Memorandum

MIAMI-DADE COUNTY

Date: July 30, 2015

To: Honorable Chairman Jean Monestime
and Members, Board of County Commissioners

From: Carlos A. Gimenez
Mayor

Subject: First Quarterly Status Report in Response to Resolution No. R-995-14 relating to the Development of a Complete Streets Program in Miami-Dade County – Directive 142232

On November 5, 2014, the Board of County Commissioners adopted Resolution No. R-995-14 which directed the County Mayor or Mayor's designee to develop a plan for implementation of 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-sensitive manner, to transportation corridors, roadways, and public rights-of-way in the County. Resolution No. R-995-14 further directed the Mayor or designee to provide the Board with a status report within 90 days and on a quarterly basis thereafter.

This memorandum serves as the first Quarterly Status Report in response to Resolution No. R-995-14. To date, the administration has completed the following tasks toward the development of a Complete Streets Program in Miami-Dade County:

1) Organized a Coordination Team to guide development of the Complete Streets Program;
2) Completed a Complete Streets Program Implementation Timeline; and
3) Summarized relevant Comprehensive Development Master Plan policies related to the development of a Complete Streets Program.

In addition, the County's "Neat Streets Miami" Board hosted a Complete Streets Forum on April 29, 2015. The event provided a forum for stakeholders and elected officials to discuss a framework that would align local policies, projects and practices to support Complete Streets principles. The input received through the event will help to inform the development of a Complete Streets Program for Miami-Dade County.

Coordination Team

Resolution No. R-995-14 indicates that the Complete Streets Program should be developed as a coordinated effort between relevant Miami-Dade County Departments, the Florida Department of Transportation (FDOT), the Metropolitan Planning Organization (MPO), and other applicable entities. Letters were sent to County Department Directors, FDOT, MPO and the Miami-Dade County Expressway Authority requesting designation of a representative to serve on a Coordination Team that will guide the development of a Complete Streets Program. The Coordination Team will be comprised of staff from the following County Departments and outside agencies:

- Department of Regulatory and Economic Resources
- Public Works and Waste Management Department
- Transit Department
- Parks, Recreation and Open Space Department
- Miami-Dade County Metropolitan Planning Organization
- Florida Department of Transportation
- Miami-Dade County Expressway Authority

Implementation Plan Timeline

The Implementation Plan Timeline (Attachment 1) depicts the timeline for completion of key tasks to allow for development of the Complete Streets Program by March 2016. The Complete Streets Program will include policy development; data collection, inventory of existing facilities, and analysis; development of the Complete Streets Guidelines; recommendations related to implementation and funding; and ongoing coordination for program implementation.

Comprehensive Development Master Plan Policies

The following is a list of existing policies in the Miami-Dade County Comprehensive Development Master Plan that relate to the Complete Streets Program:

Complete Streets Policies

Objective TE-4. By 2015, Miami-Dade County shall develop a "Complete Streets" program to be considered in the design and construction of new transportation corridors and reconstruction of existing corridors, wherever feasible.

Policies TE-4A and TC-3C. By 2015, Miami-Dade County shall develop a "Complete Streets" program which will be sensitive to the needs of the users of all modes of transportation including bicyclists and pedestrians and 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; improve aesthetics, and design for the safety of all users, including vulnerable populations such as children and seniors.

Policy LU-9U. By 2015, Miami-Dade County shall evaluate and propose update(s) to the Guidelines for Urban Form, Mixed Use Development and Urban Center provisions of this plan in coordination with the "Complete Streets" program to be developed pursuant to Transportation Element Objective TE-4. The updates shall address, as appropriate, the maximum allowable FARs (floor area ratios), intensity and density of development, allowances that facilitate transit supportive mixed developments, and shall enhance and further the implementation of the County Area Planning Program and support the intent of the Complete Streets Program.

