

CITY OF CORAL GABLES, FLORIDA

RESOLUTION NO. 2018-80

**A RESOLUTION AUTHORIZING THE ADOPTION OF
THE CITY OF CORAL GABLES SUSTAINABLE
COMPLETE STREETS POLICY.**

WHEREAS, the City of Coral Gables seeks to design and maintain a public right-of-way that safely, comfortably, and adequately accommodates all users and all modes of transportation; and

WHEREAS, a Sustainable Complete Street is defined as one which provides a safe, convenient, accessible and context-sensitive facility for all modes of travel and for users of all ages and abilities while minimizing environmental impact; and

WHEREAS, Sustainable Complete Streets better serve the needs of transit users by providing access to transit systems; and

WHEREAS, Sustainable Complete Streets have public health benefits, such as encouraging physical activity and improving air quality by providing the opportunity for more people to bike and walk safely; and

WHEREAS, Sustainable Complete Streets improve access and safety for those who cannot, or choose not to drive motor vehicles; and

WHEREAS, Sustainable Complete Streets are essential in providing safer routes to school for children; and

WHEREAS, Sustainable Complete Streets provide opportunities for improved mobility for people with disabilities as their needs are specifically considered; and

WHEREAS, Sustainable Complete Streets can enhance the public realm through human-scaled designs, including street trees, landscaped boulevards, pedestrian lighting, wayfinding signage, public art, and street furniture; and

WHEREAS, the Miami-Dade Board of County Commissioners unanimously adopted a Complete Streets resolution (995-14) in November 2014, and Miami-Dade County promulgated the Complete Streets Design Guidelines to provide policy and design guidance to local agencies and other engaged in Complete Streets implementation; and

WHEREAS, over 1,232 Complete Streets policies have been adopted in the United States, including by at least 33 states, 77 regional planning organizations, 64 counties, and 955 municipalities; and

WHEREAS, it is the desire of the City of Coral Gables to renew its commitment to the principles of Sustainable Complete Streets for all of the City's streets;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF CORAL GABLES, FLORIDA, that the City of Coral Gables defines its Sustainable Complete Streets Policy to contain the following elements:

SECTION 1: VISION, USERS, AND MODES

- A. The City of Coral Gables strives to develop a safe, reliable, efficient, integrated, connected, and livable multimodal transportation system that best enables access, mobility, economic development, aesthetics, health, and well-being for people of all ages and abilities, and supports enhancement and sustainability of the environment.
- B. This transportation system shall be designed, **to the greatest extent possible**, to ensure the safety, security, comfort, and convenience of pedestrians, bicyclists, transit/paratransit users, assistive mobility device users, motorists, emergency responders, and routine commercial service providers.
- C. When there are conflicting needs among users and modes, the following prioritization will apply:
(1) **above all, safety is paramount**, (2) **followed by mobility**; (3) among modes, vulnerable users shall come first; and finally, (4) seek balance among all modes involved. It is recognized that all modes cannot receive the same type of accommodation and space on every street, but the overall goal is that everyone – young, old, and of varying ability – can safely, comfortably, and conveniently travel across the network using all modes.

SECTION 2: INCLUSION AND EXCEPTIONS

- A. The City shall approach every transportation and right of way improvement and project phase as an opportunity to create safer, more accessible streets for all users. These improvements and phases include: planning, programming, design, right-of-way acquisition, subdivision and land development, new construction, construction engineering, reconstruction, operation, repair, capital improvements, re-channelization projects and major maintenance, and routine maintenance and rehabilitation.
- B. Any exception to this policy, including for eligible private projects, must be reviewed and approved by the Department of Public Works (unless otherwise

determined by the City Commission), with applicant provided documentation of the reason(s) for the exception.

- C. Exceptions may be considered for approval for the following reasons:
 - a. Costs of accommodation are excessively disproportionate to the need or probable use, when factoring in both current economic conditions and economic benefits of initial capital cost;
 - b. Transit accommodations are not required where there is no existing or planned transit service;
 - c. Routine maintenance or emergency maintenance activities intended to keep assets in serviceable condition, such as sweeping, mowing, and spot repair, does not change the roadway geometry or operations, and as such, does not trigger this policy.

