

HCR 23 -- Existing Complete Streets Policies in Missouri

The following cities and agencies have "Complete Streets" policies--policies that call for the routine accommodation of those who walk, bicycle, and use transit, and children, elderly users, and the disabled. The year given is the year the policy was adopted:

- St. Louis City (2010)*
- Kansas City (2011)*
- De Soto (2008)*
- Festus (2010)
- Crystal City (2010)
- Herculaneum (2010)*
- Pevely (2010)*
- Ferguson (2008)*
- Columbia (2004)
- Lee's Summit (2010)*
- Elsberry (2010)*
- Mid-America Regional Council, Kansas City (2010)*
- St Joseph Area Transportation Study Organization*
- East-West Gateway Council of Governments, St. Louis (2007)*
- U.S. Department of Transportation (2010)*

For those cities and agencies marked with an asterisk, this packet includes a copy of the Complete Streets policy.



MISSOURI BICYCLE AND
PEDESTRIAN FEDERATION

ST LOUIS CITY COMPLETE STREETS ORDINANCE

FLOOR SUBSTITUTE
BOARD BILL NO. [10] 7

INTRODUCED BY ALDERMAN SHANE COHN, LEWIS REED, FREEMAN BOSLEY,
SR., DIONNE FLOWERS, SAMUEL L. MOORE, KACIE STARR TRIPLETT, STEPHEN J.
CONWAY, JENNIFER FLORIDA, ANTONIO D. FRENCH, GREGORY CARTER, LYDA
KREWSON, PHYLLIS YOUNG, FRANK WILLIAMSON, CRAIG N. SCHMID, MARLENE
DAVIS, JEFFREY BOYD, KENNETH ORTMANN, DONNA BARINGER, JOE VACCARO, APRIL
FORD GRIFFIN

An ordinance relating to a "complete streets" policy for the City of St. Louis, stating guiding principles and practices so that transportation improvements are planned, designed and constructed to encourage walking, bicycling and transit use while promoting safe operations for all users.

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 desires to adopt a "Complete Streets" policy which is to be used as 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 City's "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 may include: Street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements, including 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; 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.

BE IT ORDAINED BY THE CITY OF ST. LOUIS AS FOLLOWS:

SECTION ONE. The "Complete Streets" policy sets forth the guiding principles and practices to be considered in public transportation projects, where practicable, economically feasible, and otherwise in accordance with applicable law, so as to encourage walking, bicycling and transit use while promoting safe operations for all users.

SECTION TWO. While the "Complete Streets" policy does not require certain designs or construction standards and does not require specific improvements, this policy does require the City 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.

SECTION THREE. Guiding principles and practices of the "Complete Streets" policy are as follows:

1. "Complete Street" Defined. A "Complete Street" is designed to be a transportation corridor for all users including pedestrians, bicyclists, transit users, and motorists. "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 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 incorporate one 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.
3. The City will strive to incorporate "Complete Streets" principles into all public strategic plans, upon subsequent updates. The principles, where practicable, shall be incorporated into other public works plans, manuals, rules, regulations and programs as appropriate and directed by the President of the Board of Public Service.
4. It shall be a goal of the City to foster partnerships with the State of Missouri, St. Louis County, neighboring communities, City of St. Louis Business Districts and Neighborhood Associations 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 attempt to draw upon all possible funding sources to plan and implement this policy and shall investigate grants that may be available to make "Complete Streets" elements more economically feasible.

SECTION FOUR. During the planning phase of any public improvement project, a designee of the President of the Board of Public Service shall conduct a study and analysis relating to the addition and incorporation of one or more "Complete Streets" elements into the public transportation 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 President of the Board of Public Service for consideration in the design and planning of the public transportation project. The President of the Board

of Public Service 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.

SECTION FIVE. Emergency Clause. This being an ordinance for the preservation of public peace, health and safety, it is hereby declared to be an emergency measure within the meaning of Sections 19 and 20 of Article IV of the Charter of the City of St. Louis and therefore this ordinance shall become effective immediately upon its passage and approval by the Mayor.

RESOLUTION NO. 110069

Expressing the Council's support for the concept of "Livable Streets" as a means to promote great neighborhoods, healthy and active people, and a thriving community.

