

Sponsored by: Interim City Manager

ORDINANCE NO. 2025-XX

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF OPA-LOCKA, FLORIDA, ADOPTING A COMPLETE STREETS POLICY TO CREATE A SAFE, ACCESSIBLE, AND MULTIMODAL TRANSPORTATION NETWORK FOR ALL USERS; PROVIDING FOR IMPLEMENTATION MEASURES, RESPONSIBILITIES, AND DESIGN STANDARDS; PROVIDING FOR INCORPORATION INTO THE CODE; PROVIDING FOR CONFLICT AND REPEALER, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the City of Opa-Locka ("City") has developed the Safe Streets for All Comprehensive Safety Action Plan (CSAP) which highlights transportation safety challenges and countermeasures to reduce traffic fatalities and serious injuries; and

WHEREAS, data from the CSAP identifies high-crash corridors, underserved areas with limited pedestrian and cyclist infrastructure, and communities facing transportation inequities; and

WHEREAS, the adoption of a Complete Streets Policy aligns with Vision Zero principles and supports Opa-Locka's broader sustainability and mobility goals; and

WHEREAS, the Complete Streets Policy ("Policy") establishes a commitment to design, build, and maintain roadways that accommodate all modes of transportation and all users, including pedestrians, bicyclists, motorists, public transit riders, freight operators, and people of all ages and abilities. The Policy aims to: 1) Reduce pedestrian and cyclist fatalities by improving infrastructure in high-injury corridors; 2) Encourage the usage of multimodal transportation options, particularly in disadvantaged neighborhoods; and 3) Support economic development and neighborhood revitalization by enhancing walkability and connectivity; and

WHEREAS, this Policy shall apply to all transportation projects within the jurisdiction of the City of Opa-Locka, including: New roadway construction, Roadway reconstruction and resurfacing, Intersection improvements, Sidewalk and bicycle lane projects and Transit infrastructure projects; and

WHEREAS, the City will leverage multiple funding sources for Complete Streets projects, including: Federal Grants: Safe Streets and Roads for All (SS4A), Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Transportation Alternatives Program (TAP), and any other available funding sources; State Funding: Florida Department of Transportation (FDOT) Complete

Streets grants; and Local Resources: Capital Improvement Program (CIP) allocations and potential public-private partnerships; and

WHEREAS, the City Commission finds that it is in the best interest of the City and its residents to adopt a complete streets policy, attached hereto as Exhibit "A", to create a safe, accessible, and multimodal transportation network for all users.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF OPA-LOCKA, FLORIDA, AS FOLLOWS:

SECTION 1. Incorporation of Recitals. The above recitals are true and correct and are incorporated into this Ordinance by reference.

SECTION 2. Adoption of Comprehensive Safety Action Plan. The City Commission of the City of Opa-Locka hereby adopts a complete streets policy, attached hereto as Exhibit "A", to create a safe, accessible, and multimodal transportation network for all users. To provide for implementation measures, responsibilities and design standards.

SECTION 3. Severability. The provisions of this Ordinance are severable, and it is the legislative intention to confer upon the whole or any part of the Ordinance the powers herein provided. If any provision of this Ordinance shall be held unconstitutional by any court of competent jurisdiction, the decision of such court shall not affect or impair any remaining provisions of the Ordinance. It is hereby declared to be the legislative intent that this Ordinance would have been adopted had such unconstitutional provision not been included herein.

SECTION 4. Conflict & Repealer. All ordinances and parts of ordinances in conflict with this ordinance are hereby repealed.

SECTION 5. Inclusion In Code. It is the intention of the City Commission of the City of Opa-Locka that the provisions of this Ordinance shall, at some time in the future, become and be made a part of the General Code of Ordinances of the City of Opa-Locka and that the sections of this Ordinance may be renumbered or re-lettered and the word "Ordinance" may be changed to "Chapter," "Section," "Article" or such other appropriate word or phrase, the use of which shall accomplish the intentions herein expressed.

SECTION 6. Scrivener's Errors. Sections of this Ordinance may be renumbered or re-lettered and corrections of typographical errors which do not affect the intent may be authorized by the Interim City Manager without need of public hearing following review by the City Attorney, by filing a corrected or re-codified copy of same with the City Clerk.

