

## MEMORANDUM

Agenda Item No. 11(A)(3)

**TO:** Honorable Chairwoman Rebeca Sosa  
and Members, Board of County Commissioners

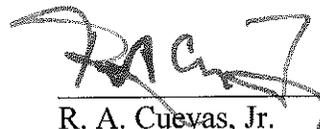
**DATE:** November 5, 2014

**FROM:** R. A. Cuevas, Jr.  
County Attorney

**SUBJECT:** Resolution directing the Mayor to develop, in coordination with the Florida Department of Transportation, the Metropolitan Planning Organization, and other applicable entities, a plan for implementation of a "Complete Streets" Program for Miami-Dade County  
Resolution No. R-995-14

A substitute was presented and forwarded to the BCC with a favorable recommendation at the 10-14-14 Infrastructure & Capital Improvements Committee. This substitute differs from the original in that the reference to certain Miami-Dade County departments has been updated; schools and parks have been added as examples of additional points from which walking will be made safer through the implementation of a "Complete Streets" program; and the reference to Miami-Dade County Metropolitan Planning Organization's Long Range Transportation Plan has been clarified.

The accompanying resolution was prepared and placed on the agenda at the request of Prime Sponsor Commissioner Jose "Pepe" Diaz, and Co-Sponsors Commissioner Dennis C. Moss and Commissioner Juan C. Zapata.

  
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R. A. Cuevas, Jr.  
County Attorney

RAC/Imp



# MEMORANDUM

(Revised)

**TO:** Honorable Chairwoman Rebeca Sosa  
and Members, Board of County Commissioners

**DATE:** November 5, 2014

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County Attorney

**SUBJECT:** Agenda Item No. 11(A)(3)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Ordinance creating a new board requires detailed County Mayor's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's \_\_\_\_, 3/5's \_\_\_\_, unanimous \_\_\_\_ ) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved \_\_\_\_\_ Mayor

Agenda Item No. 11(A)(3)

Veto \_\_\_\_\_

11-5-14

Override \_\_\_\_\_

RESOLUTION NO. R-995-14

RESOLUTION DIRECTING THE MAYOR OR DESIGNEE TO DEVELOP, IN COORDINATION WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION, THE METROPOLITAN PLANNING ORGANIZATION, AND OTHER APPLICABLE ENTITIES, A PLAN FOR IMPLEMENTATION OF A "COMPLETE STREETS" PROGRAM FOR MIAMI-DADE COUNTY

**WHEREAS**, ensuring that Miami-Dade County's roadways, rights-of-way, and transportation corridors are safe for all users, of all ages and abilities, is an important public policy; and

**WHEREAS**, Miami-Dade County has one of the highest pedestrian and bicyclist crash rates in the United States; and

**WHEREAS**, initiatives designed to make walking, biking, and transit use safer and more convenient offer the potential for a healthier citizenry, cleaner air, reduced traffic congestion, more livable neighborhoods, less reliance on fossil fuels and imported sources of energy, and more efficient use of road space and resources; and

**WHEREAS**, the term "Complete Streets" refers to roadways, rights-of-way, and transportation corridors that are designed and operated to enable safe access for all users (including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities) by:

- making it easier for them to cross the street, bicycle to and from work, and walk to restaurants, shops, and other area establishments;

- making it safer for them to walk to and from >>schools, parks,<<<sup>1</sup> bus stops and train stations;
- accommodating their mobility needs in a safe, integrated, holistic, context-specific, and mutually-supportive manner; and

**WHEREAS**, a “Complete Streets” Program could among other things:

- contribute to the development of green infrastructure;
- improve pedestrian and biker safety;
- increase transportation options;
- reduce congestion;
- reduce reliance on carbon fuels, thereby reducing greenhouse gas emissions;
- improve air quality;
- improve community health;
- enhance community aesthetics;
- augment economic growth;
- create more livable communities by emphasizing critical elements of walkability, including shade, aesthetically pleasing walkways, and buffers from automobile traffic;
- contribute to the development of a connected and complete transportation network that will reduce hazards and improve safety for pedestrians and cyclists, especially vulnerable elements of the population, who may be unable to operate a motor vehicle, such as young children, the elderly, and the physically disabled; and

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<sup>1</sup> The differences between the substitute and the original item are indicated as follows: Words stricken through and/or [[double bracketed]] shall be deleted, words underscored and/or >>double arrowed<< are added.