Policy ROS-8D. Miami-Dade County shall update the *Miami-Dade Urban Design Manual*, the *Standard Details of the Public Works Manual*, and other relevant county plans and regulations to incorporate where appropriate, the "Great Streets Planning Principles" contained in the *Miami-Dade Parks and Open Space System Master Plan* and incorporation of "Complete Streets" components, where feasible. Changes to be incorporated include a hierarchy of street types and designs (gateway streets, civic streets, heritage streets, and neighborhood streets), and complete street measures such as provision of sidewalks and bicycle facilities, pedestrian friendly design, adequate landscaping and street furniture, on-street parking, bus lanes and transit facilities, and clearly defined crosswalks and signalization to provide safe routes to parks.

Other Relevant CDMP Policies

Objective TE-2. In furtherance of pedestrianism and other non-motorized modes of transportation in the planned urban area, Miami-Dade County shall enhance its transportation plans, programs and development regulations as necessary to accommodate the safe and convenient movement of pedestrians, non-motorized vehicles and motorized vehicles.

Policy TE-2A. The County shall continue to promote and assist in the creation of a Countywide system of interconnected designated bicycle ways, and promote the implementation of the *Miami-Dade Bicycle Facilities Plan.*

Policy TE-2B. The County shall continue to develop a comprehensive countywide greenways network providing continuous corridors for travel by pedestrians and non-motorized vehicles incorporating elements of the adopted South Dade Greenway Network Master Plan and the North Dade Greenways Plan.

Policy TE-2C. In road construction and reconstruction projects, roadway designs shall protect and promote pedestrian comfort, safety and attractiveness in locations where the Land Use Element seeks to promote activity along road frontages, such as in areas planned for community- or neighborhood-serving businesses, and all existing and planned Urban Center and rapid transit stations and mass transit corridors. Such measures should include, wherever feasible, on-street parking, wide sidewalks, and abundant landscaping at the street edge. Additionally, boulevard section designs should be utilized where appropriate, including central through lanes and frontage lanes for local traffic and parking, separated from the through lanes by landscaped areas, with frequent opportunities for pedestrians to safely cross the through lanes, and right of way to facilitate these designs should be reserved or acquired where necessary. Roadway pedestrian facility considerations shall also be consistent with the policies addressing pedestrianism contained in the Land Use Element.

Policy TE-2D. Miami-Dade County's top priority for constructing new sidewalks and bicycle facilities after completion of the "Safe Routes to Schools" program shall be to provide continuous sidewalks and bicycle facilities along the following: a) existing rapid transit stations and transit centers, b) existing parks and recreation open spaces, c) both sides of all County collector and arterial roadways within 1/4 mile of all existing transit stations and centers, and d) at least one side of County collector and arterial roadways between 1/4 and 1/2 mile of all existing transit stations, centers and corridors. All new development and redevelopment in these areas shall be served by sidewalks and bicycle facilities. It is the policy of Miami-Dade County that municipalities in the County establish similar priorities for their jurisdictions, and that FDOT do the same with regard to State roads. In all new construction and reconstruction of collector and arterial roads inside the UDB served by Metrobus, sidewalks and bicycle facilities should be provided along all such roads between bus stops and any existing or planned intersecting residential or community-serving business streets within, at a minimum, 1/4 mile of the bus stops.

Policy TE-2E. The County shall require accommodation of non-motorized transportation facilities in plans for future arterial and collector road construction, widening or reconstruction projects where designated by the Bicycle Facilities Plan, wherever feasible.

Policy TE-2G. The County shall encourage inclusion in, and review, all plans and development proposals for provisions to accommodate safe movement of bicycle and pedestrian traffic, and facilities for securing non-motorized vehicles in all new development and redevelopment and shall address this as a consideration in development and site plan review.

Policy TC-2A. The County shall continue to maintain and enforce the minimum right-of-way requirements as established in the *Public Works Manual* and in Chapter 33, Zoning, *Code of Miami-Dade County*, to ensure Countywide continuity of the thoroughfare system. The County shall review roadway design standards and right-of-way reservations and shall propose changes as may be necessary to better accommodate projected vehicular and non-vehicular movement in the corridors and design features recommended in the Transportation and Land Use Elements.

