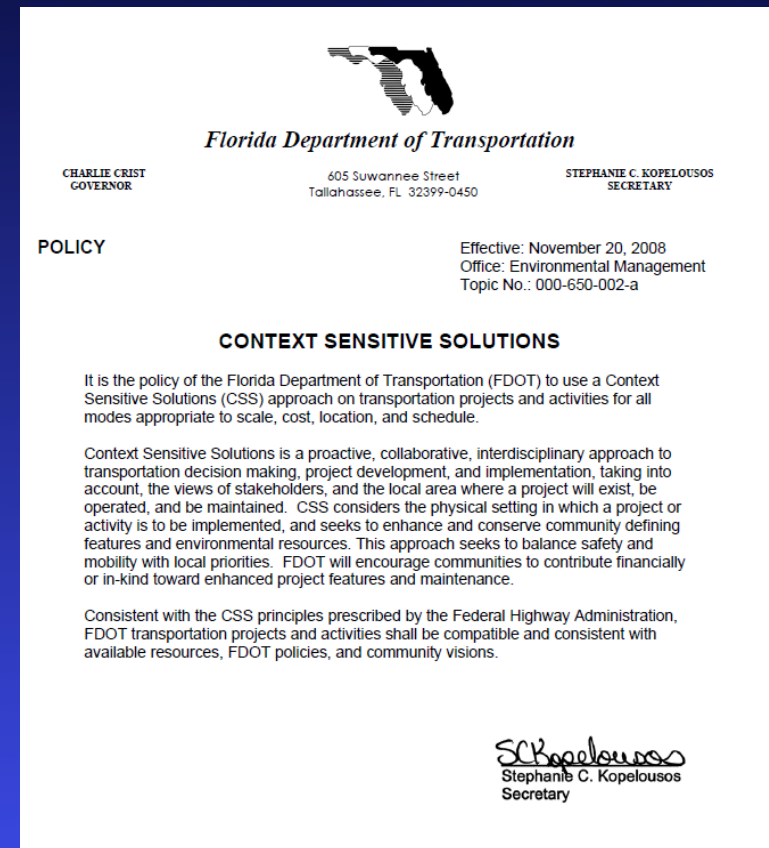




FDOT D4 Complete Streets

Context Sensitive Solutions

- **Directs that complete street solutions will complement the context of the community.**
- - Collaborative approach to decision making, project development, and implementation
 - Takes into account views of stakeholders and the local area
 - Considers the physical setting and seeks to enhance and conserve community defining features and environmental resources
 - Balances safety and mobility with local priorities



FDOT Project Scopes

- Context Sensitive Solutions
- The purpose of context sensitive solutions is to assist the department in helping to meet stakeholder's expectations regarding landscaping, miscellaneous aesthetics and decorative features, as well as pedestrian, bicyclist, and transit friendly options. This process will emphasize and encourage discussions among interdisciplinary professions, local government officials, homeowners and business associations and other local interest groups regarding but not limited to; landscaping, miscellaneous aesthetics, decorative features, and pedestrian friendly options

The screenshot displays the ProjectSuite software interface. The main window is titled "Initial Scope" and contains the following sections:

- Initial Scope Summary:** A paragraph describing the project location and scope, mentioning "State Road 100" and "Florida's Turnpike (Interstate 5)".
- Project Objectives:** A list of objectives including "Improve traffic flow", "Improve safety", and "Improve aesthetics".
- Lighting:** A section detailing lighting requirements, including "The existing lighting will not be upgraded and no existing lighting evaluation will be required."
- Signage:** A section detailing signage requirements, including "All new signage will need to be replaced per Sign-Board-Criteria Traffic Standards."
- Landscaping:** A section detailing landscaping requirements, including "Landscaping will be provided at 4% of the total budget."
- Project Changes:** A section detailing project changes, including "To assist the department in helping to meet stakeholder expectations regarding landscaping, miscellaneous aesthetics and decorative features, as well as pedestrian, bicyclist and transit friendly options."

The interface also includes a navigation menu on the left with options like "Advanced Search", "Project Details", "Project Summary", "Project Objectives", "Project Changes", "Project Risks", "Project Schedule", "Project Budget", "Project Performance", "Project Reports", and "Project Tools".