WHEREAS, active living is a way of life that integrates physical activity into daily routines, and the goal of active living is to accumulate at least 30 minutes of activity each day; and

WHEREAS, active living promotes walking and bicycling for transportation, recreation and physical activity; and

WHEREAS, streets and sidewalks are an important part of our community that serve transportation needs and are also a part of the public realm where people live, shop, interact, and travel; and

WHEREAS, the built environment influences residents' choices to be physically active and may be designed to provide a variety of opportunities for physical activity; and

WHEREAS, "Livable Streets" safely facilitate movement of people of all ages and abilities from destination to destination along and across a continuous travel network; and

WHEREAS, the design of each Livable Street differs based on the context of each street; and

WHEREAS, a "Livable Street" is safe and inviting to pedestrians, bicyclists, transit riders, the disabled, children, senior citizens, automobiles, motorcycles and buses; and

WHEREAS, Livable Streets can be beautiful places built to pedestrian scale; and

WHEREAS, a Livable Street can be the focal point of tight-knit communities where neighbors enjoy spending time; and

WHEREAS, Livable Streets are environmentally sustainable; and

WHEREAS, Livable Streets are economically thriving; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

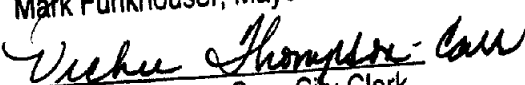
Section 1. That Kansas City is committed to providing safe and livable neighborhoods for residents to build community and be physically active.

Section 2. That Kansas City supports the concept of Livable Streets as a means to promote great neighborhoods, healthy and active people, and a thriving community.

Section 3. That the Livable Streets concept is consistent and complies with the City's efforts to develop a bike and pedestrian friendly, multi-modal and sustainable community, promoted in several City initiatives including the FOCUS Kansas City Plan, adopted under Committee Substitute for Resolution No. 971268 on October 30, 1997; the Bike KC Plan, adopted under Committee Substitute for Ordinance No. 011288 on August 15, 2002; the Walkability Plan, adopted under Resolution No. 030211 on March 20, 2003; the Green Solutions Policy, adopted under Resolution No. 070830 on August 9, 2007; the Climate Protection Plan, adopted under Resolution No. 080754 on July 24, 2008; the Trails KC Plan, adopted under Ordinance No. 081052 on November 20, 2008; and the Zoning and Development Code, adopted under Ordinance No. 100394 on June 10, 2010.



Authenticated as Passed


Mark Funkhouser, Mayor
Vickie Thompson-Carr, City Clerk1-27-11
Date Passed

BILL NO. 45-08

**AN ORDINANCE AMENDING SECTION 410.020 OF THE DESOTO MUNICIPAL
CODE PERTAINING TO THE SUBDIVISION REGULATIONS**

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DE SOTO, MISSOURI, AS FOLLOWS:

Section 1. Section 410.020 is hereby amended to read as follows:

SECTION 410.020: POLICY

- A. The City of De Soto establishes a “policy statement” to ensure that the City will design, build, and maintain its roadways in a manner that accommodates safe and contiguous routes for all users including pedestrians, individuals of all ages and abilities (including individuals with disabilities), bicyclists, transit vehicles and users and motorists. Appropriate accommodations include but are not limited to sidewalks, multi-use paths/trails, bicycle lanes, shoulders suitable for use by bicyclists, lane striping, traffic control measures, crosswalks, pedestrian signals, curb cuts, and ramps. Accommodations will be developed to fit in with the context of the surrounding community. The policy statement applies to new construction and reconstruction, including resurfacing, restoring and rehabilitation improvement projects. The policy statement applies except where the cost of establishing such accommodations would be excessively disproportionate to the need or probable use and where such accommodations are prohibited. The City shall review existing planning, design, construction, maintenance, and operations standards to ensure they are consistent with the policy statement. The policy statement signifies De Soto’s commitment to ensuring all residents can safely travel throughout the City regardless of age, ability, or mode of transportation.
- B. The City of De Soto will consider the subdivision of land and the subsequent development of the subdivided plat as subject to the control of the municipality pursuant to the official Master Plan of the City of De Soto for the orderly, planned, efficient and economical development of the City.
- C. Land to be subdivided shall be of such character that is can be used safely for building purposes without danger to health or peril from fire, flood, or other menace and land shall be not subdivided until available public facilities and improvements exist and proper provision has been made for drainage, water, sewerage and capital improvements such as schools, parks, recreation facilities and improvements.
- D. The existing and proposed public improvements shall be constructed in accordance with the “policy statement”. Additionally, those improvements shall conform to and be properly related to the proposals in the Master Plan, Official Map, and Capital Plan of the municipality, and it is intended that these

regulations shall supplement and facilitate the enforcement of the provisions and standards contained in Building and/or Housing Codes, zoning ordinances, Master Plan, Official Map, and Land Use Plan and Capital Plan

Section 2. The ordinance shall be in effect from and after the date of its passage and approval.

Section 3. All ordinances inconsistent with this ordinance are hereby repealed.

