

Resolution No. 09-11-13

COMPLETE STREETS RESOLUTION
Lee County, Florida Board of County Commissioners

A RESOLUTION OF THE LEE COUNTY BOARD OF COMMISSIONERS DIRECTING THE COUNTY MANAGER TO ESTABLISH A "COMPLETE STREETS PROGRAM," TO INTEGRATE BICYCLING, WALKING, AND PUBLIC TRANSIT WITH THE COUNTY'S TRANSPORTATION, CLIMATE, ENERGY, SMART GROWTH PROGRAMS, POLICY INITIATIVES, AND GOALS AND OBJECTIVES; FURTHER DIRECTING THE COUNTY MANAGER TO PRESENT GUIDELINES FOR INCORPORATING COMPLETE STREETS INTO COUNTY PROGRAMS, INITIATIVES, AND PRACTICES TO COUNTY COMMISSIONERS, AND TO REPORT ANNUALLY ON COMPLETE STREETS PROGRAM IMPLEMENTATION.

WHEREAS, the mobility afforded the individual is basic to the success of the County's land use and transportation system, where complete streets are designed and operated to assure safety and accessibility for all users of our roads, trails, and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and abilities; and

WHEREAS, the early settlement patterns for Lee County demonstrated an innate understanding of the relationship between walking and land use, integrating slower moving vehicles with walking, and with walking and an easily accessible mixture of land uses, but a century of changing development types and standards has moved the scale of County's land use and transportation system from the convenience of a walk to the convenience of a drive, resulting in widespread dependence on the motor vehicle for basic travel; and

WHEREAS, without proper design and understanding of bicycle and pedestrian needs, road construction and traffic operations may increase hazardous conditions for the vulnerable modes of walking and cycling, as has been reported in various studies, and

WHEREAS, increasing the opportunity for cycling and pedestrian travel through better integration of land use and transportation does reduce reliance on fossil fuels, and places Lee County in a position to more effectively reduce greenhouse emissions; and

WHEREAS, recent data on obesity and public health identifies a relationship between land use, automobile dependency, and poor health, which can and has been improved for communities exercising the principles of complete streets; and

WHEREAS, various national movements have been promoting a return to a more balanced urban environment and streetscape, using terms such as "livable communities", "new urbanism," "smart growth," "complete streets," and "healthy communities," strategies, which reduce congestion, increase the overall capacity of the transportation network, decrease consumer transportation costs, improve air quality, support economic growth, increase community stability by providing accessible and efficient connections between home, school, work, recreation, and retail destinations by improving the land use and transportation connections; and

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WHEREAS, a 1999 study by the Urban Land Institute determined that homebuyers in four new pedestrian-friendly communities were willing to pay \$20,000 more than similar homes in surrounding areas; and the Victoria Transport Policy Institute cites studies showing that reductions in traffic speeds increased adjacent residential property values by approximately 20% and that a several-hundred-per-day car volume reduction on residential streets increased home values by 18% on average; and

WHEREAS, the USDOT/Federal Highway Administration (FHWA) Design Guidance for Accommodating Bicycle and Pedestrian Travel issued in 2000, stated that bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas excluding projects where one or more of three narrow conditions are met; and

WHEREAS, the U.S. Congress is considering the Complete Streets Act of 2008 (S. 2686 and H.R. 1443), a landmark bill that would ensure that future transportation investments made by the State Departments of Transportation and Metropolitan Planning Organizations create appropriate and safe transportation facilities for all those using the road--motorists, transit vehicles and riders, bicyclists, and pedestrians of all ages and abilities; and

WHEREAS, Florida Statutes, Section 335.065, titled "Bicycle and pedestrian ways along state roads and transportation facilities" is part of the Florida Department of Transportation's (FDOT) Pedestrian and Bicycle Procedure and states that "Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities...and bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any state transportation facility..."; and

WHEREAS, in 2005, the Florida Legislature directed FDOT to determine ways to increase the use of bicycles in order to conserve energy, reduce pollution, and improve health, and established FDOT's Conserve by Bicycle Program Study, which recommended that "public agencies accommodate bicycling on all non-limited access roadways in Florida"; and, warns that "the way Florida plans its development and roadways must change"; and

WHEREAS, Lee County has invested heavily in transportation systems to improve the balance in the community's mobility, but continues to experience practical difficulty in integrating mobility systems with each other and within the urban landscape through the current land development code; and

WHEREAS, functional classification of roadways is currently fragmented between the County Department of Transportation (DOT) and the County Department of Development Services (DDS), with the County DOT determining the classification for County roads, and the DDS determining classification for non-county roads, pending any Board of County Commission contrary action; and

WHEREAS, roadway classification defines the function of the roadway, where access on abutting properties on arterial and collector roads are currently determined to be of secondary consideration, despite that a balanced urban community requires that transportation routes and abutting properties be functionally integrated, since the purpose of a trip is for the person to reach the destination, regardless of mode; and

WHEREAS, the current classification system does not recognize that some arterials and collectors are themselves functioning as local roads for very short trips due to an absence of safe other modes and where a review of the currently identified arterials and collectors would identify which of those routes are dominated by local trips, and would identify those roads where access to abutting properties are not a secondary consideration; and

WHEREAS, the Lee County Board of County Commissioners expressed its support for the philosophy of complete streets for the safety, health and environmental integrity of all residents, visitors, and the community as a whole, in its Resolution/Proclamation dated March 24, 2009; and

WHEREAS, the Lee County Board of County Commissioners expressed its support for the National Start! Walking campaign to get Americans to become more physically active by walking, in its Resolution/Proclamation dated April 7, 2009; and

WHEREAS, the Lee County Board of County Commissioners further expressed support for complete streets by its vote in support of MPO Resolution 09-05, as adopted on August 21, 2009.

NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF COUNTY COMMISSIONERS OF LEE COUNTY, FLORIDA, intend for street connectivity to be encouraged, with the aim of creating a comprehensive, integrated, and connected network for all modes of transportation.

RESOLVED, that the BoCC affirms that all road projects should be designed to accommodate all users; that bicycling, walking, and public transit accommodations is a routine part of the county planning, design, construction, maintenance, and operating activities, and will be included in the everyday operations of the transportation system in Lee County; and that bicycle and pedestrian ways should be established in new construction and reconstruction of road and bridge projects. In developing these accommodations, the latest, best, and context-sensitive design standards will be used, while recognizing the need for flexibility in balancing user needs.

RESOLVED, that very limited exceptions to these required accommodations are allowed under Florida Statutes, Section 335.065 and that the county manager will review the formal approval process -related to granting these exceptions along county roadways

RESOLVED, that by April 2010 the County Manager is directed to work with appropriate County staff to develop guidelines for Lee County's implementation of the "Complete Streets Program". Upon review and approval by the BoCC, county departments will incorporate these guidelines and Complete Streets principles into their work plans.

RESOLVED, that the BoCC directs the following actions be part of the County Commission Goals and Objectives for 2009-2010:

1. The County Manager direct the appropriate subordinate departments to review the functional classification of arterials and collectors, to designate a newly named or redefined subset of those facilities to meet the urban purpose of integrated modes and destinations, to be completed and recommendations brought to the Board for action during operational year 09-10, including whatever reforms are necessary to AC 11-1 and elsewhere. This review will identify those roadway facilities that will still, through necessity, have access to abutting land uses as a secondary consideration. Those facilities shall be assessed to the adequacy of current regulations and plans that will provide within, adjacent, or functionally present alternative modes available and safely designated, built, or planned to be built, and the degree of maintenance and operational signage needed that is different from that for the county roadway operating at that location.

2. The County Manager direct the Department of Community Development, as well as other appropriate departments, to review the Community Planning Program in AC 13-3, as well as other authorized staff initiated community planning programs, to ensure that a required component of future plan updates include the integration of modes and destinations at the human scale. This review will be undertaken complementary to the review taken for AC 11-1.
3. The County Manager directs the Department of Transit, and appropriate departments, to review current transit stops for their ability to integrate with other modes and destinations, existing and proposed, and for the Department to suggest changes to modes, and receive recommendations for changes to transit stops, that would improve this integration.
4. The County Manager directs the Department of Parks and Recreation, and other appropriate departments, to review the County's greenways and trails plan to assess the provision of alternative modes of transportation wherein access is a secondary consideration.
5. The County Manager is directed to work with the Lee County Department of Health to identify, measure, and report on indicators of human health that would be affected by the Complete Streets Program.

RESOLVED, that the County Manager shall facilitate and present a report to the Board by October 1, 2010 on the implementation status of its Complete Streets Program, including all the exception decisions made under this policy. This report shall be delivered annually thereafter. The County Manager shall include reports from participating departments identifying disconnections in routes within the transportation network that serve as barriers for effectively functioning alternative modes. This report will identify barriers that are proposed to be remedied as well as those that are not included in plans for remedy. This report will contain recommendations for the changes needed for that remedy, including non structural recommendations. Indicators measuring the impact of the Complete Streets Program shall also be included in this annual report.

RESOLVED, that it is the BoCC's intent that all appropriate sources of funding be drawn upon to implement complete streets.

RESOLVED, that these actions will enable Lee County to become a complete streets county, a leader in Florida, and the nation.

RESOLVED, that the Board of Commissioners urges the State of Florida, the Florida Department of Transportation, the Lee County Metropolitan Planning Organization, and all the other cities and towns within Lee County to embrace and adopt complete streets guidelines and policies and integrate them into their standard street design and operations. Specifically, the BoCC requests that the Lee MPO incorporate complete streets policies and principles in the countywide bike and pedestrian master plan currently under development.

RESOLVED, that the Board of Commissioners urges the President and the members of the United States Congress to support the Complete Streets Act legislation and the adoption of its principles throughout the development of the next transportation authorization bill.

RESOLVED, that the County Clerk is instructed to transmit a copy of this Resolution to the President of the United States, the United States Senate Majority Leader, the Speaker of the United States House of Representatives, the Secretaries of the United States and Florida Departments of Transportation, Lee County's congressional delegation in Washington [Senators Nelson & LeMieux, and Rep. Connie Mack], and the Director of the Lee County Metropolitan Planning Organization.

ROBERT JANES	<u>Aye</u>
A. BRIAN BIGELOW	<u>Aye</u>
RAY JUDAH	<u>Aye</u>
TAMMARA HALL	<u>Absent</u>
FRANK MANN	<u>Aye</u>

DULY PASSED AND ADOPTED THIS 10th DAY OF November, 2009.

**ATTEST:
CHARLIE GREEN, CLERK**

**BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA**

By: Marcia Wilson
Deputy Clerk

By: [Signature]
Chair



APPROVED AS TO FORM:

By: [Signature]
Office of the County Attorney