

Town Of Grant-Valkaria, Florida

RESOLUTION 07-2011

A RESOLUTION OF THE TOWN OF GRANT-VALKARIA, BREVARD COUNTY, FLORIDA, ADOPTING A COMPLETE STREETS POLICY AND GUIDING PRINCIPLES.

WHEREAS, the Town of Grant-Valkaria Town Council is the designated and constituted body responsible for the transportation planning and programming process for the Town of Grant-Valkaria; and

WHEREAS, the Town of Grant-Valkaria Town Council desires to promote, maintain and enhance the livability and sustainability of communities within the Town of Grant-Valkaria; and

WHEREAS, safe, convenient, connected roadways that accommodate the mobility needs of multiple users and modes that effectively balance through movement and local access are critical to livability; and

WHEREAS, Complete Streets principles encourage planning, designing, constructing, operating and maintaining transportation systems that promote safe and convenient travel for people of all ages and abilities by a variety of transportation modes; and

WHEREAS, streets should be designed to compliment and support the adjoining land uses and community character so the resulting street environment is attractive and of appropriate scale; and

WHEREAS, streets that integrate and invite multiple mobility choices contribute to the public life of a community, support sustainable economic development, facilitate the efficient movement of people and goods, improve public health, advance environmental stewardship, reduce fuel consumption and maximize the use of roadway infrastructure.

NOW, THEREFORE BE IT RESOLVED by the Town Council of the Town of Grant-Valkaria that:

1. The Town Council hereby adopts the “Complete Streets Guiding Principles” outlined on Attachment A as a means to facilitate the development of Complete Streets in the Town of Grant-Valkaria.

2. The Town shall institutionalize Complete Streets principles as part of their procedures as encouraged by the Space Coast Transportation Planning Organization.

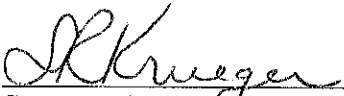
3. The Town will adhere to the implementation of Complete Street projects as outlined in Attachment B as the process by which financial assistance may be made available to local governments.

PASSED AND ADOPTED BY THE TOWN COUNCIL OF THE TOWN OF GRANT-VALKARIA, BREVARD COUNTY, FLORIDA ON THIS 8TH DAY OF JUNE, 2011.



Del Yonts, Mayor

ATTEST:



Susanne Krueger, MMC, IIMC
Town Clerk

ATTACHMENT A

TOWN OF GRANT-VALKARIA COMPLETE STREETS GUIDING PRINCIPLES VISION:

Every public right-of-way shall be planned, designed, constructed, and maintained such that each resident of the Town of Grant-Valkaria will have transportation options to safely and conveniently travel to their destinations.

PRINCIPLES:

1. Each phase in the life of a roadway, including planning, funding, designing, constructing, operating, and maintaining of new and modified streets, will be an opportunity to improve the integration of all transportation modes into the roadway.
2. Sound engineering and planning judgment will produce context sensitive designs that will account for the unique circumstances of different users, streets, neighborhoods, and activity centers.
3. The transportation network should be planned and constructed as a well-connected system that encourages multiple connections to destinations.
4. Complete Streets may be achieved through single projects, incrementally through a series of smaller improvements, or through maintenance activities.
5. Complete Streets principles may not apply to short-term maintenance activities designed to keep assets in serviceable condition (e.g. mowing, sweeping, and spot repair, or interim measures on detour or haul routes). Complete Streets principles do apply to resurfacing activities.
6. Not all roadways are suitable for complete streets treatment. In corridors whose primary purpose is to carry inter- and intra-regional traffic, for example, a limited range of modal accommodations may be appropriate. At a minimum, sidewalks should be installed unless local conditions dictate otherwise.
7. Any exception to applying this Complete Streets Policy to a specific roadway project must be approved by the Town of Grant-Valkaria Town Council, with documentation of the reason for the exception.

STRATEGIES:

1. The Space Coast Transportation Planning Organization (TPO) will provide technical support to local governments and FDOT as necessary to assist in developing, implementing and funding complete streets policies, programs and projects.
2. The TPO shall develop a procedure to provide financial assistance to worthy complete streets projects with an emphasis on funding projects that provide high benefit at low cost.
3. Every jurisdiction in Brevard County is encouraged to adopt a Complete Streets Policy appropriate for their community.