BILL NO. 1815

ORD. NO. 33-2010

AN ORDINANCE OF THE CITY OF HERCULANEUM, MISSOURI, ADOPTING THE "COMPLETE STREETS POLICY" TO SET FORTH GUIDING PRINCIPLES AND PRACTICES TO BE CONSIDERED IN ALL TRANSPORTATION PROJECTS WHERE APPLICABLE.

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

Complete Streets policy

Section I. *Purpose.*

The purpose of this policy is to set forth guiding principles and practices to be considered in all 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 normal motorized transit, including personal, freight, and public transit vehicles. All uses must 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 pleasant and appealing ways in order to achieve maximum functionality and use.

Section II. *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 the city administrator 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 Planning and Zoning Commission in appropriate circumstances. Finally, the city strongly encourages all developers and builders to obtain and comply with, as appropriate and feasible, these standards.

(2) This policy is intended to cover all development and redevelopment in the public domain within Herculaneum. 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 city administrator on a case-by-case basis. This also includes 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.

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

Section III. *Guiding principles and practices.*

(1) "Complete Street" defined. A complete street is designed to be a transportation corridor for all users: pedestrians, cyclists, transit users, and motorists. 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 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 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.

(3) The city will strive to incorporate complete streets principles into all public strategic 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 city administrator. 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, Jefferson County, neighboring communities, and Herculaneum 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 attempt to draw upon all possible funding sources to plan and implement this policy and shall investigate grants that may be available to make complete streets elements more economically feasible.

(6) The city recognizes that the elements comprising a complete street are only effective when appealing and pleasant to use and will ensure improvements meet those standards.

Section IV. *Study/analysis to be undertaken as part of public transportation project.*

During the planning phase of any public improvement project, a designee of the city administrator (which may be the street superintendent, the city's design engineer, or other person or firm deemed appropriate by the city administrator) shall conduct a study and analysis relating to the addition and incorporation of one (1) or more complete streets elements into the public transportation 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 any other factors deemed relevant.

Such study and analysis shall be submitted to the city administrator for consideration in the design and planning of the public transportation project. The city administrator shall consider the incorporation of one (1) or more complete streets elements in each public transportation project to the extent that such is economically and physically feasible.

Section V. *Administration.*

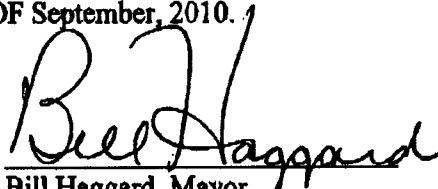
(1) The city administrator shall be responsible for the overall implementation and execution of the complete streets principles and practices.

(2) The city administrator shall collaborate with appropriate staff to adopt a complete streets checklist for use on all public transportation projects.

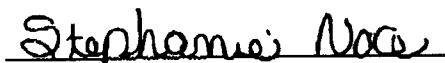
(3) When available, appropriate, and monetarily feasible, the city shall support staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops.

Section VI. This ordinance shall become in full force and effect from and after the date of the passage of the Board of Aldermen upon its approval by the Mayor.

PASSED AND APPROVED BY BOARD OF ALDERMEN OF THE CITY OF
HERCULANEUM, MISSOURI, THIS 13th DAY OF September, 2010.


Bill Haggard, Mayor

ATTEST:


Stephanie Noce, City Clerk



Bill 12.38Ordinance 1238

**AN ORDINANCE OF THE CITY OF PEVELY, MISSOURI, ADOPTING THE
"COMPLETE STREETS POLICY" TO ESTABLISH GUIDING PRINCIPLES
AND PRACTICES TO BE CONSIDERED IN ALL TRANSPORTATION
PROJECTS WHERE APPLICABLE.**

**NOW THEREFOR BE IT ORDAINED BY THE BOARD OF ALDERMEN
OF THE CITY OF PEVELY, MISSOURI, AS FOLLOWS:**

Complete Streets policy

(a) *Purpose.* The purpose of this policy is to set forth guiding principles and practices for use in all 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 normal motorized transit, including personal, freight, and public transit vehicles. All uses must 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 pleasant and appealing ways in order to achieve maximum functionality and use.

(b) *Application and scope.*

(1) This policy requires the city administrator to include complete street elements in the design, construction and maintenance of public transportation projects, improvements and facilities. The city administrator or city council may exempt a project from this policy provided one or more of the following conditions are met:

(i) Non-motorized use of the roadway under consideration is prohibited by law. In this case a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.

(ii) The cost of inclusion would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.

(iii) The street has severe topographic or natural resource constraints.

