

## **Complete Streets Resolution (Attachment 1) in Context of MPO Resolution 09-05 (Attachment 2)**

### Background

The MPO accommodations resolution was initiated by its Citizen's Advisory Committee in March after reviewing a US 41 widening project that had not provided accommodations for bike/ped/transit. The committee recommended (and the MPO approved) sending this project back to FDOT, and then recommended that there be a broader policy statement that all road projects should include accommodations when they are designed. This approach to roadway planning and operation is the cornerstone of a complete streets policy. The resolution, which was drafted in April and went through the committee review process and the MPO twice, was unanimously approved by the MPO on August 21, 2009 (Resolution 09-05).

The Complete Streets Resolution was developed by the Smart Growth Committee and had its origins in a desire to have a complete streets policy consistent with the elements of the national complete streets framework and tailored to the needs of Lee County. The Committee considered various drafts in April - June and a final resolution was adopted by the committee on June 17<sup>th</sup>. The resolution was presented to the BoCC for discussion at the August 3rd M & P meeting. At this meeting, the Board accepted the resolution. The Resolution is now before the BoCC for adoption at its November 10<sup>th</sup> meeting.

### Comparison

Below is a chart that compares the elements of the two resolutions, structured around the elements of the Smart Growth resolution, items 1-11. The most important difference between the resolutions relates to the differences in the organizational responsibilities of the two entities. In the case of the MPO, it does not have direct implementation authority for transportation projects—that's the responsibility of FDOT District 1 and local governments. Thus, the language of the MPO resolution is in the form of a "request" to the member local jurisdictions that make up the MPO Board.

The Smart Growth Committee felt that a complete streets program was the best way to ensure the intent of the MPO resolution is met, and recommended the BoCC adopt a complete streets policy statement in the form of a resolution as a first step in the process.

The resolution before the BoCC establishes a complete streets policy for the county and directs the County Manager and staff to develop a complete streets program containing certain elements on a specific timeframe and report back to the Board on its implementation.

## Comparison of Complete Streets Res and MPO 09-05 Res

Smart Growth Complete Streets Resolution (recommended 6/17/09)	MPO Resolution 09-05 (as adopted 8/21/09)
1. All road projects shall be designed to accommodate all users;	The stated intent of the MPO resolution is to support a comprehensive, integrated and connected network for all modes of transportation taking into account the needs and safety of all users.
2. bicycling and walking accommodations shall be a routine part of the all of the following phases/components of county activities: <ul style="list-style-type: none"> <li>a. planning,</li> <li>b. design,</li> <li>c. construction,</li> <li>d. maintenance, and</li> <li>e. operating activities; and</li> <li>f. will be included in the everyday operations of the transportation system in Lee County;</li> </ul>	The MPO resolution <u>requests</u> FDOT District 1 and the local governments in Lee County to accommodate bicycle pedestrian and transit facilities in roadway design and construction plans & coordinate with all multi-modal agencies to ensure that accommodations for bicycle, pedestrian and transit facilities are included in the planning and design of all roadway projects during new road construction, reconstruction, resurfacing and traffic operations/intersection improvements.
3. Bicycle and pedestrian ways shall be established in new construction and reconstruction of road and bridge projects.	MPO resolution <u>requests</u> these facilities on road projects, but doesn't specifically mention bridge projects
4. In developing these accommodations, the <u>latest and best design standards</u> shall be used, while recognizing the need for flexibility in balancing user needs.*	Use the <u>latest applicable standards and what is included in local approved plans</u> to determine the bicycle/pedestrian and transit facilities that will be included in the project, while recognizing the need for flexibility in balancing user needs in accordance with Chapters 335 and 336 of the Florida Statutes.
<i>Smart Growth Resolution doesn't address specific plans/guidance manuals to be used, as found in the MPO resolution</i>	Respect the policies of the MPO's Countywide Bicycle Pedestrian Master Plan, Local Government Bicycle/Pedestrian Plans, Land Development Codes and transit policies