SECTION 3: JURISDICTION

- A. This policy shall apply to all City-owned transportation facilities in the public right-of-way including, but not limited to, streets, sidewalks, alleys, bridges, and other connecting pathways. The City will encourage owners and operators of private streets, sidewalks, alleys, and parking lots to adhere to this policy through funding requirements and the development review process.
- B. All City Departments will follow the policy guidelines.
- C. All developers and builders, as applicable, will follow the policy guidelines.
- D. All agencies, over which the City has permitting authority, including but not limited to utilities and service contractors, will follow the policy guidelines.
- E. The City shall foster partnerships with, and leverage the resources of other agencies, including but not limited to, federal agencies, the Florida Department of Transportation, the Miami-Dade County Department of Transportation and Public Works (roadways and transit), the Miami-Dade Transportation Planning Organization (TPO), The Florida Department of Health, Miami-Dade County Public Schools, adjacent municipalities, private developers, and public and private utilities to develop facilities and accommodations that further the City's vision of a connected, integrated network and continue such infrastructure beyond the City's borders.

SECTION 4: APPROACH

- A. The City of Coral Gables will apply this policy to all transportation, transit, and development projects. This includes projects involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on existing roadway, as well as those that involve privately built roads and easements

intended for public use. Sustainable Complete Streets elements may be achieved through single projects or incrementally through a series of smaller projects, or maintenance and operations activities, in phases over time.

- B. The City will reference and modify the Transportation Element of its Comprehensive Plan, its land development regulations, its roadway design standards, and any modal plans for bicycles, pedestrians, and transit to ensure consistency with the policy.
- C. The City will coordinate its infrastructure investments with the Miami-Dade TPO and its Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP), agency work programs, and applicable Miami-Dade TPO modal plans to ensure coordination and cooperation in Complete Streets implementation.

SECTION 5: NETWORK CONNECTIVITY

- A. The City of Coral Gables will design, operate and maintain a transportation infrastructure that provides a connected network of facilities and services accommodating all modes of travel and all users.
- B. The City will seek opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and public transit.
- C. The City will focus non-motorized connectivity improvements on services, schools, parks, civic uses, regional connections, and commercial uses.
- D. The City will require new developments and redevelopment projects to provide interconnected street networks with small blocks and/or bicycle/pedestrian connections, as appropriate.
- E. The City will promote projects that have high levels of internal and external connectivity which encourages efficiency through multimodal transportation.
- F. The City will review zoning regulations and the land development code related to parking location, building setbacks, and other factors adjacent to Sustainable Complete Street projects to promote pedestrian-oriented development. Regulations or codes not in compliance with this policy will be recommended for update to the City Manager and the City Commission.

SECTION 6: CONTEXT SENSITIVITY

- A. The application of this policy will be will be flexible, so as to encourage context-sensitive designs. Context sensitivity to the community's overall surroundings, its current and planned buildings and land uses, and current and expected transportation needs of all users will ensure that projects are appropriate within the context of the neighborhood,

sensitive to community values, and balance social, economic, and environmental objectives.

- B. The City will plan its streets in accordance with smart growth principles and in harmony with adjacent land uses and neighborhoods, and promote walkable, livable communities through the design and development of a multimodal street network.
- C. The City will solicit input from local stakeholders during the planning process.
- D. The City will integrate natural features to protect habitat and reduce stress on the natural waterway systems by preserving land in a vegetated state, wherever possible and appropriate. The use of low maintenance native vegetation is preferred.
- E. Historic elements will be integrated and preserved, into the design of its streets.
- F. The City will design streets with a strong sense of place, using architecture, landscaping, streetscaping, public art, and signage that reflect the community and neighborhood.
- G. The City will coordinate street improvements in retail and commercial corridors, to promote vibrant and livable districts.

SECTION 7: DESIGN GUIDANCE

- A. The City shall use the best and latest design guidance, standards, and recommendations available to maximize design flexibility and innovation, and always be aware that design solutions should balance user and modal needs. This includes designing at the human scale for the needs and comfort of all people and travelers, in considering issues such as street design and width, desired operating speed, turn radii, hierarchy of streets, and connectivity. Design criteria shall not be purely prescriptive but shall be based on the thoughtful application of engineering, architectural, and urban design principles.
- B. The City will provide well-designed accessible pedestrian accommodations on all streets and intersections. Pedestrian accommodations can take numerous forms, including, but not limited to, pedestrian signals, access management, pedestrian refuge islands, medians, lighting, roundabouts, raised intersections, bulb-outs, curb extensions, chokers, sidewalks, buffer zones, shared-use pathways, crosswalks, and curb ramps, among others.
- C. The City will provide well-designed bicycle accommodations on City streets. Bicycle accommodations can take numerous forms, including, but not limited to, use of bicycle boulevards / neighborhood greenways, striping, slow streets, low auto volume streets, bicycle storage, traffic calming, separated bicycle facilities, signs, pavement markings among others. Bicycle paths and lanes should have separation and protection from cars with greater protection on roads with higher speeds. The City will not incorporate the use of Sharrow roadways except in limited instances where no other facility type is physically feasible.

