FDOT Complete Streets Initiative

Presented to: CNU Florida

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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

Conventional

Traditional

SOURCE: DPZ ARCHITECTS AND TOWN PLANNERS
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

- Context Based Bicycle/Pedestrian Facilities
  - [http://www.dot.state.fl.us/rddesign/BikePed/Default.shtm](http://www.dot.state.fl.us/rddesign/BikePed/Default.shtm)

- Promotion of Modern Roundabouts
  - [http://www.dot.state.fl.us/rddesign/Roundabouts/Default.shtm](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](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
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-6 Urban Core
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

POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-525-017-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
- Freight handlers
- Pedestrians
- Transit riders

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

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
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 Website
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
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
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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.”

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