4. Complete Streets Elements should be considered when local governments develop, modify or update local government comprehensive plans, manuals, rules, regulations and programs, as appropriate.
5. American Association of State Highway and Transportation Officials (AASHTO)-compliant transportation facilities for all modes, including pedestrian, bicycle, public transit, and motor vehicle, should be provided on all roadways as applicable.
6. Local governments and the FDOT are encouraged to apply context sensitive solutions to solve transportation problems in a manner consistent with community characteristics and as desired by local officials, citizens and stakeholders.
7. When possible, context sensitive streetscape plans that incorporate appropriate Florida plants and landscaping materials should be developed whenever a street is newly constructed, reconstructed, or relocated.
8. Design standards should include performance measures for tracking the progress of implementing the Complete Streets Guiding Principles and detail the procedures for granting exceptions.
9. Augmenting non-transportation projects, such as storm water or private sector development, to concurrently implement complete streets principles should be considered as a cost-effective means to achieve mobility enhancements.
10. The FDOT, the TPO and local jurisdictions are encouraged to cooperatively implement complete streets concepts on appropriate state highways by, for example, augmenting resurfacing projects or other major construction activity, filling sidewalk gaps, ensuring transit stops on state highways are accessible, resolving potential permitting issues early in the project development process or other proactive actions.

ATTACHMENT B

SPACE COAST TPO COMPLETE STREETS FUNDING ASSISTANCE PROCEDURE:

A. Definition

A “Complete Street” is a transportation facility that accommodates the mobility needs of all potential users in a safe, integrated, holistic, mutually-supportive manner. A “complete Street” treats a roadway as “mobility space” and provides the means by which users and modes can share the mobility space. Corridor treatment(s) may vary based on the ages, destinations and modal choices of the facility’s users. In an urban area, pedestrians, transit, auto and bicycle treatment suitable for a range of ages may be appropriate. In rural area, transit, for example may be less critical while consideration of equestrian usage may be necessary.

B. Candidate Corridor Submission

1. A FDOT District 5 Scope Form shall be submitted for each candidate Complete Street corridor.
2. In Section 3(a) of the Scope Form, Project Description, insert “Complete Streets.”
3. Attach a “Narrative Addendum” that describes at a minimum the following. The Narrative will be used in Sections B and C below.
 - a. the overall scope of the proposed improvements;
 - b. the community benefits expected to be realized and the anticipated time period to achieve them;
 - c. description of land use context of the corridor and expected multi-modal travel and access needs and opportunities;
 - d. previous studies, plans, or policies that support a multi-modal vision for the corridor (can be land use, sector plans, transportation plans, comprehensive plan, redevelopment agency plans, etc.);
 - e. opportunities to coordinate with or augment other community improvement initiatives(e.g. stormwater/drainage projects, private sector actions, CRA programs, trail projects, etc. that present an opportunity to implement a Complete Street project at a lower cost, in a more timely manner or with wider benefit than the candidate corridor alone provides);
 - f. benefits of modal improvements to users (e.g., better access to transit, safer routes to school);
 - g. coordination with adjacent jurisdictions and outcome of coordination as appropriate;
 - h. other significant features not covered above.

C. Qualified Candidate Corridor

The TPO will consider assisting to implement Complete Streets corridors that meet the following criteria:

1. The jurisdiction with responsibility for the roadway has adopted a Complete Streets Policy
2. The candidate roadway is a collector or arterial and eligible for federal transportation funding

3. Potential improvements on the candidate roadway address more than one mode
4. Public support for improvements to the candidate corridor can be demonstrated through the LGCP, Redevelopment Agency plan, Community Vision Process, Council/Commission action or some other documentation of public review, awareness and endorsement of the candidate improvements.
5. The sponsoring jurisdiction is LAP certified to implement the proposed improvements.

D. Corridor Feasibility Studies

1. A Corridor Feasibility Study will be completed for each qualified corridor. The purpose of the Feasibility Studies is to provide specific information pertaining to implementing the desired Complete Streets enhancements. The Study results will be used by the TPO to guide the allocation of implementation funding. If feasibility and/or design has been completed, documentation should be submitted for TPO to determine if an additional feasibility study is warranted.