

1 INTRODUCED BY COUNCIL AS A WHOLE  
2 FEBRUARY 8, 2016

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BILL NO. 9162

ORDINANCE NO.

6 **AN ORDINANCE APPROVING THE FLORISSANT COMPLETE STREETS POLICY**

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

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**WHEREAS**, the City of Florissant supports the use of guiding principles that foster safe and accessible modes of travel including walking and biking; and

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**WHEREAS**, the City has previously partnered with Great Rivers Greenway to construct the Sunset Trail; and

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**WHEREAS**, the City is partnering with Trailnet to prepare a Bike & Pedestrian Master Plan for the City; and

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**WHEREAS**, the City 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

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

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**WHEREAS**, Complete Streets are beautiful, interesting and comfortable places for people;

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**WHEREAS**, the design of cities begins with the design of streets as community places where people want to be, and streets will be held to a higher standard for urban design at a human scale;

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**WHEREAS**, multi-modal accommodations and all City projects in the right-of-way should be approached as opportunities to enhance the aesthetic qualities of Florissant and its public realm through the thoughtful creation of place;

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

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

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49 **BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FLORISSANT, ST. LOUIS**  
50 **COUNTY, MISSOURI, AS FOLLOWS:**

51 **SECTION 1 – TITLE**

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

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54 **SECTION 2 – PURPOSE**

55 The city shall design, build, operate and maintain a safe, reliable, efficient, integrated and  
56 connected multimodal network that will provide access, mobility, safety, and connectivity for all  
57 users.

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59 **SECTION 3 – APPLICABILITY**

60 While this policy does not require certain designs or construction standards and does not require  
61 specific improvements, this policy does require the Director of Public Works to approach every  
62 transportation project and program as an opportunity to incorporate Complete Streets practices in  
63 the design, construction, operation, and maintenance of transportation projects, improvements,  
64 and facilities. This policy further requires the Director of Public Works to develop safe,  
65 convenient, multimodal transportation options through the planning, development review, and  
66 approval process for private development.

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68 This policy is intended to cover all development and redevelopment in the public domain within  
69 the City of Florissant. This includes all public transportation projects such as, but not limited to,  
70 new road construction, reconstruction, retrofits, upgrades, resurfacing, and rehabilitation.

71 Routine maintenance activities designed to keep assets in serviceable condition (e.g., mowing,  
72 sweeping, spot repair, or interim measures) may be excluded from these requirements by the  
73 Director of Public Works. This policy also covers privately built roads intended for public use.  
74 As such, compliance with these principles may be factored into decisions related to the City’s  
75 participation in private projects and whether the city will accept conveyance of privately built  
76 roads constructed after the passage of this policy.

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78 **SECTION 4 – GUIDING PRINCIPLES AND PRACTICES**

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80 Complete Street defined. Complete Streets is a planning and design approach that results in a  
81 transportation network that is safe and accessible for all modes: walking, bicycling, transit,  
82 private vehicles, and freight vehicles. Pedestrians, bicyclists, motorists, and bus riders of all ages  
83 and abilities are able to safely travel along and across public streets to access destinations.  
84 Transportation improvements, facilities, and amenities that may contribute to Complete Streets  
85 design outcomes include: sidewalks, crosswalks, curb extensions, street and sidewalk lighting,  
86 bike lanes (including protected bike lanes); chicanes, speed humps, speed tables, and other traffic  
87 calming infrastructure; pedestrian and bicycle safety improvements; walking and bicycling  
88 signals and signal timing changes; access improvements, including compliance with the latest  
89 criteria of the Americans with Disabilities Act (ADA), and the Public Rights-of-Way  
90 Accessibility Guidelines (PROWAG); public transit facilities accommodation including, but not  
91 limited to, pedestrian access improvements to transit stops and stations; street trees and  
92 landscaping; drainage; and street amenities such as benches.

93 Pedestrian defined. Pedestrian is:

- 94
- 95 a. A person on foot;
  - 96 b. A person using any means of conveyance propelled by human power other than a bicycle;
  - 97 c. A person using an electrical personal assistive mobility device; or
  - 98 d. A person operating a self-propelled wheelchair, motorized tricycle, or motorized  
99 quadricycle, and by reason of physical disability, is otherwise restricted in movement or  
100 unable to move about on foot

101

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

110

111 The City will incorporate Complete Streets principles into all public strategic plans and master  
112 land use plans, upon subsequent updates. The principles, where practicable, shall be incorporated  
113 into other Public Works processes, plans, manuals, rules, regulations, operational standards, and  
114 programs as appropriate and directed by the Director of Public Works.