SECTION 7. Effective Date. This Ordinance shall, upon adoption, become effective as specified by the City of Opa-Locka Code of Ordinances and the City of Opa-Locka Charter.

PASSED FIRST READING this __ day of _____ 2025.

PASSED SECOND READING this __ day of _____ 2025.

John Taylor, Mayor

ATTEST:

Joanna Flores, City Clerk

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

Burnadette Norris-Weeks, P.A.
City Attorney

Moved by: _____

Seconded by: _____

VOTE:

Commissioner Bass	_____
Commissioner Santiago	_____
Commissioner Ervin	_____
Vice Mayor Kelley	_____
Mayor Taylor	_____



CITY OF OPA-LOCKA AGENDA COVER MEMO

Interim City Manager:	Sha'mecca Lawson		ICM Signature:				
Commission Meeting Date:	3.26.2025		Item Type: <small>(Enter X in box)</small>	Resolution	Ordinance	Other	
Fiscal Impact: <small>(Enter X in box)</small>	Yes	No	Ordinance Reading: <small>(Enter X in box)</small>	1st Reading		2nd Reading	
				X		X	
		X	Public Hearing: <small>(Enter X in box)</small>	Yes	No	Yes	No
				X		X	
Funding Source: <small>Account# :</small>	<small>(Enter Fund & Dept)</small> Ex: See Financial Impact Section		Advertising Requirement: <small>(Enter X in box)</small>	Yes		No	
				X			
Contract/P.O. Required: <small>(Enter X in box)</small>	Yes	No	RFP/RFQ/Bid#:				
		X					
Strategic Plan Related <small>(Enter X in box)</small>	Yes	No	Strategic Plan Priority Area:	Strategic Plan Obj./Strategy: <small>(list the specific objective/strategy this item will address)</small>			
	X		Enhance Organizational <input checked="" type="checkbox"/>				
			Bus. & Economic Dev <input type="checkbox"/>				
			Public Safety <input type="checkbox"/>				
			Quality of Education <input type="checkbox"/>				
			Qual. of Life & City Image <input checked="" type="checkbox"/>				
			Communication <input type="checkbox"/>				
Sponsor Name	Interim City Manager		Department:	Capital Improvement Program			

Short Title:

AN ORDINANCE OF THE CITY OF OPA-LOCKA, FLORIDA, ESTABLISHING A COMPLETE STREETS POLICY TO CREATE A SAFE, ACCESSIBLE, AND MULTIMODAL TRANSPORTATION NETWORK FOR ALL USERS; PROVIDING FOR IMPLEMENTATION MEASURES, RESPONSIBILITIES, AND DESIGN STANDARDS; PROVIDING FOR INCORPORATION INTO THE CODE.

Staff Summary:

The City has developed the **Safe Streets for All Comprehensive Safety Action Plan (CSAP)** which highlights transportation safety challenges and countermeasures to reduce traffic

fatalities and serious injuries; Data from the CSAP identifies high-crash corridors, underserved areas with limited pedestrian and cyclist infrastructure, and communities facing transportation inequities.

The adoption of a **Complete Streets Policy** aligns with Vision Zero principles and supports Opa-locka's broader sustainability and mobility goals

The **Complete Streets Policy** establishes a commitment to design, build, and maintain roadways that accommodate all modes of transportation and all users, including pedestrians, bicyclists, motorists, public transit riders, freight operators, and people of all ages and abilities. The policy aims to:

1. Reduce pedestrian and cyclist fatalities by improving infrastructure in high-injury corridors.
2. Encourage the usage of multimodal transportation options, particularly in disadvantaged neighborhoods.
3. Support economic development and neighborhood revitalization by enhancing walkability and connectivity.

This policy shall apply to all transportation projects within the jurisdiction of the City of Opa-locka, including:

- New roadway construction
- Roadway reconstruction and resurfacing
- Intersection improvements
- Sidewalk and bicycle lane projects
- Transit infrastructure projects

Financial Impact:

Opa-locka will leverage multiple funding sources for Complete Streets projects, including:

- Federal Grants: Safe Streets and Roads for All (SS4A), Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Transportation Alternatives Program (TAP), and any other available funding sources.
- State Funding: Florida Department of Transportation (FDOT) Complete Streets grants.
- Local Resources: Capital Improvement Program (CIP) allocations and potential public-private partnerships.