Policy TC-3D. The County shall design new roadways in a way that supports transit usage and incorporates planned rapid transit corridors, dedicated bus lanes and other transit improvements to further incentivize and facilitate the use of transit, wherever feasible.

Policy TC-6F. Design new roadways in such a manner as to make them compatible with the surrounding environment, complement adjacent development and provide aesthetically pleasing visual experience to the user and the adjacent areas.

Policy ROS-8E. By 2014, Miami-Dade County shall develop a greenways prioritization plan to prioritize areas to be designated for greenways, trails, and bicycle lanes, and update the North Miami-Dade Greenway Master Plan and South Miami-Dade Greenway Network Master Plan and the CDMP to include such greenways. The update shall include the designation of the Western Greenway and implementation of the Miami-Dade County Trail Design Guidelines and Standards. On an on-going basis, Miami-Dade County shall coordinate with State, regional, federal, and local government agencies to establish a countywide interconnected system of non-motorized pathways that link neighborhoods, parks, natural areas, civic centers, schools, and commercial areas to achieve goals and objectives through a diverse combination of financing methods, partnerships, and interagency coordination.

Policy CHD-1A. Miami-Dade County shall create a network of sidewalks, trails, accessible parks and recreation facilities that establishes a pedestrian-friendly environment, which encourages physical activity and links destinations, such as restaurants, shops, work places and neighborhood-based retail to each other and residential areas.

Policy CHD-1G. Promote coordination between jurisdictions in the planning and implementation of bicycle, trail, transit, pedestrian and other alternative transportation modes to establish continuous networks that support healthy communities.

Policy CHD-1I. Create walkable environments between tourist destinations through design guidelines that take measures to enhance the public realm and encourage pedestrian/bicycle activity.

Policy CHD-3B. Encourage walking and bicycle riding as a means of transportation to and from school, by implementing capital projects that support the development of safe routes to school.

Policy CHD-3D. Update street design standards to incorporate traffic-calming measures, such as special paved crosswalks at key intersections and/or mid-block crossings, where applicable to promote pedestrian safety.

Next Steps

The following steps will be undertaken to allow for completion and implementation of the Complete Streets Program:

1) Compile data and map existing facilities (i.e., pedestrian, bicycle, and transit);
2) Compile data and map facilities proposed in County plans and studies including, but not limited to, the Aesthetics Master Plan, Open Space Master Plan, and the Bicycle Facilities Master Plan;
3) Identify and map constrained roadways which may include physical, policy or environmental constraints;
4) Develop Complete Streets Guidelines;

5) Identify necessary updates to the Comprehensive Development Master Plan, Public Works Manual, Subdivision Regulations, Urban Design Manual, and site plan review process to implement the Complete Streets Guidelines;
6) Identify potential funding sources;
7) Develop a process for implementation of the Complete Streets Guidelines on County roadways; and
8) Coordinate with the FDOT and the Miami-Dade County MPO to incorporate complete streets projects into applicable transportation plans.

In accordance with Ordinance 14-65, this memorandum will be placed on the next available Board of County Commissioners meeting agenda.

Should you have any questions, please contact Mark R. Woerner, AICP, Assistant Director for Planning, Department of Regulatory and Economic Resources, at 305-375-2835 or Antonio Cotarelo, P.E., Deputy Director and County Engineer, Public Works and Waste Management Department at 305-375-2788.

Attachment

c: Honorable Harvey Ruvin, Clerk of Courts, Eleventh Judicial Circuit
Robert A. Cuevas, Jr., County Attorney
Office of the Mayor Senior Staff
Jack Kardys, Director, Miami-Dade County Parks, Recreation, and Open Spaces
Lester Sola, Director, Miami-Dade Water and Sewer Department
Antonio Cotarelo, P.E., Deputy Director, Public Works and Waste Management Department
Lourdes M. Gomez, Deputy Director, Department of Regulatory and Economic Resources
Mark R. Woerner, AICP, Assistant Director of Planning, Department of Regulatory and Economic Resources
Charles Anderson, Commission Auditor
Christopher Agrippa, Clerk of the Board
Eugene Love, Agenda Coordinator

