

RESOLUTION NO. 2083-11

A RESOLUTION TO ESTABLISH A "COMPLETE STREETS POLICY" TO INTEGRATE BICYCLING, WALKING, AND PUBLIC TRANSIT WITH THE CITY'S TRANSPORTATION PROGRAMS, PROJECTS, POLICY INITIATIVES, GOALS AND OBJECTIVES; PRESENTING GUIDELINES FOR ROUTINELY INCORPORATING COMPLETE STREETS INTO PRACTICE AND TO REPORT ANNUALLY ON COMPLETE STREETS IMPLEMENTATION.

WHEREAS, the mobility and accessibility afforded the individual is basic to the success of the City's land use and transportation system, where complete streets are designed and operated to assure safety, comfort (i.e. perceived 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 Winter Park demonstrated an innate understanding of the relationship between walking and land use, integrating slower moving vehicles with walking, and an easily accessible mixture of land uses, but a century of changing development types and standards has shifted some of the City's land use and transportation system from the convenience of a walk to the convenience of a drive, resulting in greater dependence on the motor vehicle for basic travel; and

WHEREAS, the City of Winter Park's Comprehensive Plan Transportation Element includes adopted goals, objectives and policies that support Complete Streets; including Goal 2-1.1, Objective 2-1.1, and Policies 2-1.1 through 2-1.16; Objective 2-3.1; Objective 2-5.1, Policies 2-5.1 through 2-5.6; and Objective 2-6.1, Policies 2-6.1 through 2-6.9; 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, the City of Winter Park's Transportation Plan already includes projects that implement Complete Streets, and should be reviewed for the inclusion of additional candidates for road "diets" on 4-lane road segments with less than 20,000 ADT. Putting this plan into action will accomplish many goals of Complete Streets and the City of Winter Park Comprehensive Plan; 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 Winter Park 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

WHEREAS, 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; 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, Winter Park has invested in transportation systems to balance the community's mobility and accessibility, but continues to experience practical challenges in integrating mobility systems with each other and within the urban landscape; 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 (accessibility), regardless of mode;

NOW, THEREFORE, BE IT RESOLVED THAT WINTER PARK, FLORIDA, intends for complete street design and multimodal connectivity to be encouraged, with the aim of creating a comprehensive, integrated, and connected network for all modes of transportation.

RESOLVED, that the City of Winter Park affirms that all road projects should be designed to **comfortably** accommodate all users to the fullest extent possible; that bicycling, walking, and public transit accommodations is a routine part of the city planning, design, construction, maintenance, and operating activities; and that bicycle and pedestrian ways should be considered in new construction, reconstruction, resurfacing or other retrofit 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 related to state controlled roadways. The Public Works Director will review the formal approval process related to granting these exceptions along city roadways. That being said, for streets that are under the control of other jurisdictions within the boundaries of the City of Winter Park or that influence the City of Winter Park, the City of Winter Park will highly encourage the other jurisdictions to respect and use a similar approach to complete streets as the City uses.

RESOLVED, that streets that do not operate to assure safety, comfort, and accessibility for all users are considered "deficient."

RESOLVED, that by August 2011, the Public Works Director is directed to work with appropriate City staff to best implement the City's Transportation Plan as part of Winter Park's "Complete Streets Policy". Some performance measurements that could be included in the annual budget report to assess the impact of the Complete Streets Policy include: the number of linear feet of sidewalk; routine pedestrian accommodation through mid-block crossings, median refuge islands, crosswalks or curb extensions at

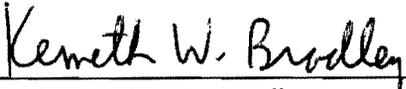
intersections; the number of miles of on street bicycle lanes, signed routes, or off road multi-use trails; and

RESOLVED, that these actions will enable the City of Winter Park to become a complete streets leader in Florida, and the nation.

RESOLVED, that the City Council urges the State of Florida, the Florida Department of Transportation, Orange County, and all the other cities and towns within Orange County to embrace and adopt complete streets guidelines and policies and integrate them into their standard street design and operations.

RESOLVED, that the City Clerk is instructed to transmit a copy of this Resolution to the Orange County's state congressional delegation in Tallahassee and Washington DC [Senators and Rep.], and the Director of Metroplan Orlando.

ADOPTED by the Winter Park City Commission on the 9TH day of May, 2011.



Mayor Kenneth W. Bradley

ATTEST:



Cynthia S. Bonham, City Clerk