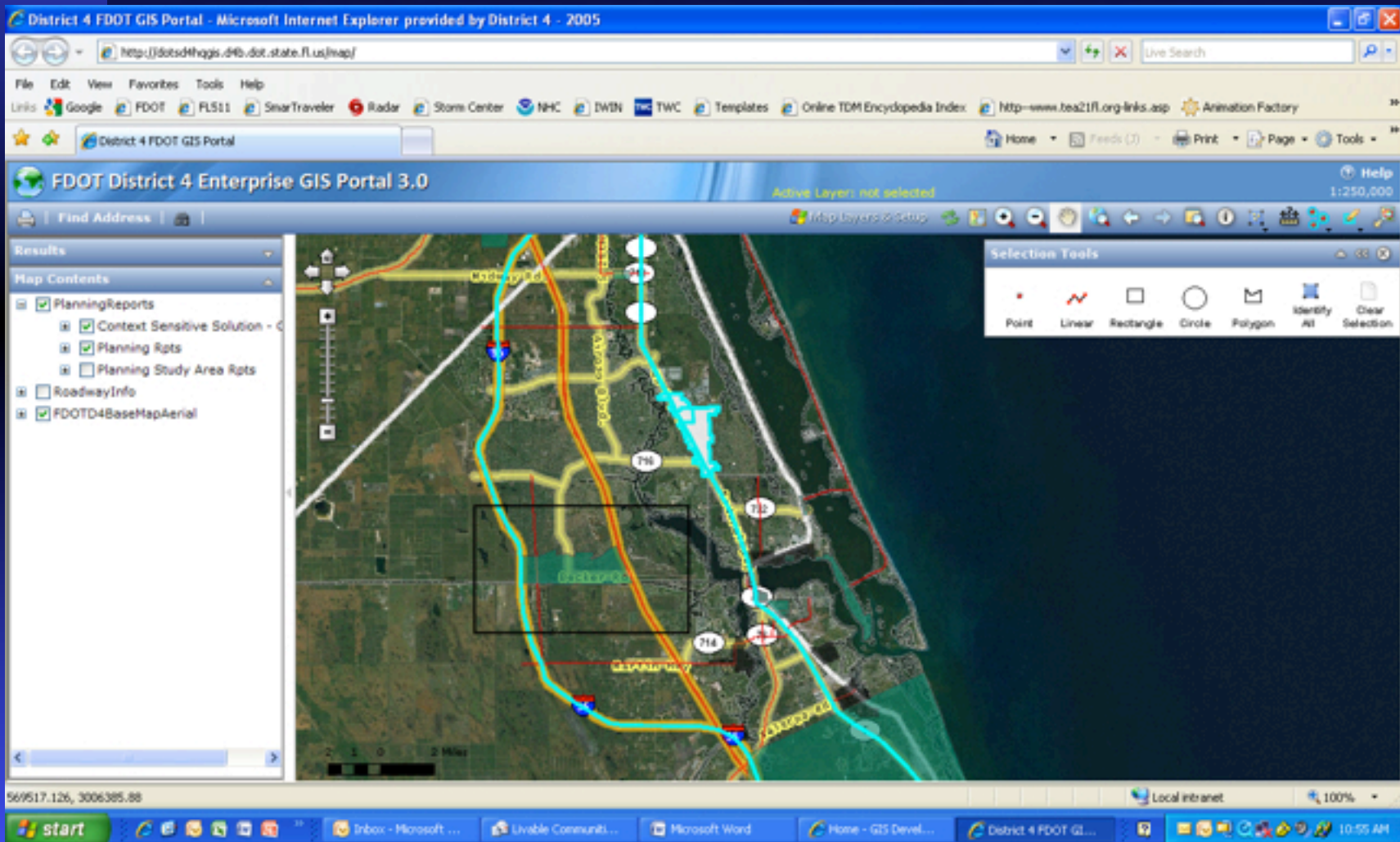
Livable Communities GIS

A GIS approach to Context Sensitive Solutions



Livable Communities GIS

- Draw a fence around an area with features as shown below.



Livable Communities GIS

- The information on the selected livable communities features will appear as shown.

The screenshot displays the FDOT District 4 Enterprise GIS Portal 3.0 interface. A 'Selected Features' window is open, showing two tables of data related to Planning Reports.

PlanningReports - Community Redevelopment Areas (CRA)

City	ID	COUNTY Name3	TITLE2	ACREAGE2	DATE	CONTACT2	GOVT_LINK	WEBSITE2
Port St. Lucie	4001	St. Lucie	City of Port St. Lucie Community Redevelopment Agency	1700	2001	Greg Oravec, Assistant County Administrator	http://www.cityofpsl.com/	http://www.cityofpsl.com/cra/index.html

PlanningReports - Master Plans and Planning Charrettes

ID	TITLE2	City	NAME3	Title_1	Agency	COUNTY Name3	Jurisdiction	DATE	Status1	Project_Link
SL005	[Port St. Lucie] Village Green City Center	Port St. Lucie	Village Green City Center	Village Green City Center Master Plan	TRPC	SLC	City of Port St. Lucie	2000	Adopted and transformed into Port St. Lucie CRA	http://www.trpc.org/departments/studio/village_green_c