	<p>of local jurisdictions, in developing these accommodations.</p> <p>FDOT’s District One and Seven Transit Facility Handbook are the guidance documents that the parties are urged to use.</p>
<p>5. very limited exceptions to these required accommodations will be allowed, (Section 335.065 of the FL statute specifies such variances),</p>	<p>Language not in MPO resolution, but the MPO resolution does request the local governments to use this FL statute on exceptions as their guide.</p>
<p><i>Note that this item re: developers in the MPO resolution is directed at FDOT District 1, not the local government; therefore issue not addressed here</i></p>	<p>FDOT District 1 is requested to ensure that plans submitted by developers for permitting construction on state rights-of-ways ensure that plans adjacent to development accommodate bicycle, pedestrian and transit facilities (consistent with LRPT and LCTDP).</p>
<p>6. The County Manager shall establish a formal approval process when exceptions are made and all modes are not accommodated.</p>	<p>MPO resolution doesn’t address local jurisdiction’s internal approval process, but does indirectly address the exceptions process by requiring the MPO staff to report of exceptions to these policy statements that have been made by FDOT 1 and local governments in Lee County.</p>
<p>7. This process shall require documentation and approval from senior management for any exception.</p>	<p>Left to local jurisdictions to set up their internal review &amp; approval processes</p>
<p>8. The County Manager is directed to work with County agency and department heads to develop guidelines intended to create a "Complete Streets Program" that:</p> <ul style="list-style-type: none"> <li>a. provide appropriate and safe transportation facilities for all who use our roads— <ul style="list-style-type: none"> <li>i. motorists,</li> </ul> </li> </ul>	<p>How local jurisdictions are to implement the MPO request, is left up to each local jurisdiction. The Smart Growth complete streets program approach is the national framework for ensuring all roadway users needs (as called for in MPO resolution), are taken into account.</p>

<ul style="list-style-type: none"> <li><i>ii.</i> transit vehicles and riders,</li> <li><i>iii.</i> bicyclists and pedestrians</li> <li><i>iv.</i> of all ages and abilities.</li> </ul>	
<p>9. The County Manager shall present the guidelines for the Complete Streets Program to the Commission by April 2010.</p>	<p>local jurisdiction responsibility</p>
<ul style="list-style-type: none"> <li><i>a.</i> The County Manager is directed to include the following action in the County Commission Goals and Objectives for 2009-2010: Review of functional classification of roads and designate a new subset of those facilities to meet the urban purpose of integrated modes and destinations <ul style="list-style-type: none"> <li><i>i.</i> Review and recommendations must be brought to the Board for action during 2009-2010 operation year.</li> </ul> </li> <li><i>b.</i> Review of Community Planning Program (by Department of Community Development) to ensure future plan updates include the integration of modes and destinations at the human scale.</li> <li><i>c.</i> Review current transit stops (by the Department of Transit) for their ability to integrate with other modes and destinations, and recommend changes that would improve this integration.</li> <li><i>d.</i> Review County's greenways and trails plan (by Department of Parks and Recreation) to assess the provision of alternative modes of transportation.</li> <li><i>e.</i> Identify, measure, and report of indicators of human health that would be affected by the</li> </ul>	<p>local jurisdiction responsibility</p>

Complete Streets Program (by Department of Health)	
<p>10. the County Manager shall report by October 1, 2010 (and annually thereafter) to the BoCC on the status of implementation of its Complete Streets Program in the county. This report shall also include:</p> <ul style="list-style-type: none"> <li>• A report on all the exception decisions made under this policy.</li> <li>• A report on disconnections in routes within the transportation network</li> <li>• A report on barriers that are proposed to be remedied, as well as barriers not proposed for remedy and recommendations for changes needed for those.</li> <li>• Indicators measuring the impact of Complete Streets Program</li> </ul>	Local jurisdiction responsibility
11. All appropriate sources of funding are to be drawn upon to implement completes streets.	Local jurisdiction responsibility

DJL: 10/27/09

*\* The Smart Growth resolution language “latest and best design standards” is consistent with the complete streets national framework. The Green Book is the minimum standard for bike/ped/transit facilities and Federal and State guidelines make it clear that this minimum is to be supplemented with the latest and best design standards, including the AASHTO Guide for the Development of Bicycle Facilities, & its companion guide for pedestrian facilities. In addition, the FHA has published Context Sensitive Solutions methodologies that show engineers how to introduce more flexibility into their road design processes “so that a wide range of community values and user needs might be addressed.” In addition, the FDOT Plans Preparation Manual provides enhanced design standards and criteria for bicycle, pedestrian and transit facilities. All of these “latest and best” design standards are available to supplement the Green Book, and other jurisdictions in FL, including Broward County and West Palm Beach, supplement the Green Book with more recent design standards.*