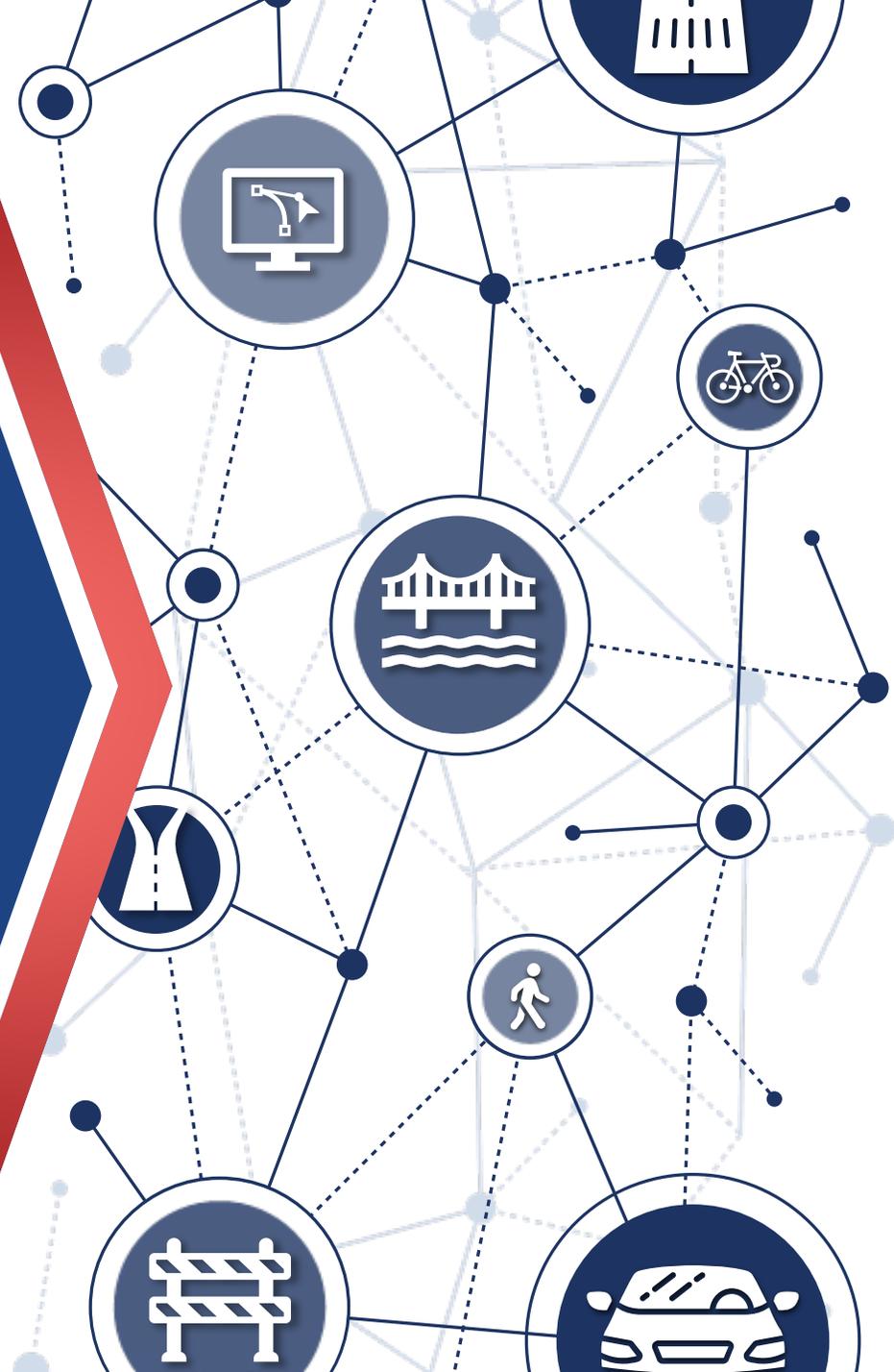


SFRPC Striding Forward

*FDOT Complete Streets & a
Safe 1st/Last Mile*

March 17, 2023

Tiffany Gehrke, FDOT



