University City Complete Livable/Streets Ordinance

Commission Presentations 2012
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
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
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.
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
States with the lowest levels of biking and walking have, on average, the highest rates of obesity, diabetes, and high blood pressure.
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
## Road Safety

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