

FORT MYERS CITY COUNCIL AGENDA ITEM SUMMARY

MEETING DATE: <u>October 3, 2011</u>			WARD: <u>All</u>		AGENDA ITEM NO. _____ Revision Distributed: (Date & Time) _____	
<input checked="" type="checkbox"/> Regular <input type="checkbox"/> Special <input type="checkbox"/> Workshop					Quasi-Judicial <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<input type="checkbox"/> Proclamations & Special Presentations	<input type="checkbox"/> Consent	<input type="checkbox"/> Public Hearings	<input type="checkbox"/> City Council Comments & Items for Consideration	<input type="checkbox"/> Permission to Advertise	<input checked="" type="checkbox"/> City Manager's Items	<input type="checkbox"/> City Attorney's Items

<p>MOTION: Adopt resolution initiating the process of developing guidelines, processes, and procedures and directing review of all applicable City plans and regulations to establish a Complete Streets Program.</p>	<p>MANAGEMENT RECOMMENDATION: Adopt.</p>
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FUNDING SOURCE: N/A

FISCAL IMPACT: N/A

WHAT ACTION ACCOMPLISHES: Begins the process of developing a Complete Streets Program.

BACKGROUND INFORMATION: The term Complete Streets refers to streets that adequately provide for all roadway users, including bicyclists, pedestrians, motorists, and transit riders to the extent appropriate to the function and context of the street. By definition, it acknowledges that streets have multiple users and more than a single function. Complete Streets evolved as a means of addressing the unintended consequences of streets designed primarily to maximize the movement of vehicles to the detriment of the other users. Complete Streets leverages the best integration of land use and transportation planning with a goal of safe, accessible community-wide, multimodal connectivity, including children walking to school on safe routes to school.

- In 1984, the State of Florida enacted Florida Statute 335.065 requiring that transportation planning and development give full consideration to bicycle and pedestrian facilities. Florida Statute 335.065 recognizes the importance of all roadway users in transportation planning and when contemplating street improvements.
- In 2003, the term Complete Streets became a substitute for the technical term routine accommodation.
- In 2005, the National Complete Streets Coalition was founded by a coalition of advocacy and trade groups, including the American Association of Retired Persons, American Planning Association, American Society of Landscape Architects, and the American Heart Association.
- In 2007, City Council adopted a Bicycle and Pedestrian Plan.

Continued to Next Page Yes No

Person Initiating Request: Robert Gardner Nicole DeVaughn	Department: Community Development Division: Planning
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COUNCIL ACTION			
Approved:	Denied:	Tabled:	Conflict of Interest:
Public Hearing Continued To:	Removed from Consent By:	Item Continued To:	Public Hearing Opened: <input type="checkbox"/>
			Public Hearing Closed: <input type="checkbox"/>
			Financial Disclosure: <input type="checkbox"/>
Voting Log: Brown___ Streets___ Simms___ Flanders___ Banks___ Leonardo___ Henderson___			

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- In 2009, Lee County Board of County Commissioners adopted a Complete Streets resolution and a year later adopted a Complete Streets Implementation Plan.
- In 2011, the Lee County Metropolitan Planning Organization (MPO) adopted a countywide Bicycle Pedestrian Master Plan. The MPO endorsed the United State Department of Transportation new policy statement on bicycle and pedestrian accommodation and encouraged the Florida Department of Transportation to support the statement. The MPO recently approved a comprehensive, connectivity plan as its application for the Transportation Investment Generating Economic Recovery III federal grant. The Complete Streets resolution for the City can serve as an integral support in the viability of the application. A successful grant will fund improvements to link the three MPO Master Plan demonstration projects, from downtown Fort Myers to Florida Gulf Coast University, and ending at the LeeTran/Collier transit connection.
- There are 224 U.S. jurisdictions including 23 states with Complete Streets policies. Some of the jurisdictions passed legislation enacting their policies into law while others implemented their policies by executive order or regulation.

Complete Streets maximizes the public return on investment in streets. It is not about mandating transportation choices or spending more money. It is about allocating money in the context of supporting a broader range of citizen transportation choices including reduced incidents of injury or fatalities and health care costs, increased local business patronage, and increased property values.

Complete Streets implements an improved planning process and does not create more process. The improved process can speed project delivery which reduces cost by thinking through the local context and needs throughout the process, rather than at its end when changes are most costly.

To reach the goal of a safer, walkable, and bikeable community, the resolution initiates the process of developing guidelines, processes, and procedures for the implementation of Complete Streets. The City will work to develop guidelines, processes, and procedures by February 2012.

Planning Board recommendation: The Planning Board considered the resolution at its regular meeting on August 3, 2011, and found the resolution consistent with the Comprehensive Plan and the Land Development Code, voted unanimously, 8-0, to recommend approval to City Council. The Planning Board added a provision for shade trees for inclusion into the resolution.