ATTACHMENT 1

IMPLEMENTATION PLAN TIMELINE

COMPLETE STREETS PROGRAM

IMPLEMENTATION PLAN TIMELINE

	TASK	AGENCY/ DEPARTMENT	2015 Jan - Mar	2015 Apr - Jun	2015 Jul - Sep	2015 Oct - Dec	2016 Jan - Mar	2016 Apr - Jun
	I. MIAMI-DADE COUNTY COMPLETE STREETS POLICY							
A.	Definition, Purpose and Intent of Complete Streets Program	PLAN*/PWWM						
B.	Organize coordination team for development of the Complete Streets Program	PLAN*/PWWM/ PROS/TRAN/MPO/ FDOT						
C.	Summarize current standards for state, county and local roads	PWWM*/PLAN						
	II. DATA, INVENTORY AND ANALYSIS							
A.	Inventory of Existing Roadways identifying current ROW, # of travel lanes, speed limit and facilities (pedestrian, bicycle, transit)	PWWM*/PLAN						
B.	Map facilities identified in the Aesthetics Master Plan, Open Space Master Plan, and Bicycle Facilities Master Plan.	PLAN*/MPO/PROS						
C.	Map corridors identified for current and future mass transit improvements	TRAN*/PLAN						
D.	Identify constrained roadways and categorize by type of constraint (physical, policy, environmental).	PLAN*/DEV						
	III. COMPLETE STREETS GUIDELINES							
A.	Establish required and optional roadway elements based on modal priority and/or significance	PLAN*/PWWM						
B.	Develop Context-Sensitive Street Typologies	PWWM*/PLAN						
C.	Establish minimum and desired widths for roadway elements	PWWM*/PLAN						
D.	Develop roadway hierarchy based on established typologies and identified constraints	PWWM*/PLAN						
E.	Prioritize corridors for pedestrian, bicycle, transit improvements (based on Bicycle Facilities Master Plan, Open Space Master Plan, Aesthetics Master Plan, GreenPrint)	PLAN*/PWWM						
	IV. IMPLEMENTATION AND FUNDING							
A.	Identify necessary updates to the CDMP to implement Complete Streets guidelines	PLAN*/DEV						
B.	Identify necessary updates to the Public Works Manual, Subdivision Regulations, Urban Design Manual, and site plan review processes to implement Complete Streets guidelines	PWWM*/DEV*						
C.	Identify potential funding sources	PWWM*/PLAN						
	V. COORDINATION							
A.	Develop a process for implementation of the Complete Streets Guidelines on county roadways	PWWM*/PLAN						
B.	Develop BCC Resolution organizing a Complete Streets Implementation Team to evaluate proposed County roadway improvements and make recommendations on how to best incorporate complete streets principles (include municipalities, where applicable)	PWWM*/PLAN						
C.	Coordinate with municipalities on implementation of Complete Streets Guidelines	PLAN*/PWWM						
D.	Coordinate with FDOT and MDC-MPO to incorporate complete streets projects into the STIP, TIP, LRTP, and the CIP to facilitate the coordination and prioritization process	MPO*/FDOT/ PWWM/PLAN						

▲ Submit Quarterly Update Report to the BCC

● Submit Final Implementation Plan Report to the BCC

AGENCY LEGEND

PLAN - Miami-Dade County, Department of Regulatory and Economic Resources, Planning Division (including Office of Sustainability)

PWWM - Miami-Dade County, Department of Public Works and Waste Management

TRAN - Miami-Dade County, Transit Department

DEV - Miami-Dade County, Department of Regulatory and Economic Resources, Development Services Division

PROS - Miami-Dade County, Department of Parks, Recreation and Open Space (including Community Image Advisory Board)

MPO - Miami-Dade County Metropolitan Planning Organization

FDOT - Florida Department of Transportation, District VI

MDX - Miami-Dade County Expressway Authority

*** = Lead Agency**