



## RESOLUTION NO. 2018-07

### A RESOLUTION OF THE CITY OF NEPTUNE BEACH ADOPTING A COMPLETE STREETS POLICY

**WHEREAS**, safe, convenient, and accessible transportation for all users is a priority of the City of Neptune Beach;

**WHEREAS**, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allow safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families;

**WHEREAS**, the lack of Complete Streets is dangerous for pedestrians, bicyclists, and public transportation riders, particularly children, older adults, and persons with disabilities; on average, a pedestrian was killed every two hours and injured every seven minutes in traffic crashes in 2012;

**WHEREAS**, Complete Streets improve public health and safety by reducing the risk of injuries and fatalities from traffic collisions for users of all modes of transportation;

**WHEREAS**, streets that are designed with the safety and convenience of pedestrians and bicyclists in mind increase the number of people walking and bicycling;

**WHEREAS**, a balanced transportation system that includes Complete Streets is conducive to streets that are lively with people walking and bicycling to everyday destinations, such as schools, shops, restaurants, businesses, parks, transit, and jobs, which in turn enhances neighborhood economic vitality and livability;

**WHEREAS**, encouraging people to walk, bicycle, and use public transit saves energy resources, reduces air pollution, and reduces emissions of global warming gases;

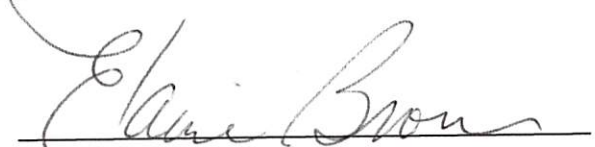
**WHEREAS**, Complete Streets encourage an active lifestyle by creating opportunities to integrate exercise into daily activities, thereby helping to reduce the risk of obesity and its associated health problems, which include diabetes, heart disease, high blood pressure, high cholesterol, as well as certain cancers, stroke, asthma, and depression; and

**WHEREAS**, in light of the foregoing benefits and considerations, the City of Neptune Beach wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards.

**NOW, THEREFORE, BE IT RESOLVED**, by the City of Neptune Beach of, State of Florida, as follows:

1. That the City of Neptune Beach adopts the Complete Streets Policy ("Policy") attached hereto as Exhibit A, and made part of this Resolution.
2. That the next substantive revision of the City of Neptune Beach Comprehensive Plan should incorporate Complete Streets policies and principles consistent with the Policy.

This Resolution adopted by the City Council of Neptune Beach, Florida, at the Regular Council Meeting held this 4<sup>th</sup> day of September, 2018.

  
\_\_\_\_\_  
Elaine Brown, Mayor

ATTEST:

  
\_\_\_\_\_  
Catherine Ponson, City Clerk



## **EXHIBIT A**

This Complete Streets Policy was adopted by Resolution No. 2018-07, by the City of Neptune Beach on September 4<sup>th</sup>, 2018.

### **COMPLETE STREETS POLICY OF THE CITY OF NEPTUNE BEACH**

#### **A. DEFINITIONS**

1. "Complete Street" means a street or roadway that allows safe and convenient travel by all of the following categories of users: pedestrians, bicyclists, people with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.
2. "High Need Area" means any area that has a high number of pedestrian and/or bicycle collisions.
3. "Transportation Project" means any development, project, program, or practice that affects the transportation network or occurs in the public right-of-way, including any construction, reconstruction, retrofit, signalization operations, resurfacing, restriping, rehabilitation, maintenance (excluding routine maintenance that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair), operations, alteration, and repair of any public street or roadway within the City of Neptune Beach (including alleys, bridges, frontage roads, and other elements of the transportation system).

#### **B. COMPLETE STREETS REQUIREMENTS**

The City of Neptune Beach shall work toward developing an integrated and connected multimodal transportation system of Complete Streets that serves all neighborhoods. Toward this end:

1. Wherever possible, Transportation Projects, and phase of that project (including planning, scoping, funding, design, approval, implementation, and maintenance), by the city shall provide for Complete Streets for all categories of users identified in Section A(1) of this Policy.

The Community Development Department shall routinely work in coordination with any relevant advisory committees, to create Complete Streets and to ensure consistency with any existing Pedestrian/Bicycle/Multi-Modal Plans.

2. Wherever possible, Transportation Projects shall strive to create a network of continuous bicycle- and pedestrian-friendly routes, including routes that connect with transit and

allow for convenient access to work, home, commercial areas, and schools.