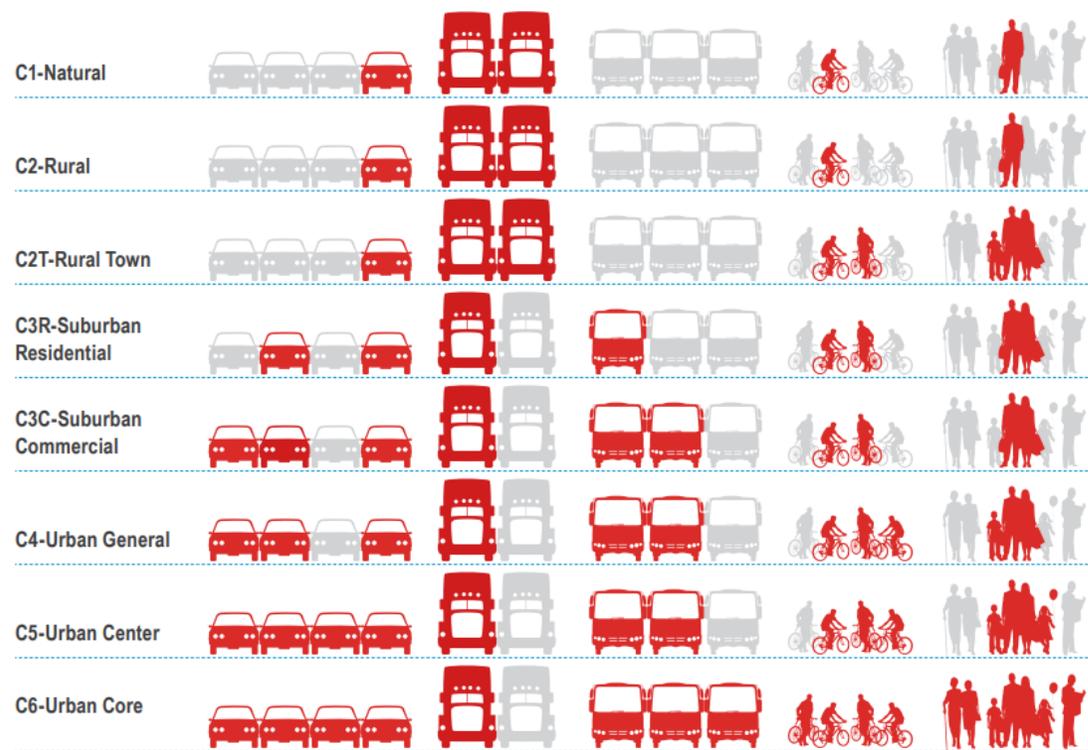
Mission Statement



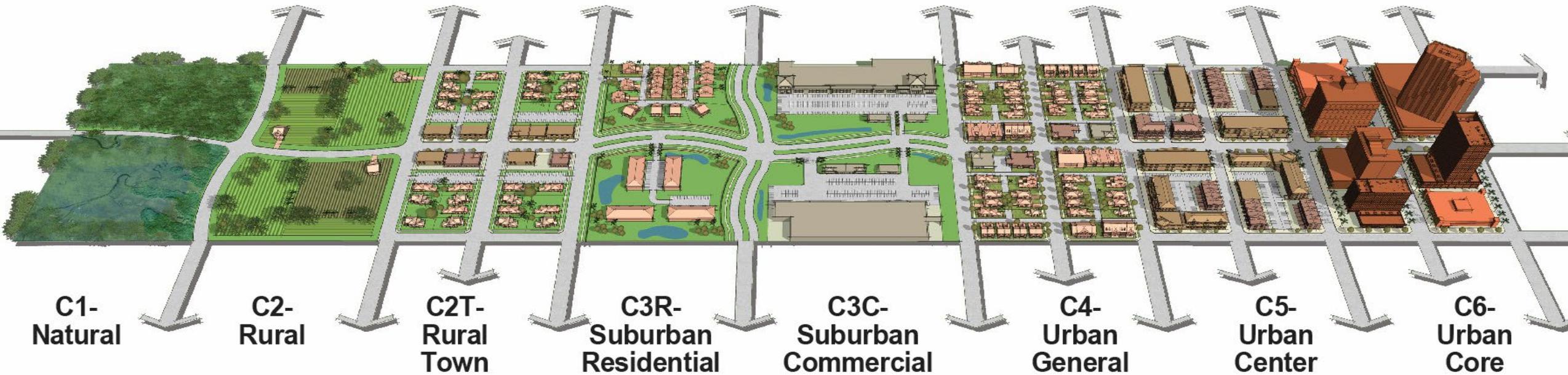
FDOT's continuing mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.