Proposed Action:

Staff recommends the City Commission adopts a complete streets policy to create a safe, accessible, and multimodal transportation network for all users.
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Attachment:

CITY OF OPA-LOCKA COMPLETE STREETS POLICY AND IMPLEMENTATION PLAN

INTRODUCTION

The City of Opa-locka recognizes the importance of creating a safe, accessible, and multimodal transportation network for all users, including pedestrians, bicyclists, motorists, and transit riders. The Complete Streets Implementation Plan provides a roadmap for improving infrastructure, policies, and funding strategies to achieve this goal.

SECTION 1: FINDINGS

The City of Opa-locka has identified key transportation challenges, including:

- High pedestrian and cyclist crash rates, particularly in underserved neighborhoods.
- Limited bicycle and pedestrian infrastructure, increasing safety risks.
- High traffic congestion in commercial and residential corridors.
- A lack of adequate lighting and safe crossings, particularly around schools and transit hubs.
- Inequitable transportation access for seniors, persons with disabilities, and low-income residents.

SECTION 2: COMPLETE STREETS POLICY

The City of Opa-locka commits to developing and implementing a Complete Streets Plan to ensure that all streets are designed, operated, and maintained to accommodate all users. The policy will:

- Ensure equitable and safe access to all transportation modes.
- Incorporate multimodal design elements in all future transportation projects.
- Enhance connectivity between neighborhoods, businesses, and transit hubs.

SECTION 3: IMPLEMENTATION PLAN

1. Design and Engineering Standards

- Adopt the **National Association of City Transportation Officials (NACTO) Urban Street and Bikeway Design Guides**.
- Implement high-visibility crosswalks, pedestrian refuge islands, and protected bike lanes.
- Improve lighting and wayfinding signage in key pedestrian areas.

2. Community Engagement and Equity Considerations

- Establish a **Complete Streets Task Force** with representation from community organizations, local businesses, and transportation advocates.

- Conduct public outreach, including town hall meetings, walking audits, and online surveys, ensuring diverse community participation.
- Prioritize investments in historically underserved neighborhoods with high pedestrian and cyclist crash rates.

3. Funding Strategies

Opa-locka will leverage multiple funding sources for Complete Streets projects, including:

- **Federal Grants:** Safe Streets and Roads for All (SS4A), Rebuilding American Infrastructure with Sustainability and Equity (RAISE), and Transportation Alternatives Program (TAP).
- **State Funding:** Florida Department of Transportation (FDOT) Complete Streets grants.
- **Local Resources:** Capital Improvement Program (CIP) allocations and potential public-private partnerships.
- **Nonprofit and Private Sector:** Collaborations with community foundations and advocacy groups for additional funding.

4. Policy Integration and Performance Measures

- Amend the **City's Comprehensive Plan** to include Complete Streets principles.
- Develop a **High Injury Network Map** to prioritize safety improvements.
- Establish performance metrics, such as:
 - Reduction in pedestrian and bicycle crashes.
 - Increase in pedestrian and cycling activity.
 - Improvements in public transit accessibility.

5. Street Project Prioritization

- Identify key corridors with high crash rates and pedestrian activity.
- Implement pilot projects in the most impacted areas.
- Establish annual reviews to adjust projects based on effectiveness and community feedback.

6. Maintenance and Enforcement

- Regularly maintain sidewalks, bike lanes, and transit stops.
- Enforce traffic laws that support Complete Streets principles, such as speed limits and pedestrian right-of-way.

- Implement educational campaigns to promote safe road-sharing behaviors among all users.

SECTION 4: MONITORING AND ACCOUNTABILITY

The City will establish a monitoring system to track the progress of Complete Streets' implementation. Regular reports will be made available to the public, and adjustments will be made based on data and community feedback.

SECTION 5: CONCLUSION

The City of Opa-locka's Complete Streets Implementation Plan is a critical step toward creating a safer, more accessible transportation network for all residents. By adopting best practices, engaging the community, and leveraging funding opportunities, Opa-locka can transform its streets into a model of multimodal safety and connectivity.