3. The city shall coordinate with adjacent jurisdiction(s) and any other relevant public agencies, including North Florida Transportation Planning Organization to ensure that, wherever possible, the network of continuous bicycle- and pedestrian-friendly routes identified in Section B(3) extends beyond Neptune Beach's boundaries into adjacent jurisdictions.
4. The City of Neptune Beach shall rely upon the current editions of street design standards and guidelines that promote and support Complete Streets.
  - *Urban Street Design Guide* and *Urban Bikeway Design Guide* (National Association of City Transportation Officials)
  - *Designing Walkable Urban Thoroughfares: A context sensitive approach* (Institute of Transportation Engineers/Congress for the New Urbanism)
  - *Pedestrian Safety Guide and Countermeasure Selection System* (U.S. Department of Transportation, Federal Highway Administration)
  - *Bicycle Safety Guide and Countermeasure Selection System* (U.S. Department of Transportation, Federal Highway Administration)
  - *Separated Bike Lane Planning and Design Guide* (U.S. Department of Transportation, Federal Highway Administration)
5. This Policy shall be implemented in all neighborhoods, with particular attention to High Need Areas.
6. All Complete Streets shall reflect the context and character of the surrounding built and natural environments, and enhance the appearance of such. At the planning stage, The City of Neptune Beach shall work with local residents, business operators, neighboring jurisdictions, school districts, students, property owners, and other stakeholders who will be directly affected by a Complete Streets project to address any concerns regarding context and character.

#### C. LEAD DEPARTMENT

The Community Development Department shall lead the implementation of this Policy and coordinate with Public Works.

#### D. IMPLEMENTATION

The following steps shall be taken within one (1) year of the effective date of this Policy:

1. All street design standards used in the planning, designing, and implementing phases of

Transportation Projects shall be reviewed to ensure that they reflect the best available design guidelines for effectively implementing Complete Streets.

2. The Community Development and Public Works departments shall incorporate this Policy into relevant internal manuals, checklists, rules, and procedures.
3. The Community Development Department shall assess whether any municipal and zoning codes, land use plans, or other relevant documents, including the Capital Improvement Program, conflict with this Policy, and shall submit a report, along with a proposal for addressing any conflicts, to the City Manager.
4. The Community Development Department shall provide training on Complete Streets and the implementation of this Policy to all relevant staff, and develop a plan for providing such training for new hires.
5. The Community Development Department shall identify all High Need Areas and develop benchmarks to ensure that Complete Streets are implemented in such areas consistent with their need.
6. The Community Development Department shall identify an existing process or develop a new process that allows for public participation (including participation by bicycle, pedestrian, and Complete Streets advisory committees) in decisions concerning the design, planning, and use of streets and roadways covered by this Policy.
7. The City of Neptune Beach shall actively seek sources of public and private funding to assist in the implementation of this Policy.

#### E. EXCEPTIONS TO POLICY

1. A specific category of user may be excluded from the requirements of Section B of this Policy only if one or more of the following exceptions apply:
  - a. Use of the roadway is prohibited by law for the category of user (e.g., pedestrians on an interstate freeway, vehicles on a pedestrian mall). In this case, efforts shall be made to accommodate the excluded category of user on a parallel route; or
  - b. There is an absence of both a current and future need to accommodate the category of user (absence of future need may be shown via demographic, school, employment, and public transportation route data that demonstrate, for example, a low likelihood of bicycle, pedestrian, or transit activity in an area over the next 20 years); or
  - c. The cost would be excessively disproportionate to the current need or future need over the next 20 years.
2. An exception shall be granted only if:
  - a. a request for an exception is submitted in writing, with supporting documentation, and made publicly available with a minimum of 30 days allowed for public input; and

- b. the exception is approved in writing by City Council and the written approval is made publicly available.

## F. PERFORMANCE MEASURES

In order to evaluate whether the streets and transportation network are adequately serving each category of users, Public Works Department shall collect and/or report baseline and annual data on matters relevant to this Policy, including, without limitation, the following information:

1. Mileage of new bicycle infrastructure (e.g., bicycle lanes, paths, and boulevards)
2. Linear feet of new pedestrian infrastructure (e.g., sidewalks, trails, etc.)
3. Number of new curb ramps installed
4. Number of new street trees planted
5. Type and number by of pedestrian- and bicycle-friendly signage and landscaping improvements, including street furniture and lighting
6. Bicycle and pedestrian counts, including in High Need Areas
7. The percentage of transit stops accessible via sidewalks and curb ramps
8. The number, locations, and cause of collisions, injuries, and fatalities by mode of transportation
9. The total number of children walking or bicycling to schools
10. Vehicle Miles Traveled (VMT) or Single Occupancy Vehicle (SOV) trip reduction data as made available by North Florida TPO.

## G. REPORTING REQUIREMENTS

One year from the effective date of this Policy, and annually thereafter, the lead agency shall submit a report to the Strategic Planning Committee on the progress made in implementing this Policy that includes, at a minimum, the following: (1) baseline and updated performance measures as described in Section (F); (2) a summary of (a) all Transportation Projects planned or undertaken and their status, including a full list and map, with clear identification of which projects are located in High Need Areas; (b) all exceptions granted pursuant to Section E of this Policy, including identification of exceptions granted in High Need Areas; (c) the progress made in achieving the benchmarks for High Need Areas developed pursuant to Section D(5); (d) updates to street design standards, internal department and agency manuals and procedures, zoning and municipal codes, and land use plans, pursuant to Sections D(1)-(3); (e) all funding acquired for projects that enhance the Complete Streets network; (f) all staff trainings and professional development provided pursuant to Section D(4); and (3) any recommendations for improving implementation of this Policy.