In all cases where an exemption has been granted, the city administrator or other appropriate official shall document the decision and the invoked exemption condition(s) in the project plan.

(2) This policy requires consideration of complete streets elements by the Planning and Zoning Commission and Board of Zoning Adjustment, in appropriate circumstances. Accordingly, the city strongly encourages all developers and builders to obtain and comply with, as appropriate, these standards.

(3) This policy is intended to cover all development and redevelopment in the public domain within City of Pevely. This includes all public transportation projects such as, but not limited to, new road construction, reconstruction retrofits, upgrades, resurfacing, and rehabilitation. This also includes 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. The city administrator, on a case-by-case basis, may exclude routine maintenance from these requirements.

(4) The city understands that special considerations and designs are necessary to accommodate older adults and disabled citizens. Accordingly, the city will ensure that those needs are met in all complete streets designs. All public transportation projects involving complete streets elements, where practicable, shall be ADA compliant to help meet those special considerations.

(c) Guiding principles and practices.

(1) "Complete street" defined. A complete street is designed to be a transportation corridor for all users: pedestrians, cyclists, transit users, and motorists. 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 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 incorporate "complete streets" elements into all 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.

(3) The city will incorporate complete streets principles into all public strategic 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 city administrator. 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, Jefferson County, neighboring communities, and the 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 attempt to draw upon all possible funding sources to plan and implement this policy and shall investigate grants that may be available to make complete streets elements more economically feasible.

(6) The city recognizes that the elements comprising a complete street are only effective when appealing and pleasant to use and will ensure improvements meet those standards.

(d) *Study/analysis to be undertaken as part of public transportation project.* During the planning phase of any public transportation improvement project, a designee of the city administrator (which may be the street superintendent, the city's design engineer, or other person or firm deemed appropriate by the city administrator) shall conduct a study and analysis relating to the addition and incorporation of complete streets elements into the project.

The study and analysis shall include cost estimates, whether the elements could be incorporated in a safe and legal 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.

Such study and analysis shall be submitted to the city administrator for consideration in the design and planning of the public transportation project. The city administrator shall incorporate complete streets elements in each public transportation project to the extent that such is economically and physically feasible.

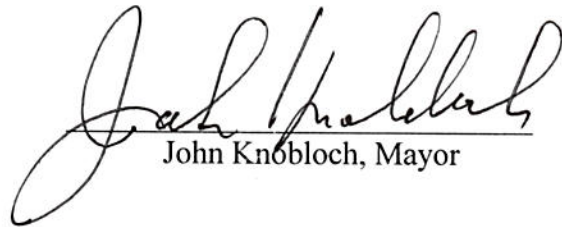
(e) *Administration.*

(1) The city administrator shall be responsible for the overall implementation and execution of the complete streets principles and practices.

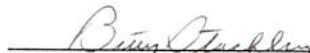
(2) The city administrator shall collaborate with appropriate staff to adopt a complete streets checklist for use on all public transportation projects. The city encourages all developers and builders to obtain and use this checklist.

(3) 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.

APPROVED THIS 18TH DAY OF OCTOBER, 2010.


John Knobloch, Mayor

ATTEST:


Betty Stackley, CMC
City Clerk of Pevely

Motion: David Shelley
Seconded: Warren Zingler
Ayes: 6
Nays: 0
Absent: 0

BILL NO. _____

ORDINANCE NO. _____

**AN ORDINANCE AMENDING ARTICLE I OF CHAPTER 40 OF THE
MUNICIPAL CODE BY THE ENACTMENT OF A NEW SECTION 40-8
RELATING TO THE CITY’S “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 Council desires to adopt a “Complete Streets” policy which is to be used as guiding principle, where practicable and economically feasible, in the design, operation and maintenance of Ferguson’s streets to promote safe and convenient access and travel for all users --- pedestrians, bicyclists, 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 City’s Complete Streets Policy; and

Whereas, transportation improvements, facilities and amenities that may contribute to Complete Streets include: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements, including 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; 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 CITY COUNCIL OF THE CITY OF FERGUSON AS FOLLOWS:

SECTION 1. Article I of Chapter 40 of the Municipal Code is hereby amended by the enactment of a new Section 40-8 which shall read as follows:

CHAPTER 40 STREETS, SIDEWALKS AND OTHER PUBLIC PLACES

ARTICLE I IN GENERAL

SECTION 40-8 COMPLETE STREETS POLICY

A. **Purpose.** The purpose of this Policy is to set forth guiding principles and practices to be considered in public transportation projects, where practicable, economically feasible, and otherwise in accordance with applicable law, so as to encourage walking, bicycling and transit use while promoting safe operations for all users.

