

## Complete Streets Handbook

The Florida Department of Transportation  
4/25/17 EXTERNAL DRAFT



# MPO Staff Overview

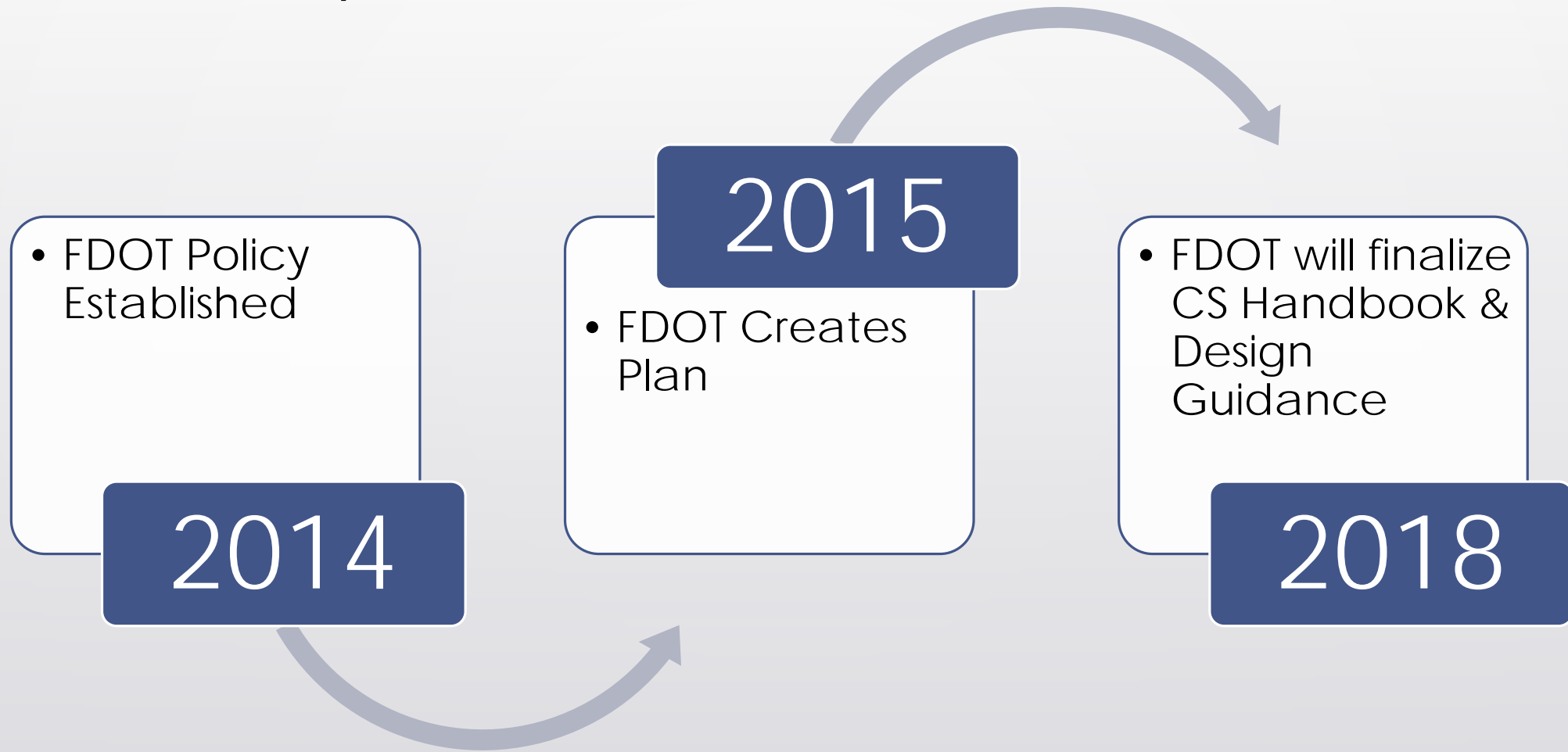
TAC Meeting

May 3<sup>rd</sup>, 2017





# FDOT Complete Streets Timeline



# Handbook

## Chapters

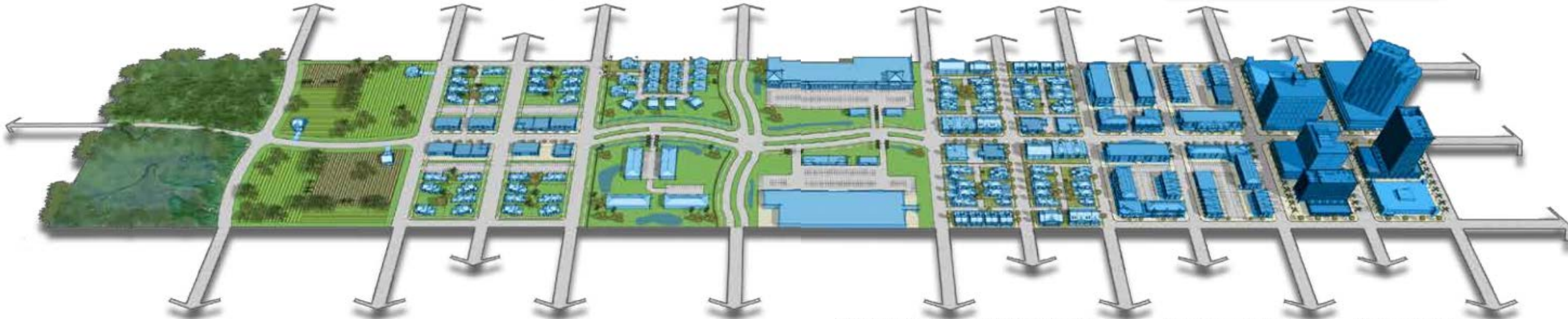
1. Partnership and Agency Collaboration
2. Context-Bases Complete Streets
3. Process for Implementing Complete Streets
4. Design Considerations for Complete Streets

## WHAT IS IN THIS HANDBOOK?

This handbook provides:

- An explanation of FDOT's Complete Streets approach and principles for state roads
- Guidelines for FDOT's collaboration with local and regional partners
- Definitions of context classifications used for state roads
- Guidelines for applying a Complete Streets approach to state projects
- Guidelines for roadway design considerations





**C1-Natural**

Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

**C2-Rural**

Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

**C2T-Rural Town**

Small concentrations of developed areas 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. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses 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.



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# Design Manual

**Great place for  
Planners and  
Engineers to  
review & provide  
feedback.**

Sections to consider:

- **212:** Intersection transitions
- **213:** Interchanges (*Currently under development*)
- **214:** Turnouts and Driveways (*Currently under development*)
- **222.2.3.2:** Midblock Intersection provisions
- **222.4.1:** Bridge Pedestrian Railings and Fences

**Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths**

Context Classification	Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
	Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
	25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
C1 Natural	11	11	12	11	11	12	11	11
C2 Rural	11	11	12	11	11	12	11	11
C2T Rural Town	11	11	12	11	11	12	12	12
C3 Suburban	10	11	12	10	11	12	11	12
C4 Urban General	10	11	12	10	11	12	11	12
C5 Urban Center	10	11	12	10	11	12	11	12
C6 Urban Core	10	11	12	10	11	12	11	12

