

REPORT OF COUNCIL ACTION

OFFICE OF THE CITY CLERK



August 9, 2012

Agenda Item 11D

Subject: COMPLETE STREETS

Ordinance #: _____

Action Taken:

Approved by Council _____ Motion Failed _____ First Reading _____ Second Reading

Referred To:

_____ Staff _____ Other _____ Committee

Council Member	Action				
	Absent	Motion	Second	Yes	No
Maren DeWeese				✓	
Sam Hall - President				✓	
John Jerrals		✓		✓	
Larry B. Johnson			✓	✓	
Sherri Myers				✓	
Megan B. Pratt				✓	
Brian Spencer				✓	
Ronald P. Townsend - Vice President				✓	
P.C. Wu				✓	

Copies: Council File _____ Municipal Code

Report of Consent Agenda

August 9, 2012

Item 11



Members: Sam Hall, Ronald P. Townsend, Maren DeWeese, John Jerrals, Larry B. Johnson, Sherri Myers, Megan B. Pratt, Brian Spencer, and P.C. Wu

Members Absent: None

All Items Passed Unanimously in Committee of the Whole – August 6, 2012

CONSENT AGENDA

A. EASTSIDE NEIGHBORHOOD IMPROVEMENT ASSOCIATION

That City Council request City staff and the City Attorney to review the proposed ordinance provided by the Eastside Neighborhood Improvement Association establishing a board related to their Tax Increment Financing (TIF) District and Redevelopment Trust Fund.

B. PRESENTATION OF DISPARITY STUDY BY MGT OF AMERICA, INC.

That City Council accept the draft Disparity Study as prepared by MGT of America, Inc.

C. AWARD OF BID #12-034 – NATURAL GAS PIPELINE CONSTRUCTION PENSACOLA ENERGY

That City Council award Bid #12-034 Natural Gas Pipeline Construction for Pensacola Energy for infrastructure replacement to Miller Pipeline LLC., the lowest and most responsible bidder in the amount of \$1,115,571.50 plus a ten percent (10%) contingency for five (5) infrastructure replacement projects and unit pricing for urgent unplanned infrastructure replacement as outlined in the bid specifications for a period of one year with an optional one year renewal.

D. COMPLETE STREETS

That City Council adopt the Complete Streets Resolution to establish a policy that integrates bicycling, walking and public transit with the City's transportation programs and policy initiatives.

E. REQUEST FOR LICENSE TO USE – 407-B PALAFOX PLACE

That City Council approve the request for a license to use a portion of the Palafox Place right of way for the placement of tables and chairs and outswinging doors for a period of ninety (90) days.

F. REQUEST FOR LICENSE TO USE – 407-C & D PALAFOX PLACE

That City Council approve the request for a license to use a portion of the Palafox Place right of way for the placement of outdoor seating and outswinging doors for a period of ninety (90) days.

G. AERO PENSACOLA, LLC CONSENT AND ESTOPEL AGREEMENT

That City Council authorize the Mayor to execute written consent of Aero Pensacola, LLC Consent and Estoppel Agreement as provided under its Lease and Operating Agreement with the City of Pensacola.

COMMITTEE MEMORANDUM

August 6, 2012



FROM: Ashton J. Hayward, III, Mayor *WMC for AJH*

SUBJECT: Complete Streets

RECOMMENDATION:

That City Council adopt the Complete Streets Resolution to establish a policy that integrates bicycling, walking and public transit with the City's transportation programs and policy initiatives.

SUMMARY:

Complete Streets offer many benefits to communities of all sizes. Efficient and accessible connections between residences, schools, parks, public transportation, offices, and retail destinations can produce an economic benefit. Safety is increased when roads are designed for pedestrian and bicycle travel, and by encouraging more walking and bicycling public health can be improved. Streets that provide multiple travel choices can give people the option to leave their cars at home to avoid traffic jams, and this, in turn, has the ability to increase the overall capacity of the local transportation network. Streets that provide room for bicycling and walking result in more children walking and biking to school. Safe Routes to School programs, which are becoming increasingly popular across the country, benefit from complete streets policies that help turn all routes into safe routes.

By adopting a resolution supporting Complete Streets, the City acknowledges and affirms that road projects should be designed to accommodate all users to the fullest extent possible, and that bicycle and pedestrian ways should be considered in new construction, reconstruction, resurfacing, or other retrofit road projects.

PRIOR ACTION: In 2010, City Council adopted Complete Streets policies into the Transportation Element within the Goals Objectives and Policies document of the City's Comprehensive Plan.

FUNDING: None.

FINANCIAL IMPACT: None.