115

116 It shall be a goal of the City to foster partnerships with the State of Missouri, St. Louis County,  
117 neighboring communities, and community stakeholders in consideration of functional facilities  
118 and accommodations in furtherance of the City's Complete Streets policy and the continuation of  
119 such facilities and accommodation beyond the City's borders.

120  
121 The City recognizes that Complete Streets may be achieved through single elements incorporated  
122 into a particular project or incrementally through a series of smaller improvements or  
123 maintenance activities over time. The City will draw upon all possible funding sources to plan  
124 for and implement this policy and shall investigate grants that may be available to make  
125 Complete Streets elements more economically feasible.

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127 **SECTION 5 – DESIGN FLEXIBILITY**

128 The latest design guidance, standards, and recommendations available will be used in the  
129 implementation of Complete Streets, including the most up-to-date versions of:

- 130
- 131 (1) The National Association of City Transportation Officials (NACTO) *Urban Bikeway*  
132 *Design Guide*
  - 133 (2) The National Association of City Transportation Officials (NACTO) *Urban Street*  
134 *Design Guide*
  - 135 (3) The Institute of Transportation Engineers and Congress for the New Urbanism  
136 publication *Designing Walkable Urban Thoroughfares: A Context-Sensitive*  
137 *Approach: An ITE Recommended Practice*
  - 138 (4) Mid America Regional Council’s *Complete Streets Handbook*
  - 139 (5) The latest edition of American Association of State Highway and Transportation  
140 Officials (AASHTO) *A Policy on Geometric Design of Highway and Streets*
  - 141 (6) The United States Department of Transportation Federal Highway Administration’s  
142 *Manual on Uniform Traffic Design Controls*
  - 143 (7) The Architectural Access Board (AAB) 521 CMR Rules and Regulations
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145 **SECTION 6 – PERFORMANCE MEASURES**

146 The City shall measure the success of this Complete Streets policy using performance measures,  
147 such as:

- 148
- 149 (1) Total miles of new or refurbished bike facilities, including off-street trails
  - 150 (2) Linear feet of new or refurbished pedestrian accommodation
  - 151 (3) Percent of City-controlled intersections fully ADA compliant
  - 152 (4) Percent of transit stops on City-controlled streets accessible by a 1) firm landing  
153 surface, 2) that is at least 5 feet wide and 8 feet long, 3) connected to the curb, and 4)  
154 has a curb cut at the nearest street corner that is matched by a curb cut on the adjacent  
155 corner
  - 156 (5) Number of new curb ramps installed or updated along city streets
  - 157 (6) Crosswalk and intersection improvements
  - 158 (7) Compliments and complaints
  - 159 (8) Number of injurious or fatal crashes, by mode

160  
161 Within six months of program adoption, the City, in collaboration the Complete Streets  
162 Committee (Section 7) and community stakeholders, shall initiate a process to select  
163 performance measures and develop individual numeric benchmarks for each performance  
164 measure as a means of tracking and measuring the annual performance of the program. Such  
165 benchmarks shall be established within eighteen months of program adoption. Yearly reports  
166 shall be posted online for each of the selected performance measures.

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168 **SECTION 7 – IMPLEMENTATION**

169 A Complete Streets Committee comprised of stakeholders, including members of relevant City  
170 departments shall be created to implement this policy. The Complete Streets Committee shall be  
171 a multidisciplinary team and members shall include representation from: Department of Public  
172 Works, the Department of Parks & Recreation, the Senior Citizen Office, the Planning & Zoning  
173 Commission, and other committees, departments, or organizations as appropriate. The focus of  
174 this Committee shall be ensuring the implementation of the Complete Streets policy and, where  
175 necessary, altering existing practices and overcoming barriers that may act as impediments to  
176 implementation. In addition, this Committee shall regularly update and solicit feedback on  
177 potential projects with the general public to ensure that the perspectives of the community are  
178 considered and incorporated, as appropriate.

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180 The City shall make Complete Streets practices a routine part of everyday operations, shall  
181 approach every transportation project and program as an opportunity to improve streets and the  
182 transportation network for all users, and shall work in coordination with other departments,  
183 agencies, and jurisdictions to achieve Complete Streets.