B. **Application and Scope.** While this Policy does not require certain designs or construction standards and does not require specific improvements, this Policy does require the City Manager 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.

C. **Guiding Principles and Practices**

1. *“Complete Street” Defined.* A Complete Street is designed to be a transportation corridor for all users: pedestrians, cyclists, transit users, and motorists. 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 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 incorporate one 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.

3. The City will strive to incorporate Complete Streets principles into all public strategic plans, upon subsequent updates. The principles, where practicable, shall be incorporated into other public works plans, manuals, rules, regulations and programs as appropriate and directed by the City Manager.

4. It shall be a goal of the City to foster partnerships with the State of Missouri, St. Louis County, neighboring communities, Ferguson Business Districts and Neighborhood Associations 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 attempt to draw upon all possible funding sources to plan and implement this policy and shall investigate grants that may be available to make Complete Streets elements more economically feasible.

D. Study / Analysis to be Undertaken as Part of Public Transportation Project.

During the planning phase of any public improvement project, a designee of the City Manager (which may be the Director of Public Works, the City's design engineer, or other person or firm deemed appropriate by the City Manager) shall conduct a study and analysis relating to the addition and incorporation of one or more complete streets elements into the public transportation 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 any other factors deemed relevant.

Such study and analysis shall be submitted to the City Manager for consideration in the design and planning of the public transportation project. The City Manager 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.

SECTION 2. This Ordinance shall be in full force and effect from and after the date of its passage by the City Council.

RESOLUTION 10-17

A RESOLUTION ESTABLISHING THE LIVABLE STREETS POLICY FOR THE CITY OF LEE'S SUMMIT, MISSOURI.

WHEREAS, the Lee's Summit 360° Strategic Plan was received by the City of Lee's Summit to serve as a guideline and list of ideal goals that the City and its partners would like to accomplish over the next 10 - 15 years to create the ideal community where all Lee's Summit residents, visitors, and businesses can live, work, and play; and,

WHEREAS, Lee's Summit strives to be a sustainable and vibrant city with a dynamic spirit of cooperation among its diverse citizens, businesses, organizations, educational systems and governments; and,

WHEREAS, through comprehensive community planning and regional collaboration, Lee's Summit desires economic independence and a high quality of life as a recognized destination city; and,

WHEREAS, the City desires to promote public health by encouraging walking and bicycling as a part of active living; and,

WHEREAS, older citizens and citizens with disabilities often rely on transit, mobility aids, and walking to meet basic transportation needs and benefit greatly from complete and well-designed Livable Streets; and,

WHEREAS, the usual and customary users of the City's roads, streets and bridges include pedestrians, bicyclists and transit passengers of all ages and abilities, as well as drivers and passengers of automobiles, motorcycles, buses and trucks; and,

WHEREAS, the Lee's Summit 360° Stakeholders envisioned transportation in Lee's Summit as a planned, regionally integrated, multi-modal, accessible, and well-maintained system that facilitates movement about the city and encourages growth and economic development. This system includes vehicular, bicycle, pedestrian, aeronautical, rail and mass transit components. The system provides safe, efficient, and sustainable transportation of people, goods, and services to and from places where people live, work, worship, shop, play, learn, and seek medical care; and,

WHEREAS, the Lee's Summit 360° Strategic Plan Transportation Key Performance Area, Goal 2, provides for the development, implementation and incorporation of a Livable Streets approach to transportation; and,

WHEREAS, this goal implements the Livable Streets system in conjunction with other policies, regulations and plans, such as the Greenway Master Plan adopted as part of the City's Comprehensive Plan; and,

WHEREAS, the Lee's Summit 360° Strategic Plan recommends the adoption of a Complete Streets Ordinance that includes a "policy focus" to accommodate pedestrians, motorists, bicyclist and mass transit riders of all ages and abilities, and the Lee's Summit 360° Stakeholders as part of plan implementation recommend a Resolution for Livable Streets to support modification and adoption of applicable ordinances, standards, plans and codes to meet this goal; and,

WHEREAS, the terms "Complete Streets" and "Comprehensive Street Design" are also used to identify the same concepts as Livable Streets.

NOW THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LEE'S SUMMIT AS FOLLOWS:

RESOLUTION 10-17

SECTION ONE. TITLE.

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

SECTION TWO. PURPOSE.

The Livable Streets Policy sets forth guiding principles and practices to be considered in transportation projects, so as to encourage walking, bicycling and transit use while promoting safe use and operation for all users.

SECTION THREE. DEFINITIONS.

