

RESOLUTION NO. R-2013-251

(13-RES0-92)

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF HOLLYWOOD, FLORIDA, EXPRESSING COMMITMENT TO COMPLETE STREETS POLICIES AND PRACTICES WHICH HELP ENCOURAGE THE DESIGN, PLANNING AND CONSTRUCTION OF SAFER, HEALTHIER STREETS AND ULTIMATELY INCREASE PHYSICAL ACTIVITY AND THE HEALTH OF NEIGHBORHOODS.

WHEREAS, the City of Hollywood has a thriving population of residents who have indicated they want safe, healthy alternatives to driving; and

WHEREAS, according to the American Community Survey, an ongoing service of the US Census, in the City of Hollywood, 81 percent of residents drive alone to work, 10 percent either carpool or take transit to work, and approximately 3 percent walk or bike to work; and

WHEREAS, the City of Hollywood population reflects a diverse range of ages, with more than 25 percent of residents under the age of 18 and 15 percent of residents over the age of 65, and accommodations should be made for users of all ages and all abilities; and

WHEREAS, in the last year, the City of Hollywood experienced 120 bicycle and 104 pedestrian accidents, representing a public health risk; and

WHEREAS, the City of Hollywood knows that by balancing all transportation modes and accommodating all users, Complete Streets policies and practices can help encourage the design, planning and construction of safer, healthier streets and ultimately increase physical activity and the health of neighborhoods; and

WHEREAS, the City of Hollywood has adopted the Hollywood Beach CRA Master Plan and the Downtown Hollywood Master Plan, which include sustainable practices and plans to ensure the most efficient use of its resources and to create walkable, livable communities; including right-of-way improvements along North Ocean Drive (A1A) from Sheridan Street to Arizona Street and South Federal Highway (US1) from Young Circle to Pembroke Road; and

WHEREAS, the Broward Metropolitan Planning Organization (MPO) endorsed the Broward Complete Streets Guidelines for the adoption of all of Broward's jurisdictions and has provided the City of Hollywood the framework necessary to adopt Complete Streets Guidelines; and

WHEREAS, the Broward County Commission unanimously adopted a Complete Streets motion to facilitate the adoption of the Broward Complete Streets policies, standards and projects; and

WHEREAS, the Broward Complete Streets Guidelines contain standards that can help calm traffic, increase physical activity and create safer, more welcoming environments for pedestrians, bicyclists and transit users; and

WHEREAS, the Broward Complete Streets Guidelines reflect Florida State Statutes, Florida Department of Transportation standards and Broward County policies and include incremental and flexible improvements that can be incorporated into existing and planned Capital Improvement Projects; and

WHEREAS, the City of Hollywood already has Complete Street projects planned, including:

- Hollywood Boulevard, from City Hall to Dixie Highway
- Johnson Street, from C10 Canal to US1
- Johnson Street, from 56th Ave to 64th Avenue
- Tyler Street, from Young Circle to Dixie Highway
- FEC Corridor Greenway (Dixie Highway and 21st Avenue), from Pembroke Road to Sheridan Street.
- State Road 7, from Pembroke Road to Atlanta Street

; and

WHEREAS, Complete Streets provide more independence and mobility for those who choose not to use cars;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF HOLLYWOOD, FLORIDA:

Section 1: That the City of Hollywood shall plan, design and create livable, safe and connected streets with an efficient, multimodal transportation network that promotes the health and mobility of all citizens and visitors of all ages and abilities while reducing the negative impacts transportation can have on the environment.

Section 2: The City of Hollywood is committed to balancing all transportation modes for all users, including cyclists, pedestrians, the disabled, and transit users, in its public rights-of-way. Through the implementation of Complete Streets principles and practices, as outlined in Exhibit A, the City of Hollywood shall make its best effort to accommodate all users and all modes, space permitting.

Section 3: That this resolution shall be in full force and effective immediately upon its passage and adoption.


A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF HOLLYWOOD, FLORIDA, EXPRESSING COMMITMENT TO COMPLETE STREETS POLICIES AND PRACTICES WHICH HELP ENCOURAGE THE DESIGN, PLANNING AND CONSTRUCTION OF SAFER, HEALTHIER STREETS AND ULTIMATELY INCREASE PHYSICAL ACTIVITY AND THE HEALTH OF NEIGHBORHOODS.