184  
185 The City, with input from the Complete Streets Committee, shall review and either revise or  
186 develop proposed revisions to all appropriate planning documents (master plans, open space and  
187 recreation plan, etc.), zoning and subdivision codes, laws, procedures, rules, regulations,  
188 guidelines, programs, and templates to integrate Complete Streets principles in all transportation  
189 projects.

190  
191 The City shall maintain a comprehensive inventory of pedestrian and bicycle facilities that will  
192 allow staff to identify gaps in the sidewalk and bikeway network and propose projects to  
193 eliminate such gaps.

194  
195 The City shall secure training for pertinent City staff and decision-makers on both the technical  
196 content of Complete Streets principles and best practices, as well as community engagement  
197 methods for implementing the Complete Streets policy. Training may be accomplished through  
198 workshops and other appropriate means.

199

200 The City shall utilize inter-department coordination to promote the most responsible and efficient  
201 use of resources for activities within the public way.

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203 The City shall seek out appropriate sources of funding and grants for implementation of  
204 Complete Streets policies.

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206 **SECTION 8:** This ordinance shall become in force and effect immediately upon its passage  
207 and approval.

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209 Adopted this \_\_\_\_\_ day of February, 2016.

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Joseph Eagan  
President of the Council  
City of Florissant

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217 Approved this \_\_\_\_\_ day of February, 2016.

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Thomas P. Schneider  
Mayor, City of Florissant

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224 ATTEST:

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Karen Goodwin, MMC/MRCC  
City Clerk

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# FLORISSANT CITY COUNCIL

## AGENDA REQUEST FORM

Date: 1/21/16

Mayor's Approval:

Agenda Date Requested:

01/25/2016

Description of request:

Ordinance approving the Florissant Complete Streets Policy

Department:

Public Works

Recommending Board or Commission:

Type of request:

Ordinances	X	Other	
Appropriation		Liquor License	
Transfer		Hotel License	
Zoning Amendment		Special Presentations	
Amendment		Resolution	
Special Use Transfer		Proclamation	
Special Use		Subdivision	
Budget Amendment			
	Y/N		Y/N

Public Hearing needed: Yes / No

3 readings? : Yes / No

N

Back up materials attached:

Back up materials needed:

Minutes		Minutes	
Maps		Maps	
Memo	X	Memo	
Example Ordinance	X	Draft Ord.	

**Note:** Please include all attachments necessary for documents to be generated for inclusion on the Agenda. All agenda requests are to be turned in to the City Clerk by 5pm on Tuesday prior to the Council meeting.

For City Clerk Use Only:

Introduced by: \_\_\_\_\_

PH Speaker: \_\_\_\_\_

*cc to Council  
1/21/16  
KZ*



**City of Florissant  
Engineering Division  
Interoffice Memorandum**

**Memo To:** Mayor Thomas P. Schneider **Date:** January 21, 2016  
**Through:** Louis B. Jearls, Jr., PE **Copy:** Karen Goodwin,  
Director of Public Works City Clerk  
**From:** Tim Barrett, PE, CFM, City Engineer  
**Subject:** "Complete Streets" Ordinance

Mayor,

You previously directed me to review the "Complete Streets" initiative that was brought to your attention by representatives from AARP and Trailnet. After researching this topic I see the benefits it offers and I recommend consideration be given to passing a "Complete Streets" ordinance for the City. St. Louis City and County have passed similar ordinances in recent years. I've included a brief discussion of the concept and its benefits and costs below.

"Complete Streets" means streets that are safe for all users including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. "Complete Streets" are promoted to offer benefits including improved safety for all users through safe design and efficient access, reduced congestion through the availability of alternate transportation modes, improved health/quality of life through emissions reductions and increased physical activity and recreational opportunities.

A "Complete Streets" ordinance directs the City to routinely look for opportunities to enable safe access for all users. Opportunities include but are not limited to, upcoming City street projects and repairs, administrative review of private development projects, and partnerships with transportation agencies and other municipalities. Work associated with these concepts typically includes replacement or retrofitting of sidewalk, curb ramps, bus stops and crosswalks, etc. for ADA compliance, making sidewalk connections where short sections are missing, adding signage and striping, and including bike facilities where applicable. We are currently addressing many of these items through our annual street and sidewalk contracts and in our grant projects.

In addition, "Complete Streets" concepts are now strongly encouraged for nearly all federal transportation grant programs. By committing to implementing these concepts, the City positions itself to continue to bring federal dollars into the City.

Please let me know if you would like to discuss this further.

Thank you,

Timothy J. Barrett, PE, CFM  
City Engineer

Attachments  
*Draft Ordinance*