

RESOLUTION NO. 20-009

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA, DIRECTING STAFF TO WORK WITH THE COUNTY AND STATE TO CREATE POLICIES AND GOALS FOR RIGHT OF WAY PROJECTS TO INCORPORATE "COMPLETE AND SUSTAINABLE STREETS" AND THE TARGET OF "VISION ZERO;" SETTING A "VISION ZERO" GOAL, TO ACHIEVE ZERO COLLISION-CAUSED RIGHT-OF-WAY FATALITIES AND SERIOUS INJURIES BY THE YEAR 2035; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, at its meeting of September 12, 2019, the Key West Sustainability Advisory Board recommended that the City of Key West adopt Complete and Sustainable Streets policies, including a Vision Zero strategy and goal; and

WHEREAS, Complete and Sustainable Streets policies address the livability and environmental needs of our community with multipurpose streets that better accommodate pedestrians, bicycle users, automobile drivers, and public transportation while reducing the environmental impact of our transportation infrastructure by incorporating sustainable infrastructure strategies to reduce waste, stormwater runoff, energy consumption, and improving resiliency; and

RESOLUTION NO. 20-009

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA, DIRECTING STAFF TO WORK WITH THE COUNTY AND STATE TO CREATE POLICIES AND GOALS FOR RIGHT OF WAY PROJECTS TO INCORPORATE "COMPLETE AND SUSTAINABLE STREETS" AND THE TARGET OF "VISION ZERO;" SETTING A "VISION ZERO" GOAL, TO ACHIEVE ZERO COLLISION-CAUSED RIGHT-OF-WAY FATALITIES AND SERIOUS INJURIES BY THE YEAR 2035; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, at its meeting of September 12, 2019, the Key West Sustainability Advisory Board recommended that the City of Key West adopt Complete and Sustainable Streets policies, including a Vision Zero strategy and goal; and

WHEREAS, Complete and Sustainable Streets policies address the livability and environmental needs of our community with multipurpose streets that better accommodate pedestrians, bicycle users, automobile drivers, and public transportation while reducing the environmental impact of our transportation infrastructure by incorporating sustainable infrastructure strategies to reduce waste, stormwater runoff, energy consumption, and improving resiliency; and

WHEREAS, Vision Zero is a strategy to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all by designing right of way systems and related polices to ensure inevitable crashes do not result in fatalities or severe injuries; and

WHEREAS, Vision Zero is a multidisciplinary approach, bringing together local traffic planners and engineers, policymakers, and public health professionals while acknowledging that many factors contribute to safe mobility -- including roadway design, speeds, behaviors, technology, and policies -- and sets clear goals to achieve the shared goal of zero fatalities and severe injuries; and

WHEREAS. the City of Key West is committed to the creation of a network of complete and sustainable streets that will improve economic, environmental, and social well-being of its residents as stated in the Key West Comprehensive Plan (Policy 2-1.1.4, Policy 2-1.1.12, Policy 2-1.3.4, Policy 2-1.3.5, Objective 2-1.4, & Objective 2.1.5); and

WHEREAS, Florida is Federally designated as a Pedestrian and Bicycle Safety Focus State due to high numbers of pedestrian/bicycle-involved fatalities, and Florida's pedestrian fatality rate continues to significantly exceed the national average; and

WHEREAS, the City of Key West's network of Complete and Sustainable Streets will provide safe and desirable travel for users of all ages and abilities and accommodate all street users while also incorporating best management practices in sustainable infrastructures; and

WHEREAS, the City of Key West recognizes the need to provide complete and sustainable streets to assist in the management of stormwater runoff and provide environmental benefit.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA, AS FOLLOWS:

Section 1: That the City Commission hereby directs City staff to coordinate with County and State staff and create guidelines, policies, and goals for right of way work in the City to incorporate Complete and Sustainable Streets and the target of Vision Zero.

Section 2: The City Commission sets the target of Vision Zero where the city will achieve zero collision-caused right of way fatalities and severe injuries by the year 2035. In order for the City to achieve this, the Commission directs City staff to create guidelines, policies, projects, and practices to improve the safety of right of way users.


Section 3: That this Resolution shall go into effect immediately upon its passage and adoption and authentication by the signature of the Presiding Officer and the Clerk of the Commission.

Passed and adopted by the City Commission at a meeting held this 7th day of January, 2020.

Authenticated by the Presiding Officer and Clerk of the Commission on 8th day of January, 2020.