“Livable Street” means a transportation corridor for all users including pedestrians, bicyclists, transit riders, cars, trucks, motorcycles and buses. “Livable Streets” are designed and operated to safely facilitate movement of people of all ages and abilities from destination to destination along and across a continuous travel network.

“Livable Street Elements” means transportation improvements, facilities and amenities that accommodate and/or promote multiple modes of travel, including pedestrian, bicycle and transit in addition to cars, trucks, motorcycles and buses. These elements are defined and recognized by the Institute of Transportation Engineers and the American Planning Association.

“Public Improvement Project” means new roads, trails, sidewalks and facilities or reconstruction thereof, as well as private improvement projects constructed and/or maintained in whole or part with City funds, owned or leased by the City, and/or intended to be dedicated to the City.

SECTION FOUR. APPLICABILITY.

1. This Policy applies to the design, construction and maintenance (e.g. resurfacing and striping modification) of Public Improvement Projects.
2. The City shall consider public plans, standards, regulations and ordinances that further this Policy. For example, the City shall consider an ordinance that requires safe access for pedestrians, bicyclist and other forms of travel, in addition to motorists, in any new development or redeveloped areas. This ordinance should establish design standards for future development that incorporate Livable Streets Elements.

SECTION FIVE. GUIDING PRINCIPLES.

Guiding principles and practices of the “Livable Streets Policy” are as follows:

1. “Livable Streets” are designed to serve everyone - pedestrians, bicyclists, transit riders, and motorists - including persons of all ages and abilities.
2. The design and construction of all Public Improvement Projects should include Livable Streets Elements identified in and required by:
 - a. public plans adopted by the Planning Commission, such as the Greenway Master Plan, Thoroughfare Master Plan, and Capital Improvement Plan, all which may be independent or a part of the City’s Comprehensive Plan; and
 - b. development related ordinances, such as the Unified Development Ordinance, Access Management Code, and the Design and Construction Manual.
3. Livable Streets Elements should be considered within the balance of mode and context of the community, including, but not limited to, environmental sensitivity, cost, budget,

RESOLUTION 10-17

demand, probable use, space and area requirements and limitations, and legal requirements and limitations.

4. The City intends to incorporate Livable Streets principles into all public strategic plans, standards and regulations, including the Unified Development Ordinance, the Design and Construction Manual, the Access Management Code, the City's Comprehensive Plan, the Traffic Code, and other relevant ordinances, practices and policies, upon subsequent updates. The Livable Streets principles, where applicable and appropriate, should be incorporated into other City plans, manuals, rules, practices, policies, training, procedures, regulations and programs as directed by the City Manager.
5. It is a goal of the City to foster partnerships with the State of Missouri, Jackson County, Cass County, school districts, citizens, businesses, Mid-America Regional Council (MARC), neighboring communities, and neighborhoods in consideration of functional facilities and accommodations in furtherance of the City's Livable Streets Policy and the continuation of such facilities and accommodations beyond the City's borders or maintenance.
6. The City recognizes that Livable Streets may be achieved through elements incorporated into a single project or incrementally through a series of improvements or maintenance activities over time.
7. The City will consider all possible funding sources to plan and implement this policy and shall investigate grants that may be available to make Livable Streets Elements more economically feasible.

SECTION SIX. LIVABLE STREETS SUMMARY.

1. A summary or description of the Livable Streets Elements of all Public Improvement Projects shall be included in:
 - the Capital Improvements Plan; and
 - the development review report of any private development plan that requires City Council approval.
2. If a Livable Streets Element identified in and required by adopted public plans or development related ordinance is not incorporated in the project, such omission shall be documented in the Livable Streets Summary that demonstrates:
 - that the accommodation is not necessary because non-motorized use is prohibited, such as interstate freeways; or
 - that the cost of accommodation is excessively disproportionate to the need or probable future use; or
 - a documented absence of current or future need.
 - a. The documentation shall be conducted by appropriate staff; or for private projects, the owner shall conduct the documentation.
 - b. The documentation shall be submitted to the City Manager and/or the City Council, as appropriate, for consideration prior to approval of project design.

RESOLUTION 10-17

SECTION SEVEN. LIVABLE STREETS ADVISORY BOARD.

The City plans to adopt an ordinance which would create a Livable Streets Advisory Board (LSAB).

SECTION EIGHT.

This resolution shall be in full force and effect from the date of its passage, adoption, and approval by the Mayor.

PASSED by the City Council and APPROVED by the Mayor for the City of Lee's Summit, Missouri, this ____ day of _____, 2010.