- support a more livable and sustainable community for persons of all ages and abilities; and

**WHEREAS**, many communities throughout the United States and the State of Florida are either in the process of implementing, or have already implemented, “Complete Streets” Programs, including Broward County, as recently reported in the Sun-Sentinel and Miami-Herald newspapers; and

**WHEREAS**, the Florida Department of Transportation has adopted “Complete Streets” style standards as part of its Roadway Design Criteria, and has incorporated transportation design guidelines for livable communities in both the Plans Preparation Manual and the Florida Greenbook; and

**WHEREAS**, Section 335.065, Florida Statutes, states that bicycle and pedestrian ways shall be established in conjunction with the new construction, reconstruction, resurfacing, restoration, rehabilitation, traffic operating intersection improvements, or other change of any state transportation facility, and special emphasis shall be given to projects in or within one mile of an urban area; and

**WHEREAS**, the Miami-Dade Comprehensive Development Master Plan, Objective TE-4, provides that Miami-Dade County shall develop, by 2015, a “Complete Streets” Program to be considered in the design and construction of new transportation corridors and the reconstruction of existing corridors, wherever feasible; and

**WHEREAS**, the Miami-Dade Comprehensive Development Master Plan, Policy TE-4A and Policy TC-3C, provides that Miami-Dade County shall develop, by 2015, a “Complete Streets” Program that will be sensitive to the needs of the users of all modes of transportation, including bicyclists and pedestrians, and shall include the following components:

- street typology based on land use context due to how a roadway passing through different land uses will vary in character;
- hierarchy of street types and designs;
- Provision of sidewalks and bicycle facilities;
- adequate landscaping and street furniture;
- bus lanes and transit facilities;
- improved aesthetics and design for the safety of all users, including vulnerable populations, such as children and seniors; and

**WHEREAS**, a “Complete Streets” Program would further the goals, objectives and policies of the Miami-Dade Comprehensive Development Master Plan, including Objective TE-4 and Policies TE-4A and TC-3C; and

**WHEREAS**, a “Complete Streets” Program also would further the principles in the Miami-Dade Parks and Open Space System Master Plan; the guidelines and principles in the County’s Urban Design Manuals; the policies of the GreenPrint Sustainability Plan; and the Miami-Dade County Metropolitan Planning Organization’s Long Range Transportation Plan >>and Transportation Improvement Program<<; and

**WHEREAS**, the Miami-Dade County Metropolitan Planning Organization is in the process of conducting a “Complete Streets” Case Study involving three corridors, with the goal of developing a “Complete Streets” Manual for implementation within the County; and

**WHEREAS**, for the benefit of the County’s residents and the many visitors who use its roadways, sidewalks, and public transit systems each year, a plan for the implementation of a “Complete Streets” Program in Miami-Dade County should be developed as a coordinated effort between the Miami-Dade County Department of >>Regulatory and Economic Resources<<

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[[~~Planning and Zoning~~]], Office of Sustainability, Public Works >>and Waste Management<< Department, Parks>><sub>2</sub><< [[~~and~~]] Recreation >>and Open Spaces<< Department, and Transit Department, >>or their successors,<< as well as the Florida Department of Transportation, the Miami-Dade Expressway Authority, the Metropolitan Planning Organization, municipalities in Miami-Dade County, and other applicable entities,

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA, that:**

**Section 1.** This Board directs the Mayor or designee to develop, in coordination with the Florida Department of Transportation, the Metropolitan Planning Organization, and other applicable entities, a plan for Board approval to implement a “Complete Streets” Program in Miami-Dade County that adheres to the principle that all persons of all ages and abilities who travel by automobile, motorcycle, public transit, bicycle, or walking are equal legitimate users of roadways and shall be provided safe access, in a context-specific manner, to transportation corridors, roadways, and public rights-of-way in the County.