Plans Preparation Manual

Chapter 21

Transportation Design for Livable Communities

21.1 General

It is the policy of the Department to consider Transportation Design for Livable Communities (TDLC) features on the State Highway System when such features are desired, appropriate and feasible. This involves providing a balance between mobility and livability. TDLC features should be based on consideration of the following principles:

1. Safety of pedestrians, bicyclists, motorists and public transit users.
2. Balancing community values and mobility needs.
3. Efficient use of energy resources.
4. Protection of the natural and manmade environment.
5. Coordinated land use and transportation planning.
6. Local and state economic development goals.
7. Complementing and enhancing existing Department standards, systems and processes.

This chapter contains guidance on the application of design flexibility associated with a variety of design criteria.

Plans Preparation Manual

Chapter 8

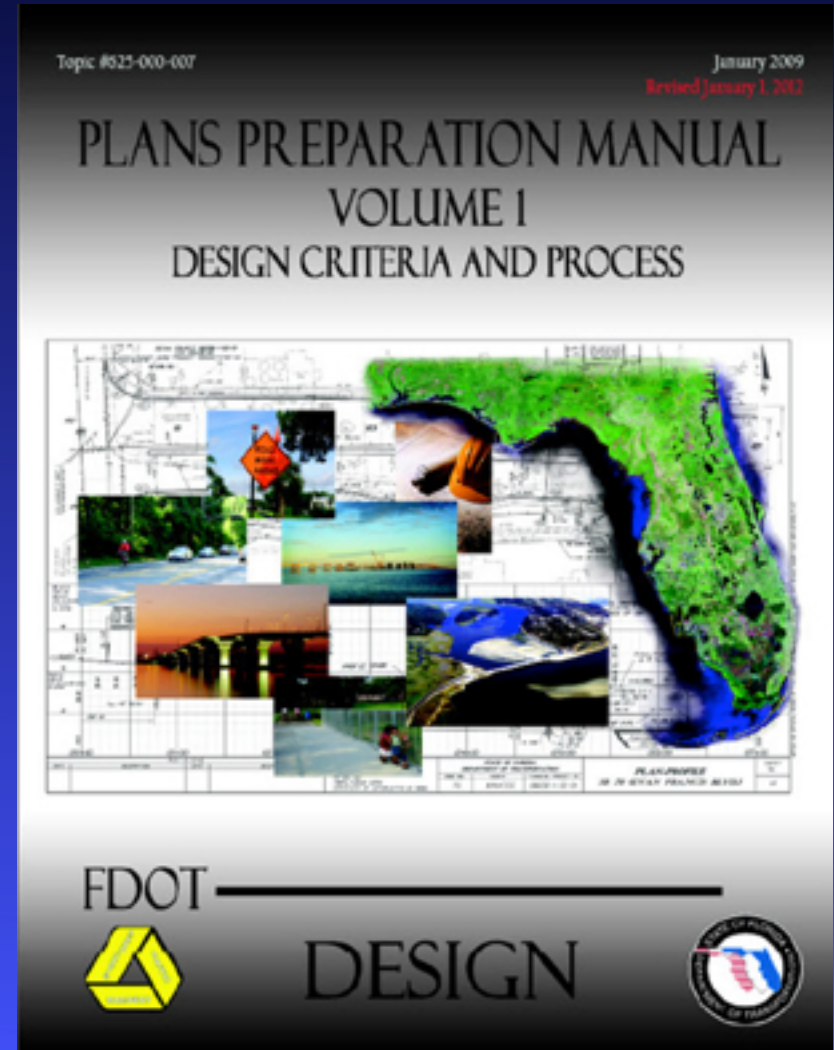
- Section 8.1.1: ... goal of the Department ...Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities...special emphasis shall be given to projects in or within 1 mile of an urban area.
- Section 8.1.2: The integration of public transit street facilities along with pedestrian and bicycle facilities furthers the implementation of this goal.



Plans Preparation Manual

Encourages street connectivity and aims to create a comprehensive, integrated network for all modes.

- Section 8.1.2: Multimodalism is the ultimate goal of the Department... Public transit street side facilities should be considered in all phases of a project...
- Section 8.3: All roadways and bridges where pedestrian travel is expected should have separate walking areas ...outside the vehicle travel lanes.
- Section 8.4: Appropriately designed and located bicycle facilities play an important role in supporting safe bicycle travel.



