WHAT ARE COMPLETE STREETS?

- A sustainable design process that encourages streets to be planned/designed for safe, convenient and comfortable use by people of all ages and abilities

- Allow safe travel for walking, bicycling, driving, public transportation, and deliveries
SOME ELEMENTS OF COMPLETE STREETS

Bike Lanes
Multi-use Trails
Curb Extensions/Median Crossings
Crosswalks
Lighting
Traffic Circles/Roundabouts
Median Islands
On-street Parking
Shading/Street Trees
Cycletracks
Bus Shelters
Lane Reduction
WHY DO WE NEED COMPLETE STREETS AND WHAT ARE SOME OF THEIR BENEFITS?

• Complete Streets promote patronage of businesses…they allow people to move more safely and easily within corridors.

• Complete Streets promote active transportation, which leads to positive outcomes like enhanced public health, social equity and connections between residences, schools, parks, public transportation, offices, and retail destinations.
**IMPLEMENTATION PLAN**

**COMPLETE STREETS IMPLEMENTATION PLAN**

M2D2: Multimodal Development and Delivery

December 2015

The Florida Department of Transportation and Smart Growth America

- Prepared by SmartGrowth America working with FDOT
- It’s a road map, not a vehicle!
- Provides a “common vision” for the various offices
- Each office is responsible for its own part
Five-part implementation framework:
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

Parts proceed in parallel, not successively
Phase 3 – Detailed Scoping - June 2016
What’s next?

- FDOT preparing scope for PPM update
- Internal workshops in CO
- Some districts doing workshops
- District 4 had training with designers and managers.
- Statewide Implementation Team will continue
- Monthly meetings w/Secretary Hattaway (Complete Streets Champion) will continue
- Continued involvement of Executive leadership will continue
• Plans Preparation Manual (PPM)
  • [http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm](http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm)
  • Establishes design criteria and procedures for projects on the State Highway System
  • Highlights of recent improvements include…
    • 11’ through lanes are standard in urban areas
    • 10’ through lanes are permissible if design speed is 35 MPH or less and trucks <10%
    • 7’ buffered bike lanes are standard
    • Removed requirement for crash history to demonstrate need for green color bike lanes in conflict areas
For new construction or reconstruction projects, both flush shoulder and curb and gutter facilities, the standard width of a buffered bicycle lane is 7 feet. For high-speed urban/suburban arterials with curb and gutter on the outside, the standard width of a buffered bicycle lane is 6.5 feet.

For RRR projects, the distribution of available roadway width may require a bicycle lane other than the standard buffered bicycle lane (refer to Section 25.4.19.2 of this Volume). When providing a bicycle lane on a RRR project, the options in the order of priority are:

1. 7 foot buffered bicycle lane
2. 6 foot buffered bicycle lane
3. 5 foot conventional bicycle lane
4. 4 foot conventional bicycle lane

Please note: Yellow emphasis added for presentation.
• FDOT Design Standards
  • [http://www.dot.state.fl.us/rddesign/DS/17/STDs.shtml](http://www.dot.state.fl.us/rddesign/DS/17/STDs.shtml)
  • The FDOT Design Standard Indexes provide details for use on street and road projects
  • Standard Index 17346 – Special Markings, includes crosswalk design details
  • Standard Index 17347 – Bicycle Markings, includes bicycle facility designs
• FDOT Design Standards
• Excerpts from 17347…
Florida Greenbook

- [http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm](http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm)
- Provides uniform **minimum** standards and criteria for public streets and roads
- Primarily for use off the State Highway System and federal aid roadways
- May 2013 Florida Greenbook is current
  - Revisions are in process
  - Some figures in Greenbook include outdated versions of FDOT Standard Index drawings
    - It's always good to check the latest Standard Index 17346 and 17347
• Florida Greenbook
• Excerpt from Chapter 9...

Shared lane markings shall be placed in accordance with the MUTCD.

- If used in a shared lane with on-street parallel parking, Shared Lane Markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb. (Figure 9-4)
- If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of Shared Lane Markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb. (Figure 9-5)
- If used, the Shared Lane Markings should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.

Please note: Yellow emphasis added for presentation
Urban Bikeway Design Guide

National Association of City Transportation Officials

An ITE Recommended Practice

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

Institute of Transportation Engineers
What is the Multimodal Scoping Checklist?

- The MMSC is a **checklist** completed by the Office of Modal Development prior to the initiation of the scope of a project.

- The MMSC is an opportunity *early in the process* to reach out to *agencies for input*.

- Ultimately it is a tool to *identify multimodal characteristics* and needs within the project limits.
TriRail
airports
land use trails AADT
CRAs bikelanes
MPH LRTPs studies
SIS corridors work program
municipalities park and ride lots
rail crashes schools
freight bus routes
sidewalks
transit stops
434666.1
HOLLYWOOD BLVD

- Complete Street Project
- Full Reconstruction of ½ Mile
- Project cost $6.8 M
- Project Schedule: Production: 11/2016
  Construction: 05/2017
HOLLYWOOD BOULEVARD...HOW IT STARTED

- Downtown business roadway planned as a “main street” when vehicles moved much slower
HOLLYWOOD BOULEVARD...WHAT IT BECAME

- Hollywood Blvd. between City Hall and Dixie Highway during the 1960s
- As popularity of the automobile grew through the 20th century, roadway space became heavily utilized
HOLLYWOOD BOULEVARD...WHAT IT IS NOW

- The current primary use is as a vehicular thoroughfare for moving traffic through the corridor and does not allow for safe crossing of pedestrian traffic

- Existing Black Olive street trees are cracking pavement and staining walks and structures
HOLLYWOOD BOULEVARD...WHAT IT IS NOW

- Under-utilized existing parking
- Unsafe crossing
GOALS OF THE CORRIDOR RE-DESIGN

- Promote a street that is designed for more than just vehicular use and that will work for children, seniors, wheelchair users, and sidewalk retailers.

- Enhance the quality of life of those who live and work within the area, thus strengthening the conditions and environment that allow an area to evolve and thrive.
<table>
<thead>
<tr>
<th>BENEFITS OF THIS PROJECT</th>
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<tbody>
<tr>
<td>• New paving, striping and surface drainage configuration</td>
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<tr>
<td>• New 6’ wide buffered bike lanes</td>
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<tr>
<td>• New pedestrian median and center walkway spline with midblock crossings</td>
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<tr>
<td>• New colored concrete walks</td>
</tr>
<tr>
<td>• New pedestrian lighting</td>
</tr>
<tr>
<td>• Future landscape, furnishings and functional public art</td>
</tr>
<tr>
<td>• New ADA parking spaces and accessible ways</td>
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SUNSET STRIP

- Complete Street Project
- Lane elimination for addition of 9’ buffered bike lane
- 4.33 Miles
- Roundabouts at NW 64 Ave. & NW 19th St.
- Project cost $3.0 M
- Project Schedule: Production: 10/2016  
  Construction: 04/2017
Existing Condition NW 64 Ave.
Proposed Roundabout NW 64 Ave.
Existing/Proposed Sunset Strip

- 2-10’ travel lanes
- No bike facilities

- 11’ travel lane
- 3’ wide buffer
- 6’ wide bike lane
Existing Condition NW 19 St.
Proposed Roundabout NW 19 St.
## BENEFITS OF THIS PROJECT

- New paving, striping and surface drainage configuration
- New 9’ wide buffered bike lanes
- New 8’ wide sidewalk in town center
- Help ease traffic volumes coming from Sunrise Blvd.
- Promotes slower speed through corridor
- Promotes healthier community