



**University City Complete Livable/Streets  
Ordinance**

**Commission Presentations 2012**

A photograph of a city street scene. In the foreground, a person wearing a white jacket and blue pants is riding a bicycle towards the camera. The bicycle has a basket on the front. In the middle ground, a white bus with blue accents is driving away from the camera. The background shows a street with traffic lights, some of which are green. There are also several signs, including one that says "CALIFORNIA" and another that says "MIA 3". The scene is set in a sunny, urban environment with trees and buildings in the distance.

# Complete Streets Ordinance

A complete streets ordinance ensures that safety and accessibility are considered for all users in any transportation project.

# What are Complete Streets?

Complete Streets are safe, comfortable, and convenient for everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders





# Elements of the Ordinance

- When the city or a private party develops, improves, or renovates property it must take into consideration Complete Streets principles starting at the planning stage
- For example:
  - Round-about being considered at Delmar and Trinity
  - Use of Complete Streets Checklist
- Is context-sensitive and flexible
- Does not require additional expenditures that are not currently planned
- Does not require *new* projects
- Is *not* the Bike/Walk Master Plan

# Purpose

To change practice by integrating the needs of all road users into *everyday* transportation planning and design practices.



# From Policy to Practice

- requires City , and Plan, Traffic, Green Practices, and Parks Commissions to consider Complete Streets principles
- does NOT require specific designs or standards
- does NOT require specific improvements

# Goals

To gradually create a complete network of roads that serve all users.





# Goals

To save money: in the long run, retrofit projects always cost more than getting it right the first time.



A photograph of a city street intersection with a brick building, traffic lights, and a cyclist. The image is overlaid with a semi-transparent orange shape containing text. In the top left corner, there is a small blue icon of a speech bubble with three horizontal lines inside.

# Missouri communities with Complete Streets Policies

Columbia (2004)

Clayton (2012 Ord)

De Soto (2008 Ord)

Ferguson (2008 Ord)

Crystal City (2010 Ord)

Herculaneum (2010 Ord)

Pevely (2010 Ord)

East-West Gateway

Mid-America Regional Council

Independence (2011 Res)

Blue Springs (2011 Res)

Grandview (Res)

Belton (2012 Res)

Kansas City (2011 Res)

Lee's Summit (2010 Res)

Elsberry (2010 Res)

Festus 2010

St. Louis (2010 Res)

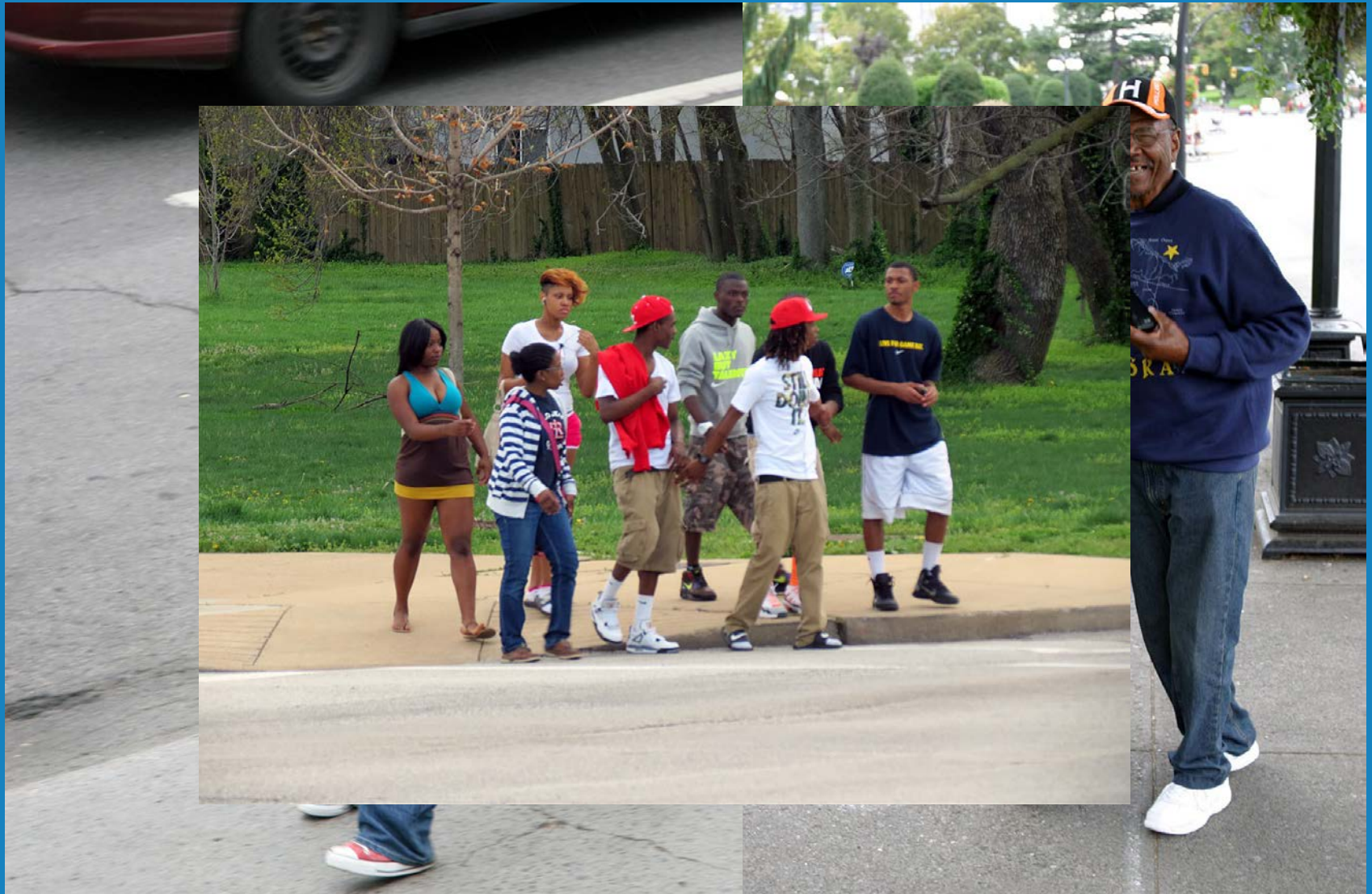
Missouri General Assembly (Res)