Mayor *Randall L. Rhoads*

ATTEST:

City Clerk *Denise R. Chisum*

APPROVED AS TO FORM:

Assistant City Attorney *Trevor L. Stiles*

CITY OF ELSBERRY
Resolution 2010-002

**A RESOLUTION OF THE CITY OF ELSBERRY, MISSOURI
TO PURSUE "COMPLETE STREETS" POLICIES IN SUPPORT OF
THE CITY'S APPLICATION FOR A HEALTHY COMMUNITY GRANT
FOR PAGE BRANCH PARK**

WHEREAS, the City of Elsberry seeks to provide its citizens and visitors with a healthy environment, including opportunities for physical activities and exercise;

WHEREAS, the City of Elsberry seeks to provide its citizens and visitors with transportation infrastructure that meets the needs of a dynamic city in the growing County of Lincoln, Missouri; and


WHEREAS, the Board of Aldermen deems it necessary to develop the Page Branch Park to serve its citizens, as well as the traveling public;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF ELSBERRY, MISSOURI as follows:

The City shall seek to apply "Complete Streets" policies whenever the City is planning, designing, building, or retrofitting its streets; including:

1. Consider the needs of all users, which includes pedestrians, bicyclists, and public transportation passengers of all ages and abilities, as well as trucks, public transportation vehicles, and automobiles.
2. Encourage street connectivity to create a comprehensive, integrated, connected network for all modes of transportation.
3. Consider appropriate uses for the entire right-of-way.
4. Consider the latest and best design standards while recognizing the need for flexibility in balancing user needs within existing budget constraints.
5. Respect and complement the context of the community.
6. Providing access to Page Branch Park.

PASSED AND RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF ELSBERRY, MISSOURI ON THE 13th DAY OF APRIL, 2010.


MAYOR

Attest: *J. Ann Coleman*
City Clerk

City Seal



Summary of Complete Streets Elements in the Mid-America Regional Council's Transportation Outlook 2040

MARC's Transportation Outlook 2040 included Complete Streets as one of the six Major Strategies in its overall Policy Framework:

- Promote nonmotorized transportation options
 - Require transportation investments consider and include accommodations for all appropriate users, including bicycle, pedestrian and transit users.
 - Work with MARC transportation committees and local stakeholders to create a policy for multimodal design considerations to support MARC's planning and programming processes. (Page 5)

Several goals, objectives, and strategies relating to Complete Streets and Context Sensitive Design were included in sections of Transportation Outlook 2040 where they were appropriate. These include:

- "Implement complete streets." (Page 6)
- "Provide incentives for roadway projects that improve access for bicyclists, pedestrians, and transit users of all ages and abilities (e.g., Complete Streets)." (Page 6)
- INTEGRATE CONTEXT SENSITIVE SOLUTIONS. Promote and adopt the concepts of context-sensitive solutions and complete streets in the region's transportation planning, project development and project selection processes. (Page 11)
- Implement complete streets. (Page 12)

The Active Transportation section includes this section outlining these concepts and their aims:

Complete Streets and Context Sensitive Solutions

There is a national trend to consider the needs of all potential users in designing transportation corridors. This multimodal approach is often known as Complete Streets. Another complementary trend is to design transportation facilities to respect the surrounding urban and natural environment. This trend is called Context Sensitive Solutions. Similar movements such as Green Streets and Sustainable Streets have emerged with environmental themes. The USDOT supports fully integrated active transportation networks in the Policy Statement¹ on Bicycle and Pedestrian Accommodation Regulations and Recommendations. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate.

According to the National Complete Streets Coalition, "complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. A complete streets policy would ensure that transportation project sponsors routinely design and operate the entire right of way to enable safe access for all users: Places with complete drivers,

transit users, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities." (Source: www.completestreets.org)

According to the Federal Highway Administration, "[Context Sensitive Solutions] CSS is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility."

SAFETEA LU Section 6008. Section 109(c) (2) of title 23, USC includes consideration of identified documents and materials that define the core principles of context sensitive solutions by eight "Characteristics of the process that yield excellence" and seven "Qualities that characterize excellence in transportation design." (FHWA, Source: www.fhwa.dot.gov/context/)

These concepts of modal equity within street design could enable broad transportation choices and should be considered for both regional and local policy implementation. USDOT's Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations encourages transportation agencies to adopt policy statements on bicycle and pedestrian accommodation as an indication of their commitment accommodating nonmotorized transportation as an integral element of the transportation system. In addition, USDOT encourages transportation agencies to consider walking and bicycling as equals with other transportation mode. (Pages 6-7)

FORWARD

Bicycling and walking issues have grown in significance throughout the 1990's. As the new millennium dawns, public agencies and public interest groups alike are striving to define the most appropriate way in which to accommodate the two modes within the overall transportation system so that those who walk or ride bicycles can safely, conveniently, and comfortably access every destination within a community.

