



City Manager
10 N. Bemiston Avenue
Clayton, MO 63105

REQUEST FOR BOARD ACTION

TO: MAYOR GOLDSTEIN; BOARD OF ALDERMEN
FROM: CRAIG OWENS, CITY MANAGER
MIKE PRATT, DIRECTOR OF PUBLIC WORKS
DATE: JANUARY 10, 2012
RE: AN ORDINANCE APPROVING THE CLAYTON COMPLETE STREETS POLICY

Since 1997 when construction of the first streetscape improvement project in downtown Clayton began, the City has been enacting visions and master plans such as the 2009 Brentwood, Clayton, Maplewood and Richmond Heights Bikeable Walkable Communities Plan, the City of Clayton Vision 2013, and 2010 Downtown Clayton Master Plan Update, that have included guiding principles to foster all safe and accessible modes of travel for all users. It is a natural progression that the City would now seek to adopt an all-encompassing policy that our streets should work for everyone, of all ages and abilities, regardless of how they travel. This simple idea is commonly referred to as "Complete Streets". The power of the Complete Streets philosophy is that it fundamentally redefines what a street is intended to do, what goals a transportation agency is going to meet, and how a community will spend its transportation money. It breaks down the traditional separation of "roadways," "transit," and "biking/walking," and instead focuses on the desired outcome of a transportation system that supports safe use of the roadway for everyone, by whatever means they are traveling.

The Clayton Complete Streets Policy is based on the ten elements that the National Complete Streets Coalition has determined should be part of an "ideal" Complete Streets policy. Though the concept of "Complete Streets" is itself simple and inspiring, the Coalition has found, through research and practice, that a policy must do more than simply affirm support for Complete Streets. The ten elements refine the vision, provide clear direction and intent, are adaptable to a community's needs, and grant the flexibility in design and approach necessary to secure an effective Complete Streets process and outcome. The Clayton Complete Streets Policy echoes these ideals.

STAFF RECOMMENDATION: To approve the ordinance adopting the Clayton Complete Streets Policy.

BILL NO. 6294

ORDINANCE NO.

**AN ORDINANCE APPROVING THE CLAYTON COMPLETE STREETS
POLICY**

WHEREAS, the City desires to encourage walking, bicycling and transit use as safe, convenient and widely available modes of transportation for all people; and

WHEREAS, the City of Clayton Vision 2013 includes in its guiding principles the fostering of all safe and accessible modes of travel including walking and biking; and

WHEREAS, the 2010 Downtown Clayton Master Plan Update includes guidance for the development of a well-run, efficient, and connected transit systems for all users; and

WHEREAS, the City of Clayton partnered with surrounding communities to develop the 2009 Brentwood, Clayton, Maplewood and Richmond Heights Bikeable Walkable Communities Plan that provides for a connected, integrated network of regional bike routes; and

WHEREAS, desires to adopt a “Complete Streets” policy which is to be used as a guiding principle, where practicable and economically feasible, in the design, operation and maintenance of City streets to promote safe and convenient access and travel for all users including pedestrians, bicyclists, motorists, transit riders, and people of all abilities; and

WHEREAS, the City will strive to consult with business districts and neighborhood associations in consideration of functional facilities and accommodations in furtherance of the Clayton Complete Streets policy; and

WHEREAS, transportation improvements, facilities and amenities that may contribute to “Complete Streets” will be developed to fit in with the context of the surrounding community; and

WHEREAS, the City will consider such transportation improvements, facilities and amenities where such are practicable and economically feasible during the construction, reconstruction or other changes of transportation facilities on streets and redevelopment projects.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF CLAYTON, MISSOURI, AS FOLLOWS:

Section 1 – Title

This policy shall be known as the “Clayton Complete Streets Policy”.

