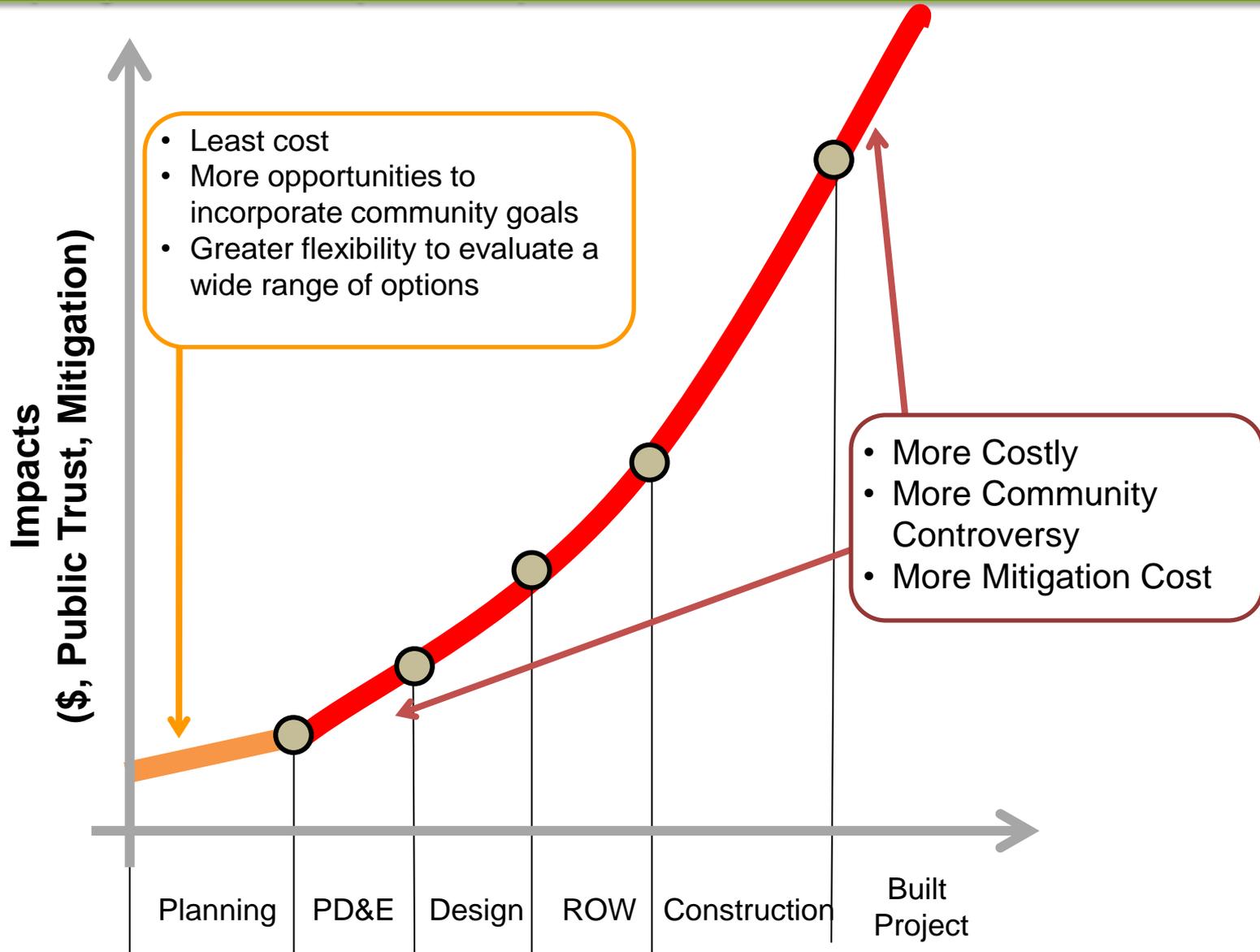
DISTRICT 5 CORRIDOR PLANNING

- **26 completed** planning studies since 2011
- **9 ongoing** planning studies
- **5 locally led** planning studies FDOT providing assistance
- **5** planning studies **advanced to concept development**; **4** more being advanced in FY 2017-2018
- Conducted planning studies on **4 previously programmed PD&E**
 - 2 studies proceeded to PD&E after Planning Study
 - 1 study was deemed un-necessary for PD&E and Concept Development. Funding allocation for PD&E utilized for additional corridor studies (Space Coast TPO)
 - 1 Concept Development study underway in lieu of PD&E