Filed with the Clerk on January 8, 2020.

Mayor Teri Johnston	<u>Yes</u>
Vice Mayor Sam Kaufman	<u>Yes</u>
Commissioner Gregory Davila	<u>Yes</u>
Commissioner Mary Lou Hoover	<u>Yes</u>
Commissioner Clayton Lopez	<u>Yes</u>
Commissioner Billy Wardlow	<u>Absent</u>
Commissioner Jimmy Weekley	<u>Yes</u>


TERI JOHNSTON, MAYOR

ATTEST:


CHERYL SMITH, CITY CLERK

Complete Streets
Sustainable Streets
Vision Zero

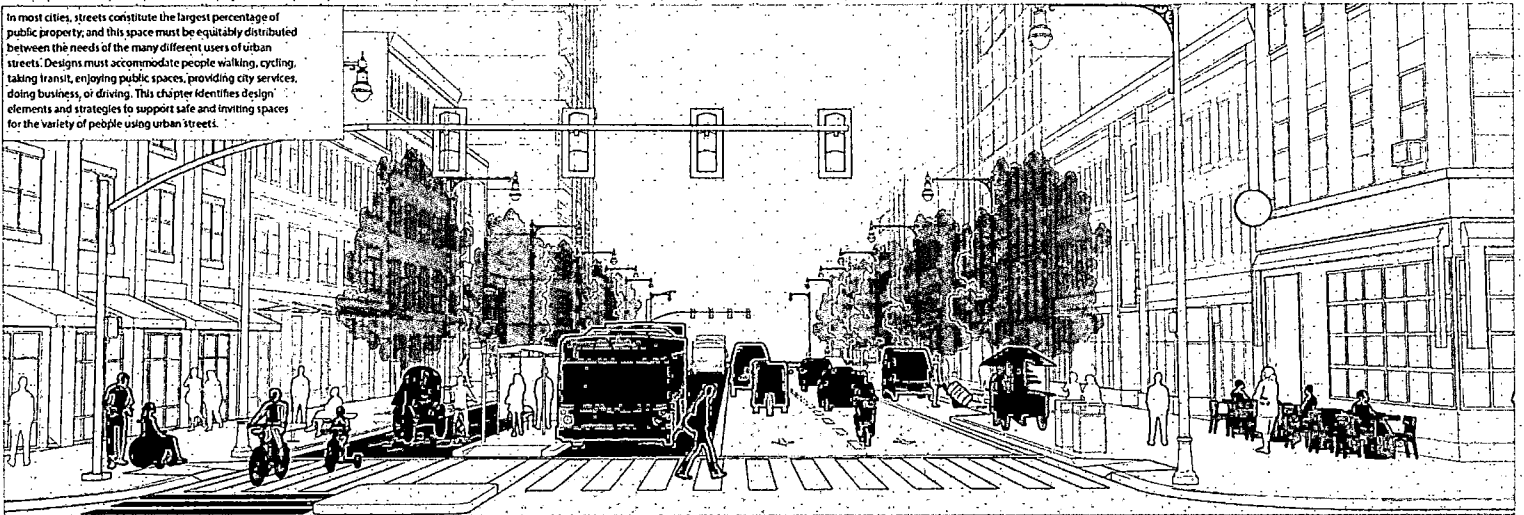
- Complete Streets makes them accessible for all
- Sustainable Streets makes them resilient and greener for all
- Vizion Zero makes them safer for all

Complete Streets

- All users deserve to utilize the public rights of way
- Access shall not be hindered by age, race, ability, or economic state
- Design for all, not the average

A Variety of Street Users

In most cities, streets constitute the largest percentage of public property, and this space must be equitably distributed between the needs of the many different users of urban streets. Designs must accommodate people walking, cycling, taking transit, enjoying public spaces, providing city services, doing business, or driving. This chapter identifies design elements and strategies to support safe and inviting spaces for the variety of people using urban streets.



Pedestrians

Pedestrians include people of all abilities and ages, sitting, walking, pausing, and resting within urban streets. Designing for pedestrians means making streets accessible to the most vulnerable users. Design safe spaces with continuous, unobstructed sidewalks. Include visual variety, engage building frontages, design for human scale, and incorporate protection from extreme weather to ensure an enjoyable street experience.