Fundamentally, FDOT's **Complete Streets** Approach is about **linking land use & transportation decisions/investments.**

FIGURE 15 EXPECTED USER TYPES IN DIFFERENT CONTEXT CLASSIFICATIONS



Context-Based Approach



- Context classification
- Transportation characteristics

- Roadway users
- Regional and local travel demand
- Challenges and opportunities of each roadway user

Network Approach

- Context Classification Guide →
- Access Management Guidebook
- FDOT Design Manual (Bicycle Facility Plans—FDM 223)
- FDOT Pedestrian & Bicycle Strategic Safety Plan

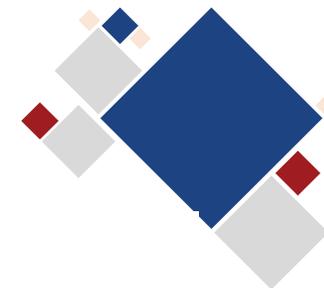
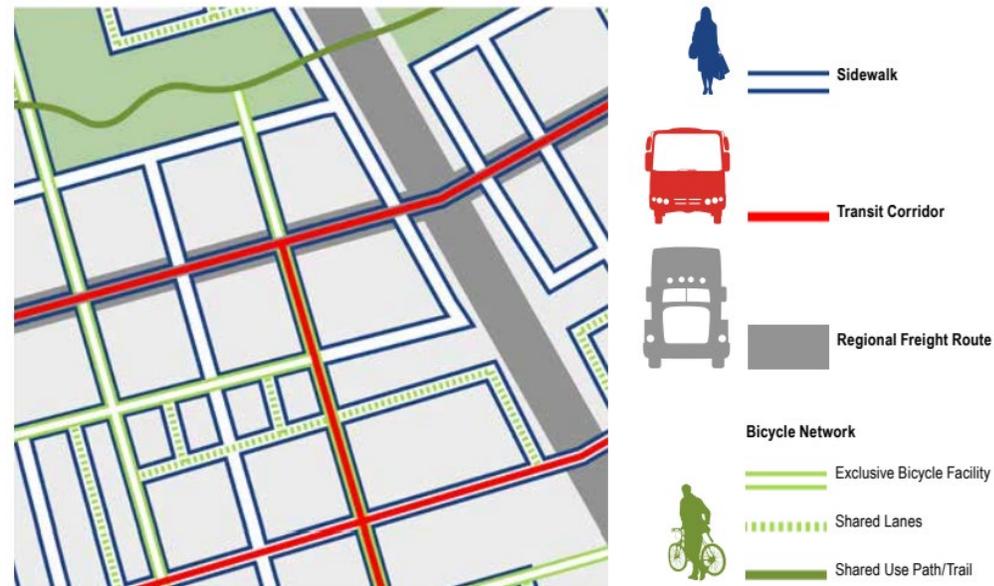


FIGURE 7 CONTEXT-SENSITIVE SYSTEM OF COMPLETE STREETS



RELATIONSHIP TO OTHER TRANSPORTATION MODES

All road users are pedestrians at some point in their trip, even if it is just a short walk from the parking lot or bus stop to the office entrance. In 2018, Floridians made 231 million transit passenger trips. Many of those trips served as connections to short walks or bike rides.¹² Transit trips are also commonly paired with micromobility trips on shared bikes or e-scooters, which have increased 31% from 2015 to 2019 across the state.¹³

Destinations' Influence on Criteria

- Target Speed & Design Speed (FDOT Design Manual)
- Crosswalk Placement (Traffic Engineering Manual)
 - Pedestrian Generators
 - Pedestrian Attractors
- Sidewalk Placement (FDOT Design Manual)