**Travel Lanes:**

- (1) Minimum 11-foot travel lanes on designated freight corridors and SIS facilities with design speed 25-35 mph (regardless of context). However, if truck volume is XX trucks per hour per lane, provide a minimum 12-foot travel lane.
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (regardless of context and speed). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways, but should consider wider lanes when transit is present or greater than XX trucks per hour per lane.
- (4) Travel lanes should not exceed 14 feet in width.

**Auxiliary Lanes:**

- (1) Auxiliary lanes are typically the same width as the adjacent travel lane.
- (2) Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- (3) Median turn lanes should not exceed 15 feet in width.
- (4) For RRR Projects, 9-foot right turn lanes on very low speed roadways are allowed.

**Two-way Left Turn Lanes:**

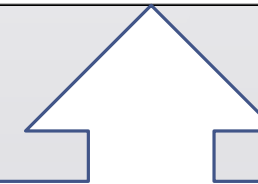
- (1) Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
- (2) For RRR Projects, the values in the table may be reduced by 1-foot.

**Table 222.1.1 Sidewalk Widths**

Context Classification	Sidewalk Width (feet)
C1 Natural	5
C2 Rural	5
C2T Rural Town	6
C3 Suburban	6
C4 Urban General	6
C5 Urban Center	10
C6 Urban Core	12

**Notes:**

- (1) For C2T and C3, sidewalk width may be increased up to 8 feet when the demand is demonstrated.
- (2) For C5 and C6, when standard sidewalk width cannot be attained, provide the greatest attainable width possible, but not less than 6 feet.
- (3) For RRR projects, sidewalk width 4 feet or greater may be retained within any context classification.



No similar table exists for bike lanes





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# SUMBIT COMMENTS BY MAY 26<sup>TH</sup>, 2017

## CONTACTS:

### **FDOT Design Manual:**

Paul Hiers, P.E.  
Roadway Design Criteria Administrator  
Phone 850-414-4324  
[paul.hiers@dot.state.fl.us](mailto:paul.hiers@dot.state.fl.us)

Mary Jane Hayden, P.E.  
Roadway Design Engineer  
Phone 850-414-4783  
[maryjane.hayden@dot.state.fl.us](mailto:maryjane.hayden@dot.state.fl.us)

### **Complete Streets Handbook:**

DeWayne Carver, AICP  
State Complete Streets Program Manager  
Phone 850-414-4322  
[dewayne.carver@dot.state.fl.us](mailto:dewayne.carver@dot.state.fl.us)