Cyclists

Cyclists include people on bicycles, cycle-rickshaws, and cargo bikes. Facilities should be safe, direct, intuitive, clearly delineated, and part of a cohesive, connected network to encourage use by people of all ages and confidence levels. Cycle tracks that create an effective division from traffic, are well coordinated with signal timing, and are incorporated in intersection design form the basis of an accessible and connected cycle network.



Transit Riders

Transit riders are people using collective transport such as rail, bus, or small collective vehicles. This sustainable mode of transportation dramatically increases the overall capacity and efficiency of the street. Dedicated space for transit supports convenient, reliable, and predictable service for riders. Accessible boarding areas promote safe and equitable use. The space dedicated to a transit network should be aligned with demand, meeting service needs without sacrificing streetscape quality.



Motorists

Motorists are people driving personal motor vehicles for on-demand, point-to-point transportation. This includes drivers of private cars, for-hire vehicles, and motorized two- and three-wheelers. Streets and intersections must be designed to facilitate safe movement and manage interactions between motor vehicles, pedestrians, and cyclists.



Freight Operators and Service Providers

Freight operators and service providers are people driving vehicles that move goods or conduct critical city services. These users benefit from dedicated curb access and allocation of space for easy loading and unloading as well as dedicated routes and hours of operation. Emergency responders and cleaning vehicles need adequate space to operate, which must be accommodated while ensuring the safety of all other street users.



People Doing Business

People doing business include vendors, street stall operators, and owners or renters of commercial storefronts. These users provide important services that support vibrant, active, and engaging street environments. Adequate space should be allocated to these uses. Provide regular cleaning, maintenance, schedules, power, and water to support commercial activity and improve local quality of life.

Sustainable Streets

- Street Design impacts our environment
- Pavement plays a substantial role in resilience
- Good right of way management and design can perform substantial benefits for those who use them and live along them



Vision Zero

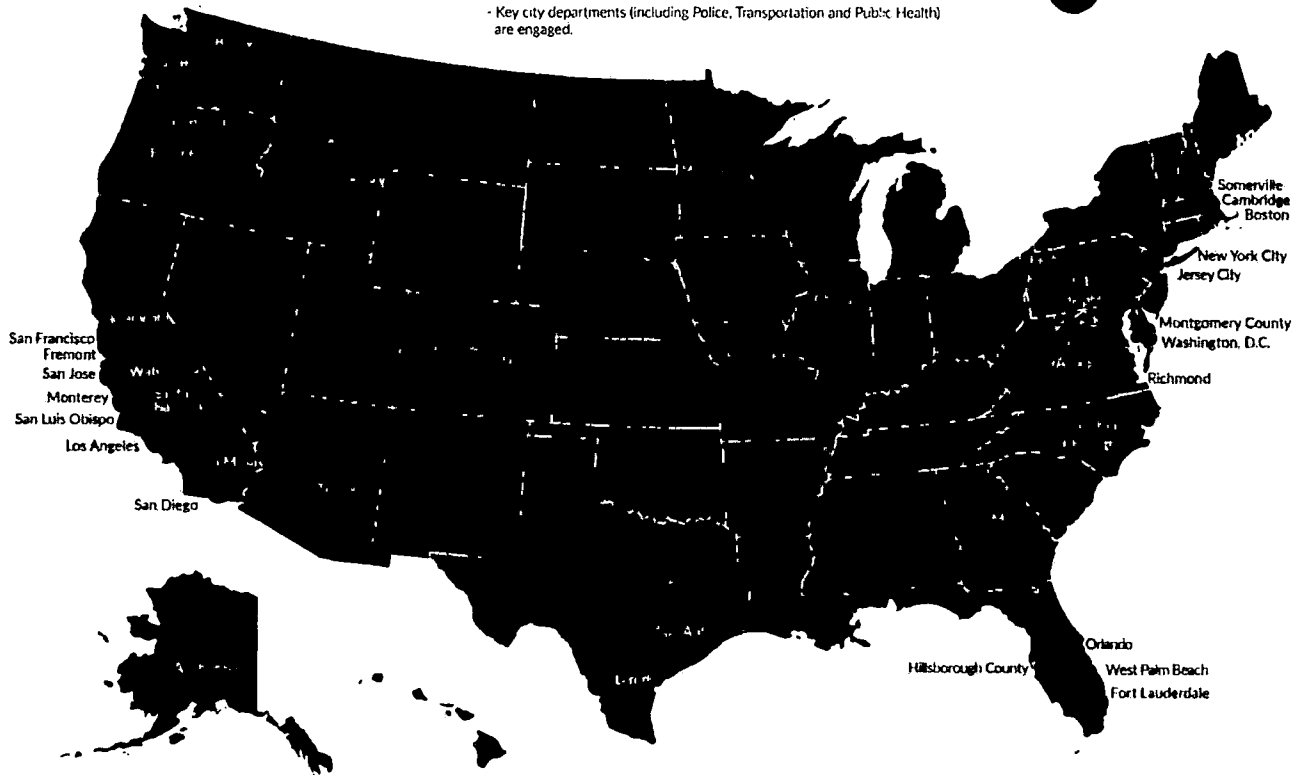
- Traffic deaths are preventable and unacceptable
- Life Takes priority over all right of way uses
- People make mistakes, reduce the impact of those mistakes
- Policies and design can be more impactful than enforcement