- D. The City will provide well-designed transit accommodations on streets with transit services, including, but not limited to, shelters, shade, benches, bicycle storage, bus pull-offs, bulb-outs, dedicated lanes, and signal priority, among others.
- E. Where conditions permit and warrant, landscaping will be planted or other shade devices installed whenever a street is modified (such as the addition of medians or wider sidewalks), newly constructed, reconstructed, or relocated. An emphasis will be placed on the addition and strategic placement of street trees to provide shade for pedestrians.
- F. The City will reduce pavement to the greatest extent possible to improve stormwater management to reduce urban heat island effects, improve air quality, and increase evapotranspiration
- G. The City will apply Sustainable Complete Streets principles, incorporating roadway design references and specific guidance for Complete Streets implementation, including, but not limited to, the following:
- U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations Executive
 - U.S. Department of Transportation Federal Highway Administration's Manual of Uniform Traffic Design Control
 - U.S. Department of Transportation Federal Highway Administration Traffic Monitoring Guide
 - U.S. Department of Agriculture National Urban & Community Forestry 10 year Action Plan
 - National Association of City Transportation Officials (NACTO) Urban Street Design Guide
 - NACTO Urban Bikeway Design Guide
 - NACTO Transit Street Design Guide
 - NACTO Urban Street Stormwater Guide
 - American Association of State Highway and Transportation Official's (AASHTO) Policy on Geometric Design of Highways and Streets
 - American Association of State Highway and Transportation Official's (AASHTO) Guide for Planning, Designing and Operating Pedestrian Facilities
 - Florida Department of Transportation (FDOT) Complete Streets Policy
 - FDOT Complete Streets Implementation Plan
 - FDOT Complete Streets Handbook
 - FDOT Florida Design Manual
 - ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
 - City of Coral Gables Comprehensive Plan
 - Coral Gables Municipal Code and Land Development Regulations
 - City of Coral Gables Bicycle/Pedestrian Master Plan

- Miami-Dade County Complete Streets Design Guidelines
- American with Disabilities Act Accessibility Guidelines

SECTION 8: PERFORMANCE MEASURES AND REPORTING

- A. A report will be made to the City Commission every year showing progress made in implementing this policy. The City shall measure the success of this policy using, but not being limited to, the following performance measures:
- a. Total miles of dedicated bicycle facilities provided, per type
 - b. Linear feet of pedestrian facilities
 - c. Number of ADA accommodations built
 - d. Number of transit accessibility accommodations built
 - e. Number of new curb ramps installed along city streets
 - f. Percentage of tree canopy along City streets and/or new street trees planted
 - g. Crosswalk and intersection improvements
 - h. Transit trips on the City Trolley
 - i. Percentage of transit stops accessible via sidewalks and curb ramps
 - j. Number and severity of total crashes
 - k. Number of pedestrian-vehicle and bicycle-vehicle crashes
 - l. Severity of pedestrian-vehicle and bicycle-vehicle fatality crashes
 - m. Change in multimodal level of service
 - n. Periodic community surveys conducted to obtain feedback on policy implementation and performance
 - o. Periodic counts of cyclists and pedestrians using city streets and sidewalks
 - p. Estimated greenhouse gas emissions

SECTION 9: ADDITIONAL ELEMENTS

- A. Storm Water: In addition to providing safe and accessible streets in the City of Coral Gables, care will be given to incorporating best management practices for addressing storm water runoff. Wherever possible, innovative and educational storm water infrastructure, including the strategic use of street trees, shall be integrated into the construction/reconstruction or retrofit of a street.
- B. Sustainability and Resiliency: As part of the development of Sustainable Complete Streets projects in Coral Gables, due consideration will be given to incorporating sustainability and resiliency elements such as the use of recycled material, local available resources, wind-resistant and drought-tolerant trees and permeable pavement into project development and design. During design, due consideration will also be given to the potential future impacts of sea level rise. Necessary accommodations will be made in highly vulnerable areas.

