

INTRODUCED BY: \_\_\_\_\_

DATE: \_\_\_\_\_

BILL NO.: \_\_\_\_\_

ORDINANCE NO.: \_\_\_\_\_

**AN ORDINANCE OF THE CITY OF UNIVERSITY CITY, ADOPTING THE COMPLETE/LIVABLE STREETS POLICY AS PROVIDED HEREIN.**

**BE IT ORDAINED BY THE COUNCIL OF THE CITY OF UNIVERSITY CITY, MISSOURI, AS FOLLOWS:**

**Section 1. Purpose**

(1) The name of this policy shall be the Complete/Livable Streets Policy

(2) The purpose of this policy is to set forth guiding principles and practices to be considered in all development projects containing transportation elements to encourage walking, bicycling and other non-motorized forms of transit, in addition to normal motorized transit, including personal, freight, and public transit vehicles. All elements must be designed to allow safe operations for all users regardless of age or ability.

(3) The ultimate goal of this policy is the creation of an interconnected network of “Complete Streets”, as defined herein, that balances the needs of all users in pleasant and appealing ways in order to achieve maximum functionality and use.

**Section 2. Application and scope**

(1) While this policy does not require certain designs or construction standards and does not require specific improvements, this policy does require that the City consider complete street elements in the design, construction and maintenance of public transportation projects, improvements and facilities. This policy further requires consideration of complete street elements by the Plan Commission, Traffic Commission, Green Practices Commission, Historic Preservation Commission, Board of Adjustment, Parks Commission and other advisory boards and commissions of the City during the review process of development applications, permits, plans and projects.

(2) All developers and builders shall comply with plans approved in accordance with this ordinance.

(3) This policy is intended to cover all development and redevelopment within University City. This includes all public transportation projects such as, but not limited to, new road construction, reconstruction retrofits, upgrades, resurfacing, Americans with Disability Act (ADA) compliant construction, and rehabilitation. Routine maintenance may be excluded from these requirements by the City on a case-by-case basis, including routine maintenance on privately built roads intended for public use. As such, compliance with these principles may be factored into decisions related to the City's participation in private projects and whether the City will accept possession of privately built roads constructed after the passage of this ordinance.

(4) The City understands that special considerations and designs are necessary to accommodate older adults or disabled citizens and will work to ensure that those needs are met in all complete street designs. All public transportation projects involving complete street elements shall be ADA compliant to help meet those special considerations.

(5) This policy applies to all new and retrofit projects, including design, planning, maintenance and operations for all rights of way.

### **Section 3. Guiding principles and practices**

(1) "Complete Street" defined. A complete street is designed to be a transportation corridor for all users: pedestrians, cyclists, wheel chair users, transit users, and motorists. Complete streets are designed and operated to enable safe continuous travel networks for all users. Pedestrians, bicyclists, wheel chair users, transit users, motorists and people of all ages and abilities are able to safely move from destination to destination along and across a network of complete streets. Transportation improvements, facilities and amenities that may contribute to complete streets and that are considered as elements of a "complete street" include: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements, including at a minimum compliance with the Americans with Disabilities Act; public transit facilities accommodation including, but not limited, to pedestrian access improvement to transit stops and stations; street trees and landscaping; drainage; and street amenities.

(2) The City will strive, where practicable and economically feasible, to create a comprehensive and connected transportation network in a manner consistent with, and supportive of, the surrounding community by incorporating complete streets design elements into all public transportation projects.

(3) The City will incorporate complete streets principles into all public strategic plans. The principles, where practicable, shall be incorporated into other public works and community development plans, manuals, rules, regulations, operational standards, and programs as appropriate and directed by the City Manager. The principles shall be incorporated into appropriate materials and resources no later than two years after the adoption of this ordinance.

(4) It shall be a goal of the City to foster partnerships with the State of Missouri, St. Louis County, the Metropolitan St. Louis Transit Agency, neighboring communities, and University City Business Districts in consideration of functional facilities and accommodations in furtherance of the City's complete streets policy and the continuation of such facilities and accommodations beyond the City's borders.

(5) The City recognizes that complete streets may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time. The City will draw upon possible funding sources to plan and implement this policy and shall investigate grants that may be available to make complete street elements more economically feasible.

### **Section 4. Study/analysis to be undertaken as part of public transportation project or as requested for other development and redevelopment projects**

(1) During the planning phase of any major improvement project, the City shall conduct a study and analysis incorporating this ordinance into the public transportation project.

(2) The study and analysis shall include cost estimates, whether the elements of Complete Streets could be incorporated in a safe manner, the degree that such improvements or facilities may be utilized, the benefit of such improvements or facilities to other public transportation improvements, whether additional property is required, physical or area requirements or limitations, and any other factors deemed relevant.

(3) Such study and analysis shall be considered in the design and planning of the public transportation project. The City shall consider the incorporation of complete streets elements in each public transportation project to the extent that such is physically feasible.

(4) During the development review phase of a private project, staff and/or a Board or Commission may request a developer to provide a transportation related study to assist with the evaluation of the project. The requested study should incorporate the elements of Complete Streets.

**Section 5. Administration**

(1) The Public Works and Parks Director shall be responsible for the overall implementation and execution of the complete streets principles and practices.

(2) The Public Works and Parks Director shall view all City improvements as opportunities to create a comprehensive, integrated, connected transportation network that allows users to choose among different modes of transportation.

(3) The Public Works and Parks Director shall view all City improvements as opportunities to improve safety, access, and mobility for all travelers along and across a network of complete streets.

(4) The Public Works and Parks Director shall recognize bicycle, pedestrian, wheelchair and transit modes as integral elements of the City's transportation system.

(5) The Public Works and Parks Director shall collaborate with appropriate staff to adopt a complete streets checklist for use on all public transportation projects.

(6) The Public Works and Parks Director shall collaborate with appropriate staff to ensure the consideration of Complete Streets elements in private developments, plans and projects.

(7) When available, appropriate, and monetarily feasible, the City shall support staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars and workshops.

(8) The Public Works and Parks Director shall pledge to work with other agencies and organizations to promote complete streets and ensure connectivity with contiguous municipalities.

**Section 6. Effective Date**

This ordinance shall become in full force and effect from and after the date of passage.

PASSED and ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

CERTIFIED TO BE CORRECT AS TO FORM:

\_\_\_\_\_  
CITY ATTORNEY