STAFF CONTACT:

William H. Reynolds, City Administrator and Sherry H. Morris, AICP, Planning Services Administrator

ATTACHMENTS:

1) Proposed Resolution

PRESENTATION:

No.

RESOLUTION
NO. -12

A RESOLUTION
TO BE ENTITLED:

A RESOLUTION OF THE CITY OF PENSACOLA
ESTABLISHING A COMPLETE STREETS POLICY
TO INTEGRATE BICYCLING, WALKING AND
PUBLIC TRANSIT WITH THE CITY'S
TRANSPORTATION PROGRAMS, PROJECTS,
AND POLICY INITIATIVES.

WHEREAS, in 2005, the Florida Legislature directed the Florida Department of Transportation (FDOT) to determine ways to increase the use of bicycles in order to conserve energy, reduce pollution, and improve health, and established FDOT's Conserve by Bicycle Program Study, which recommended that "public agencies accommodate bicycling on all non-limited access roadways in Florida"; and

WHEREAS, Florida Statutes, Section 335.065, titled "Bicycle and pedestrian ways along state roads and transportation facilities" is part of FDOT's Pedestrian and Bicycle Procedure and states that "Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities...and bicycle and pedestrian ways shall be established with the construction, reconstruction, or other change of any state transportation facility..."; and

WHEREAS, the streets of a city are an important part of the livability of the overall community. They should be designed with all users in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities; and

WHEREAS, streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit are more conducive to the overall quality of life of a community, rather than streets designed primarily to move automobiles; and

WHEREAS, encouraging active transportation such as walking and biking offers the potential for improved public health, a cleaner environment, and a more livable community; and

WHEREAS, the City of Pensacola's Comprehensive Plan includes goals, objectives and policies that support Complete Streets and multi-modal transportation options; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA:

SECTION 1. That the City Council affirms that all road projects should be designed to comfortably accommodate all users to the fullest extent possible; that bicycling, walking and public transit accommodations should be a routine component of the City's planning, design, construction, maintenance and operating activities; and that bicycle and pedestrian ways should be considered in new construction, reconstruction, resurfacing, or other retrofit road and bridge projects.

SECTION 2. That the City Council recognizes that limited exceptions to these accommodations are allowed under Florida Statutes, 335.065 related to state controlled roadways. The City Council will consider on a case by case basis exceptions to these accommodations along City roadways, and will highly encourage other jurisdictions to respect and use a similar approach to complete streets for all streets under their control within the incorporated City limits of Pensacola.

SECTION 3. That the City Council encourages the State of Florida, FDOT, and Escambia County to embrace and adopt complete street guidelines and policies and integrate them into their standard street design and operations.

SECTION 4. That all resolutions or parts of resolutions in conflict herewith are hereby repealed.

SECTION 5. This Resolution shall take effect immediately upon its adoption by the city council of the City of Pensacola, Florida.

Adopted: _____

Approved: _____
President of City Council

Attest:

City Clerk

Legal in form and valid
as drawn:

City Attorney

To: City Council
From: Megan Pratt
Date: Feb 6, 2012

Re: Possible Complete Streets Ordinance for review

The following is a complete streets ordinance drawn from the language of similar ordinances from multiple other cities.

An Ordinance of the City of Pensacola Providing for Complete Streets and Amending the City of Pensacola Municipal Code

The City Council does ordain as follows:

SECTION I. FINDINGS. The City of Pensacola hereby finds and declares as follows:

SECTION II. [Article / Chapter] of the City of Pensacola Municipal Code is hereby amended to read as follows:

Sec. 1. PURPOSE. The purpose of this chapter is to enable the streets of the City of Pensacola to provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation that encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the streets, including children, older adults, and people with disabilities.

Sec. 2. DEFINITIONS. The following words and phrases, whenever used in this chapter, shall have the meanings defined in this section unless the context clearly requires otherwise:

(a) "Complete Streets Infrastructure" means design features that contribute to a safe, convenient, or comfortable travel experience for Users, including but not limited to features such as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; traffic calming devices such as rotary circles, traffic bumps, and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; raised medians; and dedicated transit.

(b) "Street" means any right of way, public or private, including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network.

(c) "Street Project" means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any Street, and includes the planning, design, approval, and implementation.