- C. Accessibility: The City of Coral Gables welcomes individuals with disabilities (residents and visitors). The City is committed to complying with the Americans with Disabilities Act (“ADA”) and will insure all projects include conformance.
- D. Attention to Aesthetics: Multi-modal accommodations and City projects in the right-of-way will be approached as opportunities to enhance the aesthetic qualities of Coral Gables and its public realm through the thoughtful creation of place. Wherever feasible, streetscapes shall protect and include street trees, incorporate native and/or drought tolerant, low maintenance plants, incorporate landscape architecture, public art, street furniture, pedestrian amenities and wayfinding signage, sidewalk cafes and street-facing retail, and/or other elements that enhance the attractiveness of Coral Gables and foster healthy economic development.

SECTION 10: POLICY IMPLEMENTATION

The City of Coral Gables shall view Sustainable Complete Streets as integral to everyday transportation and resiliency decision-making practices and processes. To this end, the policy shall be implemented through the following elements:

- A. Lead Department: The City Public Works Department will be the lead department in the implementation of this policy and in coordinating with other involved departments to ensure comprehensive implementation of the policy. All relevant departments, agencies, and committees will incorporate Sustainable Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs, as appropriate.
- B. Advisory Group and Coordination: The Transportation Advisory Board will oversee the implementation of this policy. The City shall promote inter-departmental project coordination among City departments and relevant boards with an interest in the activities that occur within the public right-of-way to better use fiscal resources. Alterations to the streets/rights of way on historic roadways or in historic districts shall be reviewed by the Historical Resources and Cultural Arts Department and/or Historic Preservation Board. Alterations adjacent to city parks and pedestrian plazas shall be reviewed by the Parks & Recreation Advisory Board.
- C. Design Standards and Procedures: Development Services, the Department of Public Works, Community Recreation, and other relevant departments, agencies, and committees will review current design standards, including subdivision regulations, which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Sustainable Complete Streets, where feasible.
- D. Revision of Existing Plans and Policies: The City will reference and modify the Transportation and Environmental Element of its Comprehensive Plan and any other

existing documents related to the design of the public right-of-way to ensure consistency with the policy.

- E. Inventory: The City will maintain an inventory of implemented pedestrian, bicycle, transit, and other neighborhood livability improvement infrastructure, integrated with the existing City database, and used as a tool to identify coverage gaps and needs.
- F. Capital Improvement Project Prioritization: City staff shall identify all current and potential future sources of funding for street, sidewalk, and swale improvements and recommend improvements to the project selection criteria to support Sustainable Complete Streets projects.
- G. Funding: The City will actively seek sources for public and private funding, inclusive of grants and loans, to implement Sustainable Complete Streets. Furthermore, the City will work to coordinate its infrastructure investments and Sustainable Complete Streets implementation with the Miami-Dade TPO, Miami-Dade County, FDOT, and other agency work programs.
- H. Performance Measures: The City shall establish and monitor performance measures for completeness in capturing Sustainable Complete Streets implementation benefits, and refine if needed, in order to best collect data on how well the streets are serving all users.
- I. Public Official, Staff, and Resident Training: The City will encourage staff, public official, and resident professional development or training on Sustainable Complete Streets principles and best practices through sharing of reports, webinars, videos and other avenues such as conferences, classes, seminars, and workshops.
- J. Civic Awareness: Every Sustainable Complete Streets project should include an educational component to ensure that users of the transportation system understand and can safely utilize Sustainable Complete Streets project elements.
- K. Enforcement: The City will educate on and enforce proper behavior of the transportation system by all users and all modes, and adopt additional laws and regulations as necessary to ensure people are protected to the greatest extent possible and that this policy be implemented to the greatest extent possible.

SECTION 11. That this Resolution shall become effective immediately upon the date of its passage and adoption herein.

PASSED AND ADOPTED THIS TWENTY-SEVENTH DAY OF FEBRUARY, A.D., 2018.

(Moved: Keon / Seconded: Mena)
(Yeas: Keon, Mena, Valdes-Fauli_
(Majority: (3-0) Vote)
(Absent: Lago, Quesada)
(Agenda Item: J-5)

APPROVED:




RAÚL VALDÉS-FAULI
MAYOR

ATTEST:



WALTER J. FOEMAN
CITY CLERK

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:



MIRIAM SOLER RAMOS
CITY ATTORNEY