VISION 440 NETWORK

Vision Zero Cities

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including Police, Transportation and Public Health) are engaged.



The Ordinance

- Simple
- Broad
- Flexible

Vision

- Reduce runoff impact
- Reduce heat island effect
- Reduce VMT
- Increase biking, walking, and transit use
- Improve accessibility and mobility equity
- Reduce traffic fatalities to 0 by 2035
- Improve safety for all road users

Guidelines and Checklist

- Anytime we go to a right of way, we should be looking to improve upon it
- Checklist makes looking for improvements habitual
- Guidelines give us flexibility and something to target

Global



Street



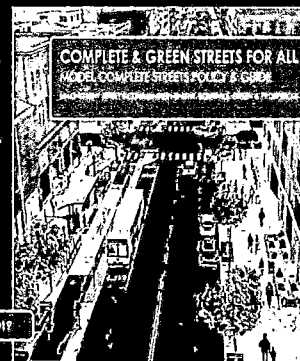
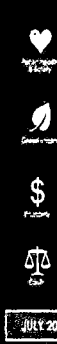
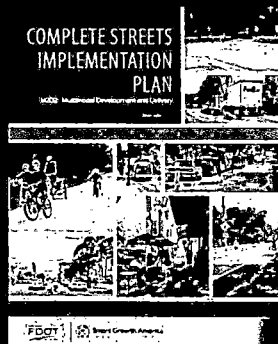
Design



Guide



Global Designing Cities Initiative



Policies

- Engineering, Design, and Planning
- Equity
- Data Collection and Distribution
- Education
- Enforcement
- Evaluation

Benchmarks

- Mileage of bicycle infrastructure
- Linear feet of pedestrian infrastructure
- Number of ADA improvements
- Number of new street trees
- Number of Sustainable Street improvements
- Commute Mode Counts
- School Mode Counts
- Reduction in major injuries and fatalities on roads.

Items Addressed	Query	Yes	No	N/A	Description
Existing Bike, Ped, Transit Accommodations	Are there accommodations for bicyclists, pedestrians (including ADA compliance), and transit users included on or crossing the current facility?				
Existing Bike Ped Operations	Has the existing bicycle level of traffic stress and pedestrian suitability on the current transportation facility been identified?				
	Have the bicycle and pedestrian conditions within the study area, including pedestrian and/or bicyclist treatments, volumes, important connections and lighting been identified?				
	Do bicyclists or pedestrians regularly use the transportation facility for commuting, recreation or general travel?				
	Are there physical or perceived impediments to bicyclist or pedestrian use of the transportation facility?				
	Have the existing volumes of pedestrian and/or bicyclist crossing activity at intersections including midblock and nighttime crossing been collected or provided?				
Existing Transit Operations	Are there existing transit facilities within the project area?				
	Are there existing or proposed amenities including pedestrian seating/shelters, bicycle racks or parking available at these facilities?				
Existing Motor Vehicle Operations	Are there existing concerns within the study area, regarding motor vehicle safety, traffic volumes, congestion, or access?				
Existing Commercial Vehicle Operations	Are there existing concerns within the study area, regarding commercial vehicle safety, volumes, or access?				
Existing Accessibility	Are there any existing access or mobility considerations, including ADA compliance?				
	Are there any schools, hospitals, senior care facilities, educational buildings, community centers, residences or businesses of persons with disabilities within or proximate to the study area?				
LDR	Have you identified the predominant land uses and densities within the study area?				
Major Sites	Have you identified the major sites, destinations, and trip generators within or proximate to the study area, including prominent landmarks, employment centers, recreation, commercial, cultural and civic institutions, schools, and public spaces?				
Existing Streetscape	Are there existing or planned street trees, planters, buffer strips, or other environmental enhancements such as drainage swales within the study area?				
Resurfacing	Can additional road uses be supported and/or safety improved by reconfiguring lanes within the same roadway width? Examples include but not limited to, lane narrowing, lane reconfiguration, lane reduction (road diet), on-street bicycle parking, hi-viz crosswalks, painted curb extension, etc.				
Existing Plans	Are there any comprehensive planning documents that address bicyclist, pedestrian or transit user conditions within or proximate to the study area? Examples may include the Bicycle-Pedestrian Master Plan, Transportation Development Plan, a neighborhood development plan, etc.				
Impervious Cover	Is there an opportunity to remove impervious surface as part of this project?				
Priority Communities	Does the project area include any of the following: Minority Concentrations, Low-Income Concentrations, Female Head of Household with Children, Persons with Limited English Proficiency, Carless Households, Elderly Populations/Children, Persons with Disabilities, Hispanic Populations, Other Ethnic Minorities, Families in Poverty with Children				
Safety	Does the crash history of the study area include injuries and fatalities of all road users?				
Stormwater Management	Does the project area have a history of flooding? Is the project area in a combined sewer system and subject to combined sewer overflows?				
	Does nonpoint source pollution from the project area generate runoff that flows into a critical water body?				
Public Health	Has the County Health Department been consulted with to identify need for health improvements in the project area? Examples include air quality improvements, noise pollution reduction, etc.				