(d) "Users" mean individuals that use Streets, including pedestrians, bicyclists, motor vehicle drivers, public transportation riders and drivers, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

Sec 3. In order to improve the safety and efficiency of the City's transportation system and to promote the health and economic opportunities of residents and visitors, it is the policy of the City to encourage complete streets, and in furtherance of that policy:

- 1) City Council shall adopt a Complete Streets Infrastructure network plan. This plan shall be created by the Complete Streets Committee.
- 2) The Complete Streets Infrastructure network plan shall include, at a minimum, accommodations for accessibility, sidewalks, curb ramps and cuts, trains and pathways, signage and bike lanes and shall incorporate principles of complete streets and maximize walkable and bikeable streets within the City.
- 3) After initial adoption, the Complete Streets Infrastructure network plan shall be updated regularly as part of the City master plan update process.
- 4) Until the City Council adopts the initial Complete Streets Infrastructure network plan, the Planning Board shall review all street plans prior to the adoption of the nonmotorized plan, and all public street projects or public street reconstruction projects in the City shall be designed to safely accommodate all users of the right-of-way, including pedestrians, people requiring mobility aids, bicyclists and drivers and passengers of transit vehicles, trucks, automobiles and motorcycles with the following exceptions:
 - a. Bicycle and pedestrian facilities are not required where they are prohibited by law.
 - b. The costs of the bicycle and pedestrian facilities exceed ten percent of the cost of the Street Project.
- 5) After initial adoption of the Complete Streets Infrastructure network plan, all public street projects or public street reconstruction projects in the City shall be in conformity with the Complete Streets Infrastructure network plan.

Sec 4.

- (a) A committee is hereby created, to be composed of citizens and appointed by the council to forward the City of Pensacola's implementation of Complete Streets practices by: (i) addressing short-term and long-term steps and planning necessary to create a comprehensive and integrated transportation network serving the needs of all Users; (ii) assessing potential obstacles to implementing Complete Streets practices in the City of Pensacola; (iii) presenting a non-motorized transportation network plan to the City Council. This committee shall report on the matters within its purview to the City Council within one year following the date of passage of this Ordinance. This plan shall be developed in consultation with the Department of Housing, the Department of Public Works, and the Department of Neighborhood Services.
- (b) This committee shall be composed of five members.
- (c) To support the work of the Complete Streets Committee, the Department of Public Works and Facilities shall collect data measuring how well the Streets of the City of Pensacola are serving each category of Users. The Department of Public Works and Facilities shall put into place performance standards with measurable benchmarks reflecting the ability of Users to travel in safety and comfort.

Sec. 5. FURTHER STEPS.

- (a) The head of each affected agency or department shall report back to the City Council annually regarding: the steps taken to implement this Ordinance; additional steps planned; and any desired actions that would need to be taken by the City Council or other agencies or departments to implement the steps taken or planned.

REPORT OF COUNCIL ACTION

OFFICE OF THE CITY CLERK



August 9, 2012

Agenda Item 16A

Subject: RES. #29-12 COMPLETE STREETS

Ordinance #: _____

Action Taken:

Approved by Council _____ Motion Failed _____ First Reading _____ Second Reading

Referred To:

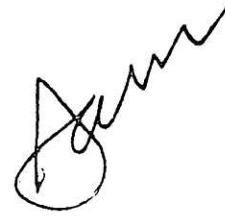
_____ Staff _____ Other _____ Committee

Council Member	Action				
	Absent	Motion	Second	Yes	No
Maren DeWeese				✓	
Sam Hall - President			✓	✓	
John Jerrals				✓	
Larry B. Johnson				✓	
Sherri Myers				✓	
Megan B. Pratt		✓		✓	
Brian Spencer				✓	
Ronald P. Townsend - Vice President				✓	
P.C. Wu				✓	

Copies: Council File _____ Municipal Code

CITY COUNCIL MEMORANDUM

August 9, 2012
Item 16A



TO: City Council
FROM: Sam Hall, Council President
SUBJECT: Resolution No. 29-12 – Complete Streets

RECOMMENDATION:

That City Council adopt Resolution No. 29-12.

SUMMARY:

Complete Streets offer many benefits to communities of all sizes. Efficient and accessible connections between residences, schools, parks, public transportation, offices, and retail destinations can produce an economic benefit. Safety is increased when roads are designed for pedestrian and bicycle travel, and by encouraging more walking and bicycling public health can be improved. Streets that provide multiple travel choices can give people the option to leave their cars at home to avoid traffic jams, and this, in turn, has the ability to increase the overall capacity of the local transportation network. Streets that provide room for bicycling and walking result in more children walking and biking to school. Safe Routes to School programs, which are becoming increasingly popular across the country, benefit from complete streets policies that help turn all routes into safe routes.

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PRIOR ACTION:

In 2010, City Council adopted Complete Streets policies into the Transportation Element within the Goals Objectives and Policies document of the City's Comprehensive Plan.

FUNDING: Budget: N/A
Actual: N/A

ATTACHMENTS: Res. 29-12

PRESENTATION: No.

RESOLUTION
NO. 29-12

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ESTABLISHING A COMPLETE STREETS POLICY
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President of City Council

Attest:

City Clerk

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City Attorney