**Section 2.** In developing a plan for implementing a “Complete Streets” Program, the Mayor or designee shall endeavor to:

- balance the needs of pedestrians, bicyclists, public transit users, and car drivers with important community values, such as fiscal constraint, public safety, environmental protection, and historic preservation;
- incorporate the “Complete Streets” principles into an interdisciplinary, integrative, multimodal transportation policy with implementation guidelines;
- incorporate innovative and context-sensitive design standards for developing “Complete Streets” that accommodate all user needs;

- incorporate the “Complete Streets” >>guidelines<< ~~[[concept]]~~, wherever feasible, into all planning, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, alteration, or repair of streets, bridges, or other portions of the transportation network, including pavement resurfacing, restriping, and signalization operations, if the safety and convenience of users can be improved within the scope of the work;
- direct all appropriate departments to incorporate the “Complete Streets” concept into routine aspects of planning, design, construction and operations; to approach every transportation project and program as an opportunity to improve public streets and the transportation network for all users; to work in coordination with other departments, agencies, and jurisdictions to achieve “Complete Streets” principles; and when applicable, to assess and pursue changes to regulations, plans, and programs needed for implementation;
- encourage other entities and agencies with transportation jurisdiction in and around Miami-Dade County to similarly adopt and implement “Complete Street” principles for their own projects and plans;
- seek public involvement and promotion of “Complete Street” principles, in coordination with partnering entities, agencies, and organizations, to provide public awareness for the transportation, quality of life, public safety, and health benefits of the “Complete Streets” Program.

Ordinance No. 14-65. In addition, the Mayor or designee shall provide to the Board status reports regarding the "Complete Streets" implementation plan within 90 days of the effective date of this resolution and on a quarterly basis thereafter until such time as the final plan is presented to the Board for approval. The Mayor or designee shall place such status reports on applicable agendas of the Board pursuant to Ordinance No. 14-65.

The Prime Sponsor of the foregoing resolution is Commissioner Jose "Pepe" Diaz, and the Co-Sponsors are Commissioner Dennis C. Moss and Commissioner Juan C. Zapata. It was offered by Commissioner **Sally A. Heyman**, who moved its adoption. The motion was seconded by Commissioner **Lynda Bell** and upon being put to a vote, the vote was as follows:

	Rebeca Sosa, Chairwoman	<b>aye</b>	
	Lynda Bell, Vice Chair	<b>aye</b>	
Bruno A. Barreiro	<b>aye</b>	Esteban L. Bovo, Jr.	<b>aye</b>
Jose "Pepe" Diaz	<b>aye</b>	Audrey M. Edmonson	<b>aye</b>
Sally A. Heyman	<b>aye</b>	Barbara J. Jordan	<b>aye</b>
Jean Monestime	<b>aye</b>	Dennis C. Moss	<b>aye</b>
Sen. Javier D. Souto	<b>aye</b>	Xavier L. Suarez	<b>aye</b>
Juan C. Zapata	<b>aye</b>		

The Chairperson thereupon declared the resolution duly passed and adopted this 5<sup>th</sup> day of November, 2014. This resolution shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

MIAMI-DADE COUNTY, FLORIDA  
BY ITS BOARD OF  
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK



By: **Christopher Agrippa**  
Deputy Clerk

Approved by County Attorney as  
to form and legal sufficiency.

A handwritten signature in black ink, appearing to read "James Eddie Kirtley", is written over a horizontal line.

James Eddie Kirtley