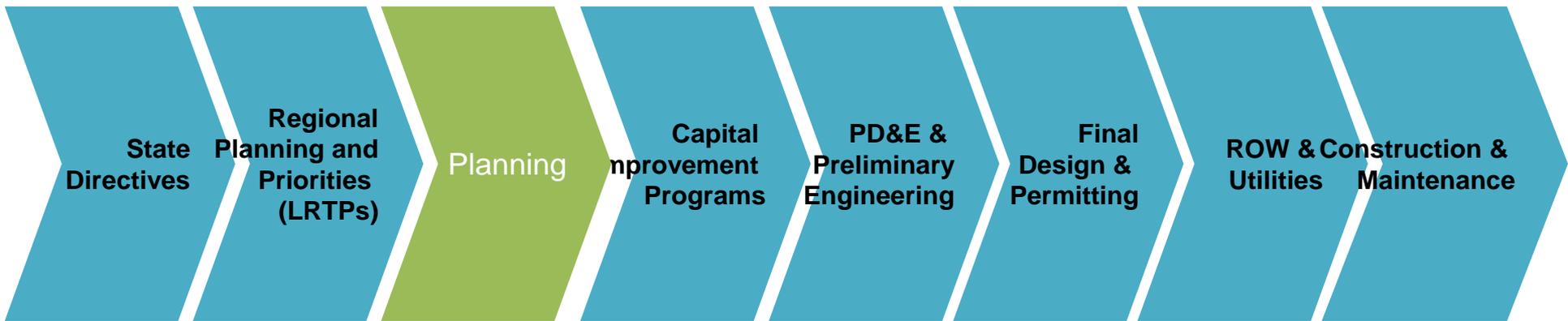
A black and white photograph of a busy city street. In the foreground, a woman on the left is walking towards the camera, wearing sunglasses and carrying a large white bag. On the right, a man in a light-colored shirt is walking away from the camera. The background is filled with other pedestrians, some blurred, creating a sense of movement and a crowded urban environment. The text is overlaid in the center in a large, white, sans-serif font.

Introducing
Complete Street
Concepts during
Design is too late.

What happens when commitments change throughout the project development process?



when should we plan?



stronger planning leads to **better results**

MULTI-MODAL PLANNING



What **projects** do you want?

What **problems** do we have?

What **opportunities** do we have?

How can we **leverage our investments** to make us more sustainable and competitive?

planning process

Phase 1: Define Problem

1.1 Initial
Stakeholder Outreach

1.2 Collect Data

1.3 Synthesize Issues
& Opportunities

Phase 2: Define Guiding Principles

2.1 Define
Guiding Principles

2.2 Define
Purpose & Need

2.3 Define Measures
of Success

Phase 3: Define & Select Alternatives

3.1 Define
Alternatives

3.2 Compare
Alternatives

3.3 Select Alternatives
& Determine
Next Phase

Stakeholder Outreach

Programming & Implementation

is this a multi-modal street?



ingredients to multimodal mobility

TRANSPORTATION

Place to comfortably and safely walk,
bicycle, take transit, or drive on



LAND USE

Places to conveniently walk to,
bicycle to, reach by transit, or drive to

Multimodal Corridor Planning

Land Use Strategies

- Land Use Policies/Regulations
- Detailed Land Use Plans
- Land Use Programs
- Other Land Use Strategies

Transportation Strategies (all modes)

- Capital Improvements
- Transportation Operations
- Maintenance Project
- More Detailed/Area-Specific Transportation Plans and Programs
- Other Transportation Strategies

Other Strategies

- Utility/Infrastructure Improvements
- Organizational Changes
- Do nothing (No-Build)
- Other Strategies

Evolving DOT Role



Thank You!



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