PASSED AND ADOPTED this 4 day of Sept, 2013.



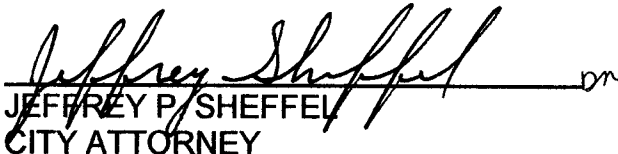
PETER BOBER, MAYOR

ATTEST:



PATRICIA A. CERNY, MMC
CITY CLERK

APPROVED AS TO FORM & LEGALITY
for the use and reliance of the
City of Hollywood, Florida, only.



JEFFREY P. SHEFFEL
CITY ATTORNEY

**CITY OF HOLLYWOOD, FLORIDA
COMPLETE STREETS POLICY**

Resolution No. R-2013-251

INTENT

- a. The City of Hollywood shall design, operate and maintain a transportation infrastructure that provides a connected network of facilities and services accommodating all modes of travel and all users.
- b. The City shall actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and public transit.
- c. The City shall focus non-motorized connectivity improvements on services, schools, parks, civic uses, regional connections and commercial uses.
- d. The City shall require large new developments and redevelopment projects to provide interconnected street networks on-site that reinforce the existing city fabric.

JURISDICTION

- a. The Complete Streets Guidelines are intended to cover all development and redevelopment on roads functionally classified, by the United States Federal Highway Administration, as "Collector Roads" and above, and focus on regional connectivity.
- b. All City Departments shall follow the Guidelines.
- c. The City shall require all developers and builders to obtain and comply with the City's Guidelines.
- d. Where legally permissible, the City shall require those agencies that it has permitting authority over, including, but not limited to, utilities and service contractors, to comply with the Guidelines.
- e. The City shall leverage the resources of other agencies, including, but not limited to, federal agencies, Broward County Government, Florida Department of Transportation, Broward Public School District, Florida Department of Health in Broward County, Tri-Rail, and the Broward MPO, to achieve Complete Streets.

APPROACH

The City of Hollywood shall implement Complete Street practices as outlined in the Complete Streets Guidelines and apply this policy to roadway projects for roads functionally classified, by the United States Federal Highway Administration, as "Collector Roads" and above. The implementation of these practices shall guide in the planning, funding, designing, constructing, operating, and maintaining of new and modified streets in the City of Hollywood while ensuring a context sensitive approach to unique circumstances of different streets and neighborhoods. This includes, projects involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use. The City of Hollywood shall achieve Complete Streets elements through single projects or incrementally through a series of smaller improvements or

maintenance and operation activities over time. Within two years of the passage of this policy, the City shall incorporate the Complete Streets Design Guidelines' principles into all applicable plans, manuals, rules, regulations, and programs available.

The City shall coordinate its infrastructure investments with the Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP), agency work programs, and the Broward County Transit Development Plan to increase the coordination of Complete Streets implementation.

EXCEPTIONS

Complete Streets practices shall be implemented as indicated above, except under the following conditions:

- a. A project involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.
- b. The cost of a project is excessive and disproportionate, (20 percent as recommended by the Federal Highway Administration) as a result of establishing a bikeway, walkway, or transit enhancement.
- c. The Technical Advisory Committee shall determine, through a process open to the public, if certain Complete Streets projects/features are not feasible; or not cost effective to implement the provisions of this policy through public or private project design or manuals or other plans.