Preliminary Checklist				
Bike, Ped, Transit Accommodations	Does the proposed project design include accommodations for bicyclists?			
	Does the proposed project design address accommodations for pedestrians?			
	Have you coordinated with Key West Transit to accommodate transit users in the project design?			
	Is the proposed design consistent with the Bicycle Pedestrian Master Plan within the project area including safety, volumes, comfort and convenience of movement, important walking and/or bicycling connections, and the quality of the walking environment and/or availability of bicycle parking?			
	Does the proposed design address the desired/anticipated future transit conditions within the project area, including bus routes and operations and transit station access to support transit usage and users?			
Motor Vehicle Operations	Does the proposed design address the desired future motor vehicle conditions within the project area, including volumes, access, important motor vehicle connections, appropriateness of motor vehicle traffic to the particular street (e.g., local versus through traffic) and the reduction of the negative impacts of motor vehicle traffic?			
Commercial Vehicle Operations	Does the proposed design address the desired future commercial vehicle conditions within the project area, including truck routes, volumes, access, mobility and the reduction of the negative impacts of truck traffic?			
Accessibility	Does the proposed design address accommodations for those with access or mobility challenges such as the disabled, elderly, and children, including ADA compliance?			
LDR	Is the proposed design compatible with the predominant land uses and densities within the project area, including any historic districts, main streets, or special zoning districts?			
Major Sites	Can the proposed design support the major sites, destinations, and trip generators within or proximate to the project area, including prominent landmarks, commercial, cultural and civic institutions, and schools, public spaces?			
Streetscape	Does the proposed design include landscaping, street trees, planters, buffer strips, or other environmental enhancements such as drainage swales?			
Design Standards or Guidelines	Does the proposed design follow all applicable design standards or guidelines appropriate for bicycle and/or pedestrian facilities? (i.e. Greenbook, AASHTO, PROWAG, NACTO, etc)			
Safety	Does the proposed project design include elements from the FHWA Proven Safety Countermeasures? https://safety.fhwa.dot.gov/provencountermeasures			
	Does the proposed project design include elements from the FHWA Traffic Calming Toolbox? https://safety.fhwa.dot.gov/speedmgt/traffic_calming.cfm			
	Does the proposed project call for lighting improvements to increase user visibility at night?			
Stormwater Management	Has an impervious cover assessment been performed and have impervious surface areas been minimized while meeting engineering standards and guidelines?			
	Has an impervious cover reduction action plan been completed for the project area, and does the project design include elements to reduce the impacts of stormwater runoff from impervious surfaces?			
Sustainability	Do all new or replacement lighting in the proposed design opt for the most energy efficient lighting?			
Traffic	During construction, will safe access be maintained for all users, including pedestrians, bicyclists, transit users, and delivery vehicles?			
Detours	Will detour routes for all users on site or nearby be provided and clearly marked, including advanced warning signs?			