



COMPLETE STREETS GMP AMENDMENT

PROJECT DESCRIPTION

Staff is requesting approval to revise Transportation Element to amend Goal 1 to add complete streets. Also add new Objectives 1.33, 1.34, 1.35, and 1.36 and associated policies as it relates to the Complete Streets concept.

SUMMARY

Applicant

Ian Sikonia, AICP
The City of Orlando

Applicant's Request

Amend Transportation Element to add new objectives and policies as it relates to the Complete Streets concept.

Staff's Recommendation

Approval

Project Planner

Colandra Jones, AICP

BACKGROUND

Complete Streets corridors are designed to provide safe, comfortable, and convenient access for all users. This has been an increasing concern both state and nationwide in the past ten (10) years. Complete Streets policies have been implemented in various large and small urban and rural cities across the United States. Complete Streets policies are practiced in both small and large cities within the state of Florida, including: Longwood, Gainesville, and Miami. These cities recognize that designing transportation projects solely for automobiles limits the transportation choices available to citizens and visitors to their communities.

Adopting policies that promote a safe and comfortable multi-modal environment keeps us competitive in attracting new business, retaining a diverse workforce and maintaining a healthy community. These proposed policies will also help the City address our appearance as one of the deadliest places to walk in America, according to the "Dangerous by Design" report written by Smart Growth America.

Complete Streets Advantages	Complete Streets Disadvantages
<ul style="list-style-type: none"> Addresses all users (Pedestrian, Bicycle, Transit, Automotive, Freight) Increases safety for all users Increases Economic Development potential for commercial corridors Increases livability Enhances destinations and employment centers Modifies transportation behavior 	<ul style="list-style-type: none"> Increases infrastructure costs per mile May decrease on-street parking May increase automotive delays May increase maintenance costs

ANALYSIS

According to the US Census 2009-2013 American Community Survey, approximately 78.3% of workers in the City of Orlando commuted to work by single-occupant vehicle. Approximately 4.7% of workers used public transit, 1.9% walked, and 0.6% used a bicycle to get to work. These percentages show the modal split in the City of Orlando as an unbalanced transportation system that leans heavily toward the automobile, which is not a sustainable model for the future growth of the region or the urban core. While individual corridor design is unique to each project, incorporating Complete Streets policies in the design can change travel behavior, improve public health, decrease pollution, promote economic activity, and remove barriers for citizens who want to commute by bicycle, transit, or walking. Creating these types of transportation corridors will increase the quality of life and allow for the region to attract and retain young professionals who want to work and live in an area that encourages active transportation and high quality transportation choices.

The following Complete Streets goals, objectives and policies provide for the initial structure of a more comprehensive plan for implementing Complete Streets within the City of Orlando. The proposed language serves to formalize City policy and provide guidance for future transportation project review. This is the first step in establishing a formalized design guidebook and corridor selection for the implementation of Complete Streets in the City of Orlando. The success of Complete Streets in the City of Orlando will rely on community support for the implementation of these policies and participation by the applicable departments responsible for planning future transportation projects.

PROPOSED AMENDMENTS

The proposed text of the Transportation Element is as follows:

GOAL 1

To develop a balanced transportation system that supports building a livable community with complete streets and improves access and travel choices through enhancement of roads, public transit, bicycle and pedestrian systems, intermodal facilities, demand management programs, and traffic management techniques.

COMPLETE STREETS

Objective 1.33 Throughout the planning period, the City shall utilize a Complete Streets approach to transportation infrastructure improvements.

Policy 1.33.1 The City recognizes the definition of Complete Streets as rights of way that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, freight, motorists and transit.

Policy 1.33.2 The City recognizes that Complete Streets policies consider people of all ages and abilities, including children, teenagers, adults, senior citizens, and persons with disabilities.

Policy 1.33.3 The City recognizes that not all streets have the same purpose or function or hierarchy of streets in terms of movement and capacity. For example, the primary purpose of arterial roadways is different from that of local roadways in terms of the type of primary user served.

Policy 1.33.4 Complete Streets policies shall apply to all roadway segments in the Major Thoroughfare Plan located in Appendix C and the City's Land Development Code. For roads that are not currently classified in the Major Thoroughfare Plan, the City of Orlando will reserve the right to require the implementation of the Complete Streets policies.