DESIGN

The City Commission of the City of Hollywood declares it is the City's policy to:

- a. Review, through the Technical Advisory Committee, all future designs, plans, modifications, or construction of projects within the City's rights-of-way.
- b. Provide well-designed pedestrian accommodations on all corridors and crossings. Pedestrian accommodations may take numerous forms, including, but not limited to, traffic signals, access management, lighting, roundabouts, bulb-outs, curb extensions, sidewalks, buffer zones, shared-use pathways, and perpendicular curb ramps, among others.
- c. Provide well-designed bicycle accommodations along all corridors. Bicycle accommodations may take numerous forms, including but not limited to, the use of bicycle boulevards, striping, access management, slow streets, low auto volume streets, bicycle storage, traffic calming, signs, and pavement markings, among others.
- d. Where physical and economic conditions warrant, landscaping shall be planted or other shading devices installed whenever a street is improved (such as the addition of medians or wider sidewalks) newly constructed, reconstructed, or relocated. An emphasis shall be placed on the addition of native trees that provide shade.

CONTEXT SENSITIVITY

- a. In accordance with Smart Growth Principles, the City of Hollywood shall plan its

corridors in harmony with the adjacent land uses and neighborhoods and promote walkable, livable communities through the design of a strong street network.

- b. The City shall solicit input from local stakeholders during the planning process.
- c. The City shall integrate natural features, such as the beach and waterways into the design of corridors.
- d. The City shall design corridors with a strong sense of place. It shall use architecture, landscaping, streetscaping, public art, signage, etc. to reflect and reinforce neighborhood character.
- e. In and along retail and commercial corridors, the City shall coordinate street improvements with merchants to develop vibrant and livable districts.

PERFORMANCE MEASURES

The City shall evaluate policy implementation using the following performance measures:

- a. Total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation.
- b. Total miles of streets with pedestrian accommodation.
- c. Number of missing or non-compliant curb ramps along City streets.
- d. Percentage of tree canopy along City streets.
- e. Percentage of new street projects that are multi-modal.
- f. Number of alternative modes of transportation available.
- g. Total number of people (instead of cars) moved on street rights-of-way.
- h. Number and severity of pedestrian-vehicle and bicycle-vehicle crashes.
- i. Number of pedestrian-vehicle and bicycle-vehicle fatalities.

IMPLEMENTATION

- a. **Lead Department.** The Department of Public Works shall lead the implementation of this policy and the creation of a Complete Streets implementation plan and to coordinate with other impacted departments to ensure a comprehensive adoption of the Guidelines.
- b. **Public Review of the changes related to Complete Streets.** The City shall provide opportunities for public involvement and public comment.
- c. **Inventory.** The City shall maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the City's database and shall prioritize projects to eliminate gaps in the sidewalk and bikeways networks.
- d. **Capital Improvement Project Prioritization.** The City shall reevaluate Capital Improvement Projects prioritization to encourage implementation of bicycle, pedestrian,

and transit improvements.

- e. **Development Review.** The City shall incorporate a Complete Streets review in its development review processes.
- f. The City shall review the Zoning and Land Development Regulations related to parking location, building setbacks, and other factors adjacent to Complete Street Corridors to ensure pedestrian oriented development.
- g. **Maintenance Activities.** The City is committed to ensuring the sustainability of its Complete Streets investments and shall allocate funds to maintain Complete Streets improvements into the future.
- h. **Storm Water Management.** The City shall prepare and implement a plan to transition to sustainable storm water management techniques along its streets (per public health, City, and State regulations).
- i. **Public Official and Staff Training.** The City shall train (through online tools such as Webinars and brief videos) pertinent leaders and staff on the content of the Complete Streets principles and best practices for implementing the policy.
- j. **Coordination.** The City shall utilize inter-departmental project coordination to promote the most responsible and efficient use of fiscal resources for activities within the public right-of-way.
- k. **Funding.** The City shall actively seek sources for public and private funding to implement Complete Streets. Furthermore, the City shall attempt to coordinate its infrastructure investments and Complete Streets implementation with the Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP), and the Long Range Transportation Plan (LRTP), other agency work programs, and the Broward County Transit Development Plan.
- l. **Employee Incentives.** The City of Hollywood shall develop incentives to encourage City Employees to seek alternatives to driving alone to work, such as, but not limited to, creating a "Carpool Match" program; providing motorcycle and bicycle parking; and offering financial benefits for employees who use alternate modes of transportation, such as walking, bicycles, and mass transit.
- m. **Revisions.** Within two years of the passage of this resolution, the City of Hollywood may review the applicability of these policies, and revise according to best practices and transportation trends at that time.