Bicycle and Pedestrian Advisory Board recommendation: The Bicycle and Pedestrian Advisory Board considered the resolution at its regular meeting on September 1, 2011, and voted unanimously, 4-0, to recommend approval to City Council. The Bicycle and Pedestrian Advisory Board added an amended whereas clause

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to the resolution as follows:

WHEREAS: To the fullest extent possible, and with a multi discipline input, consideration of existing natural systems shall be incorporated from the earliest phases of design, planning, and implementation of complete streets, utilizing sustainable choices such as handling of storm water through a variety of location specific low impact development techniques, to include, with particular emphasis, the extensive use of Shade Trees for bike and pedestrian ways, and where possible, transit stops; and

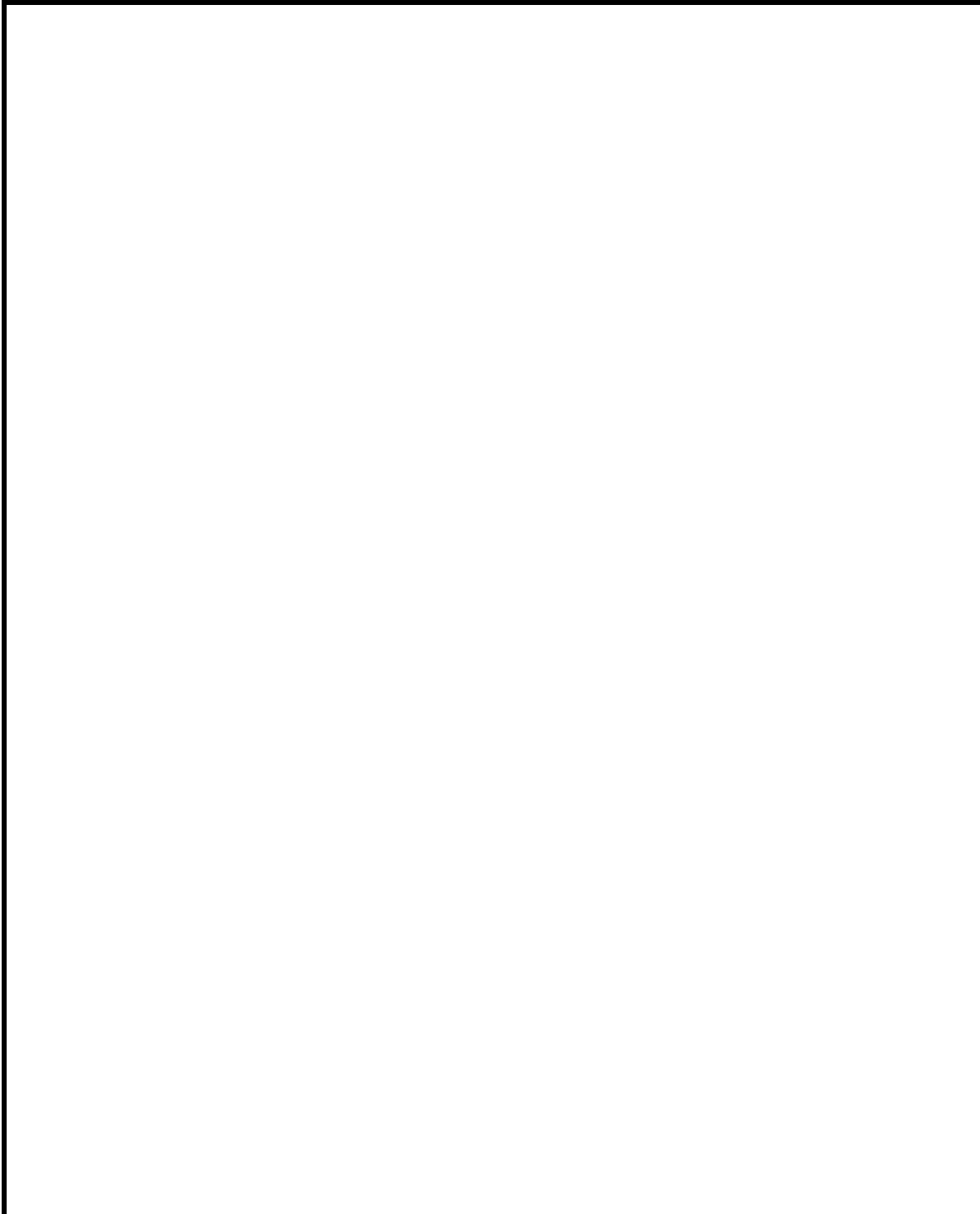
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