Topic #625-000-002
FDOT Design Manual

January 1, 2023

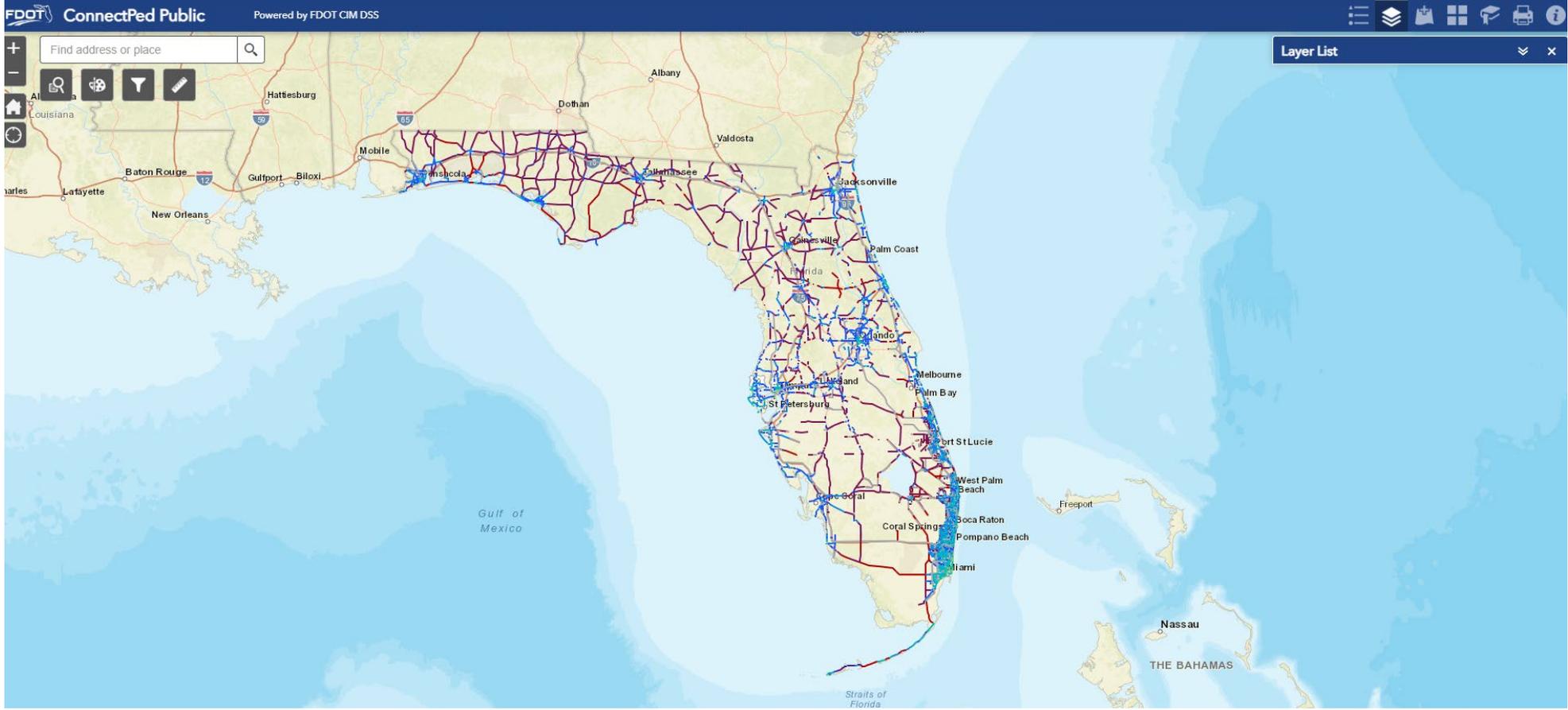
Table 201.5.1 Design Speed

Limited Access Facilities (Interstates, Freeways, and Expressways)		
Area	Allowable Range (mph)	SIS Minimum (mph)
Rural and Urban	70	70
Urbanized	50-70	60
Arterials and Collectors		
Context Classification	Allowable Range (mph)	SIS Minimum (mph)
C1 Natural	55-70	65
C2 Rural	55-70	65
C2T Rural Town	25-45	40
C3 Suburban	35-55	50
C4 Urban General	25-45	45
C5 Urban Center	25-35	-
C6 Urban Core	25-30	-

Notes:

- (1) SIS Minimum Design Speed may be reduced to 35 mph for C2T Context Classification when appropriate design elements are included to support the 35-mph speed, such as on-street parking.
- (2) SIS Minimum Design Speed may be reduced to 45 mph for curbed roadways within C3 Context Classification.
- (3) For SIS facilities on the State Highway System, a selected Design Speed less than the SIS Minimum Design Speed requires a Design Variation as outlined in *SIS Procedure (Topic No. 525-030-260)*.
- (4) For SIS facilities not on the State Highway System, a selected Design Speed less than the SIS Minimum Design Speed may be approved by the District Design Engineer following a review by the District Planning (Intermodal Systems Development) Manager.
- (5) SIS minimum Design Speed may be reduced to 30 mph for C2T, C3, and C4 for facilities with a transit route.

ConnectPed



Any Questions?

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Why is our Vision Zero?



There's No One Someone Won't Miss!

We must all work together to eliminate traffic fatalities.