Section 2 – Purpose

The Clayton Complete Street Policy sets forth guiding principles and practices to be considered in all public transportation projects, where practicable, economically feasible, and otherwise in accordance with applicable law, so as to encourage walking, bicycling and other non-motorized forms of transit, in addition to typical motorized transit including personal and public transit vehicles. All uses shall be designed to allow safe operations for all users regardless of age or ability. The ultimate goal of this policy is the creation of an interconnected network of complete streets that balances the needs of all users in order to achieve maximum functionality and use.

Section 3 – Applicability

While this policy does not require certain designs or construction standards and does not require specific improvements, this policy does require the Director of Public Works to consider complete street elements in the design, construction and maintenance of public transportation projects, improvements and facilities in addition to other considerations including, but not limited to cost of improvements, budget for the project, space and area requirements and limitations and legal requirements and limitations. This policy further requires consideration of complete street elements by the Director of Planning & Development Department and the Plan Commission through the planning, development review and approval process or in other appropriate circumstances.

This policy is intended to cover all development and redevelopment in the public domain within the City of Clayton. This includes all public transportation projects such as, but not limited to, new road construction, reconstruction, retrofits, upgrades, resurfacing, and rehabilitation. Routine maintenance may be excluded from these requirements by the Director of Public Works on a case-by-case basis. This policy also covers 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 conveyance of privately built roads constructed after the passage of this policy.

Section 4 – Guiding Principles and Practices

Complete street defined. A complete street is one designed to be a transportation corridor for all users: pedestrians, cyclists, transit users, and motorists, that fits in with the context of the surrounding community. Complete streets are designed and operated to enable safe continuous travel networks for

all users. Pedestrians, bicyclists, motorists and bus riders 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 compliance with the latest criteria of the Americans with Disabilities Act (ADA), and the Public Right-of-Way Accessibility Guidelines (PROWAG); 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.

The City will strive, where practicable and economically feasible, to incorporate one (1) or more "complete street" elements into public transportation projects in order to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities, while promoting safe operation for all users, in comprehensive and connected networks in a manner consistent with, and supportive of, the surrounding community. The goal is a transportation system balance that recognizes the need for some roads to offer greater or lesser degrees of accommodation for each type of user, while still ensuring basic accommodation is provided for all permitted users.

The City will strive to incorporate complete streets principles into all public strategic plans and master land use plans, upon subsequent updates. The principles, where practicable, shall be incorporated into other Public Works plans, manuals, rules, regulations, operational standards, and programs as appropriate and directed by the Director of Public Works.

It shall be a goal of the City to foster partnerships with the State of Missouri, St. Louis County, neighboring communities and community stakeholders 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.

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 attempt to draw upon all possible funding sources to plan for and implement this policy and shall investigate grants that may be available to make complete streets elements more economically feasible.

Section 5 - Implementation

As part of the budgeting process for projects in the Capital Improvement Fund, the Capital Improvements Plan Ranking System Summary includes and shall

continue to include prioritization criteria that give extra weight to projects that enhance access or mobility for those on foot, riding bicycles, or taking public transportation.

During the planning phase of any public improvement project, a designee of the Public Works Department shall conduct a study and analysis relating to the addition and incorporation of one or more "Complete Streets" elements into the public transportation portion of the project. The study and analysis shall include cost estimates, whether the elements 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 verify the availability of maintenance funds to support proposed improvements and any other factors deemed relevant. Such study and analysis shall be submitted to the Director of Public Works for consideration in the design and planning of the public transportation project. The Director of Public Works shall consider the incorporation of one or more "Complete Streets" elements in each public transportation project to the extent that such is economically and physically feasible.

City personnel will continue to be encouraged to attend workshops and other training opportunities to planners and engineers so that everyone working on the transportation network understands the importance of the Complete Streets vision and how they can implement it in their everyday work.

As part of the City's ongoing performance measures efforts, criteria for the measurement of how well streets are serving all users will be incorporated.

Section 6

This Ordinance shall be in full force and effect both from and after its passage by the Board of Aldermen.

Passed by the Board of Aldermen this 10th day of January, 2012.

Mayor

Attest:

City Clerk