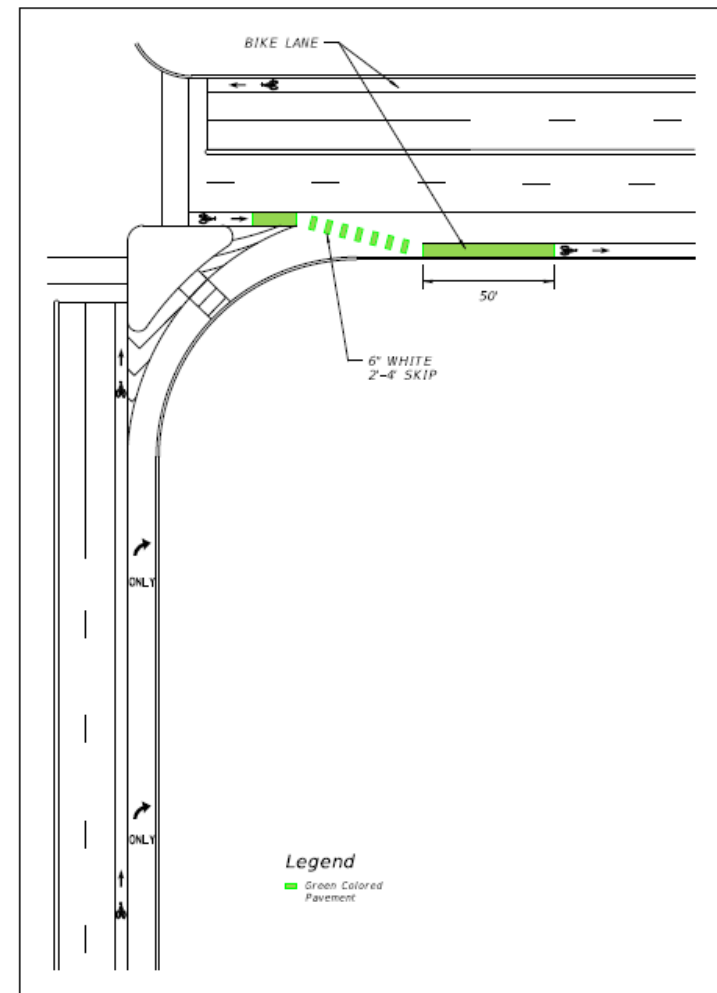
Plans Preparation Manual

- **Uses latest, best design criteria and guidelines while recognizing the need for flexibility.**

- Accessible shared use paths
- Special emphasis crosswalk
- Pattern
- Transit boarding and alighting
- Areas
- Rectangular rapid flashing
- Beacons and HAWKs
- Countdown signals
- Marked bike lanes in urban areas
- Green Color Bicycle Lanes
- Restriping to create wider outside
- Lanes
- Shared lane markings (sharrow)
- Back in angle parking

Continued.....

Figure 8.4.4 Bike Lane with Free Flow Channelized Right Turn Lane



Project Summary

Location	SR 806/Atlantic Ave, Delray Beach, FL
Date Initiated	2006
Date Completed	February, 2010
Type of Project	Resurface 1.2 miles in urban corridor
Purpose and Need	Pavement rehabilitation and ADA

The Context



- Urban Minor Arterial
- Gateway to Downtown Delray Beach
- Access to shopping, arts, historic buildings
- Beach access route
- Community Redevelopment Agency
- Downtown Development Authority

Design Solution

- Added bulb-outs and mast arm signals
- Relocated bus stops to bulb-outs instead of mid block to increase parking and improve bus operations
- Added lighting, stamped asphalt crosswalks and countdown ped signals
- Added brick paver sidewalks
- Replaced non-native tree species with native species and palms

The Bottom Line

- Final cost higher than to simply resurface and upgrade for ADA: \$1.57M to \$4.44M

Funding Source	Amount (Rounded)
State (FDOT)	\$ 1.57 Million
City	\$ 1.87 Million
LAP/Grant (Federal)	\$ 0.98 Million
Total:	\$ 4.44 Million

- But final product is better, and stakeholders are happy
- Project is in line with the City Master Plan program

Before & After: NW/SW 11th Avenue



Before & After: NW/SW 10th Avenue



Other Project Photos



Conclusion

TDLC features are to be considered when they are desired, appropriate and feasible. Incorporating TDLC features in a project is contingent upon the involvement of local stakeholders in the planning and project development processes.

During the initial planning and scoping phases, it is important to identify and assess the desires and willingness of the community and stakeholders to accept all of the ramifications of TDLC, including identification of traffic impacts, funding commitments and maintenance agreements for the TDLC features included in a project.