Policy 1.33.5 The City shall establish a Complete Streets design guidebook and corridor prioritization plan to implement these policies.

Policy 1.33.6 The City shall support the goal of Complete Streets by analyzing the land uses adjacent to the proposed roadway project to account for the primary users served.

Objective 1.34 Throughout the planning period, the City shall apply Complete Streets policies to the City's street network.

Policy 1.34.1 All new construction and reconstruction of roadways (except limited access highways) located within the City of Orlando will be planned, designed, constructed, and maintained to benefit all users, with consideration given to land use context, right-of-way availability and costs.

Policy 1.34.2 The Public Works and Economic Development Departments will utilize a multi-disciplinary approach that combines best engineering practices with best planning practices in order to provide the community with the best roadway possible.

Policy 1.34.3 The City of Orlando will continue to consider all elements of the right-of-way and utilize all applicable Complete Streets policies as part of Public Works repaving and resurfacing projects.

PROPOSED AMENDMENTS

Policy 1.34.4 The City of Orlando will thoroughly evaluate the construction costs for each type of facility proposed within the right-of-way in order to maximize the benefit to the community.

Policy 1.34.5 The City of Orlando will work to ensure the gradual implementation of Complete Streets policies on existing streets, and incorporate these policies into projects included in the Transportation Capital Improvements Program (see Figure CI-14).

Policy 1.34.6 Streets designed and/or constructed by a developer, whether public or private, shall be developed consistent with Complete Streets policies.

Policy 1.34.7 The City shall request that Complete Streets policies are incorporated into projects funded by outside agencies such as FDOT and Orange County.

Objective 1.35 Throughout the planning period, the City shall incorporate qualitative improvements to Complete Streets projects to promote the use of alternate modes and enhance the economic viability of the area.

Policy 1.35.1 Roadway design through commercial corridors and main street districts shall be enhanced to accommodate comfortable and safe pedestrian and bicycle travel; transit ridership is heavily encouraged.

Policy 1.35.2 Street trees, landscaping and amenities that provide shade and promote aesthetically pleasing and comfortable environments for walking and cycling shall be incorporated into Complete Streets projects.

Policy 1.35.3 Public Art integrated into the streetscape will be considered to help identify unique areas of the City of Orlando including designated Main Street, sports and entertainment districts, and the central business districts.

Objective 1.36 Throughout the planning period, the City shall apply Complete Streets policies to construct safe and convenient bicycle facilities to accommodate cyclists of all ages and abilities.

Policy 1.36.1 Bicycle facilities shall be recognized as a viable transportation option and shall be treated equally in the design of Complete Streets corridors.

Policy 1.36.2 Bicycle facilities within Complete Streets corridors shall be planned and designed to safely accommodate cyclists of all ages and abilities.

Policy 1.36.3 No Complete Streets corridor shall be completely void of a bicycle facility.

Policy 1.36.4 The model hierarchy of bicycle facilities within Complete Streets corridors shall be as follows: Off-Street Path/Protected Cycle way, Buffered Bike Lane, Bicycle Lane, Sharrow (shared lane marking).

FINDINGS

In review of the proposed GMP amendment it is found that:

1. The proposed Transportation Element goal, objectives and policies are consistent with the State Comprehensive Plan (Chapter 187, Florida Statutes).
2. The proposed Transportation Element goal, objectives and policies are consistent with the East Central Florida Strategic Regional Policy Plan.
3. The proposed Transportation Element goal, objectives and policies are consistent with the provisions of Chapter 163, Part II, Florida Statutes.
4. The proposed Transportation Element goal, objectives and policies are consistent with the City's adopted Growth Management Plan (GMP).

SUMMARY

Staff recommends approval of the proposed amendments to the Transportation Element for Complete Streets.

REVIEW/APPROVAL PROCESS—NEXT STEPS

1. City Council approval of the MPB minutes.
2. Amendments incorporated into the Winter 2016 Cycle of GMP amendments ordinance prepared by the City Attorney's Office.
3. City Council approval of the Winter 2016 Cycle of GMP amendments ordinance (1st reading).
4. City Council adoption of the Winter 2016 Cycle of GMP amendments ordinance (2nd reading).
5. Winter 2016 Cycle of GMP amendments become effective 31 days after notification from the State.