US DoT

# Equity: for all abilities

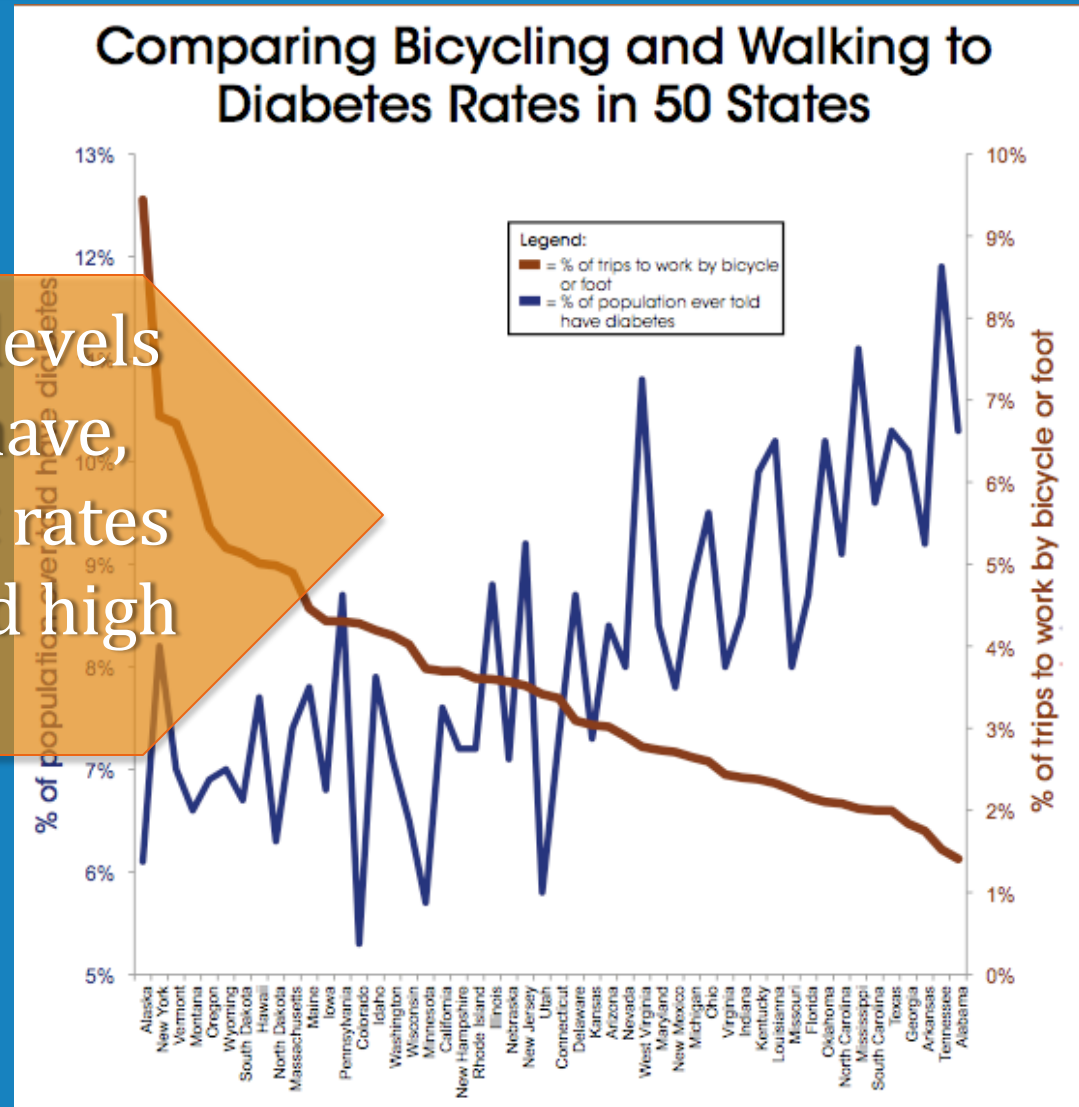


# Equity: for all ages



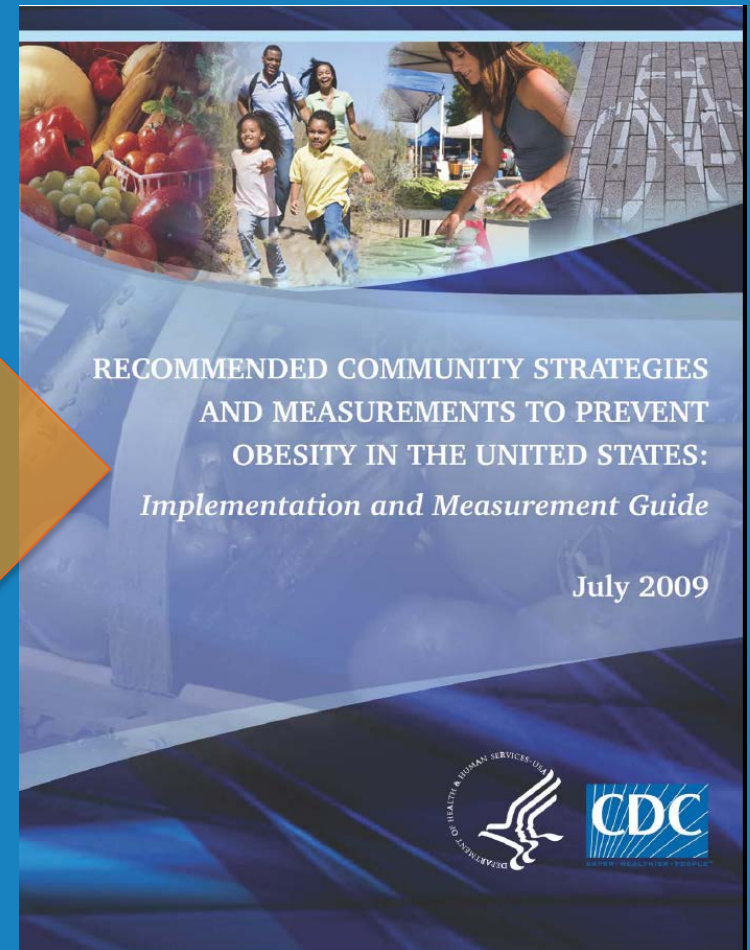
# Benefits: Health

States with the lowest levels of biking and walking have, on average, the highest rates of obesity, diabetes, and high blood pressure.



# Benefits: Health

The Centers for Disease Control and Prevention recently named adoption of Complete Streets policies as a recommended strategy to prevent obesity.





# Incomplete Streets are Unsafe



Complete streets are safer  
for all modes of  
transportation

# Before



After





# Road Safety

Roadway Location	Date Change	ADT Before	ADT After	Collision Reduction
Greenwood Ave N N 80th St to N 50th	Apr-95	11872	12427	24 to 10 58%
N 45th Street Wallingford Area	Dec-72	19421	20274	45 to 23 49%
8th Ave NW Ballard Area	Jan-94	10549	11858	18 to 7 61%
Martin Luther King Jr W North of I 90	Jan-94	12336	13161	15 to 6 60%
Dexter Ave N Queen Ann Area	Jun-91	13606	14949	19 to 16 59%
24th Ave NW NW 85th to NW 65th	Oct-95	9727	9754	14 to 10 28%

# Safety through Community



# Complete Streets: Destination Communities





**Davis, California**



# Complete Streets: Destination Communities