Public support and advocacy for improved conditions for bicycling and walking has created a widespread acceptance that more should be done to enhance the safety, comfort, and convenience of the non-motorized traveler. Public opinion surveys throughout the 1990's have demonstrated strong support for increased planning, funding and implementation of shared use paths, sidewalks, and on-street facilities.

At the same time, public agencies have become considerably better equipped to respond to this demand. Research and practical experience in designing facilities for bicyclists and pedestrians has generated numerous national, State and local design manuals and resources. An increasing number of professional planners and engineers are familiar with this material and are applying this knowledge in towns and cities across the country.

The 1990 Americans with Disabilities Act, building on an earlier law requiring curb ramps in new, altered, and existing sidewalks, added impetus to improving conditions for sidewalk users. People with disabilities rely on the pedestrian and transit infrastructure, and the links between them, for access and mobility.

Congress and many State legislatures have made it considerably easier in recent years to fund non-motorized projects and programs, and a number of laws and regulations now mandate certain planning activities and design standards to guarantee the inclusion of bicyclists and pedestrians. In fact, the St. Joseph Area Transportation Study Organization, in its recent update to the twenty year long range transportation plan, *St. Joseph 2020: Vision for the Future*, April, 2000 states that bicyclists and pedestrians are *intended users* of the highway and street network.

Despite these many advances, injury and fatality numbers for bicyclists and pedestrians remain stubbornly high, levels of bicycling and walking remain frustratingly low, and most communities continue to grow in ways that make travel by means other than the private automobile quite challenging. Failure to provide an accessible pedestrian network for people with disabilities often requires the provision of costly paratransit (public transit service for the disabled community) service. Ongoing investment in the Nation's transportation infrastructure is still more likely to overlook rather than integrate bicyclists and pedestrians.

--Excerpt from Federal Highway Administration *Design Guidance, Accommodating Bicycle and Pedestrian Travel: A Recommended Approach*, 1999.

St. Joseph Bicycle and Pedestrian Masterplan

This document is an update to the *Urban Trail Masterplan* produced in 1995 for the City of St. Joseph, Missouri by Bucher, Willis & Ratliff. The original document set as its focus the development of an urban trail system throughout the metropolitan area and region. The City of St. Joseph and the Village of Country Club, through a multi-phased approach, have since independently pursued system development through the metropolitan planning organization (MPO).

However, the masterplan also discussed the notion of facility integration and design accommodation, a message that was generally glossed over in the rush to build “trails” that followed the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the sudden availability of funds to develop such systems.

Through the Enhancement Program, funded via ISTEA and continued under its successor legislation, the Transportation Efficiency Act for the 21st Century (TEA-21), design, right-of-way, and construction funds were made available for jurisdictions to accommodate bicyclists and pedestrians. The original concept was that the further cyclists and walkers were from cars, the better; hence, the concept of separated trail systems.

Trails, as one option for non-motorized modes, are appropriate in some instances. The major recognition that is needed in many communities is that trails are NOT a good or safe replacement in all locations or in all situations. Trails, in fact, should generally make up a rather small percentage of bicycle and pedestrian (B&P) modal accommodation and an even smaller percentage of the overall mileage.

The issues of accommodation, inclusion type, and locations of improvements have been up for debate at the state and national levels as well. In Missouri, the Missouri Department of Transportation (MoDot) has taken a leadership role in coordinating bicycle and pedestrian efforts throughout the state. The Missouri Bicycle and Pedestrian Advisory Committee was formed to recommend to the DOT changes in all facets of transportation that effect these modes, be they design issues, maintenance issues, educational issues, safety issues, or planning issues.

To that end a *General Pedestrian and Bicycle Guide* was produced by the committee and adopted by MoDot. It sets forth a first step toward inclusion of bicycle and pedestrian needs in the planning and design of new roadway facilities. The document represents an important first step toward effecting a statewide change in the approach to bicycle and pedestrian accommodation. This masterplan begins at the preliminary levels established by the MoDot plan and the *Urban Trail Masterplan* and extends a logical approach toward the issues that is consistent with national guidance on the subjects.

In general, this plan is intended make clear some of the vagaries of past practice and policy and establish some distinction between tools that should be utilized in certain cases and tools that should left on the shelf in other cases. Additionally, the plan is intended to:

- Create a safe, convenient and attractive bicycling and walking environment.
- Adopt design standards that create safe and convenient facilities to encourage bicycling and walking.
- Provide uniform signing and marking of all bikeways and walkways.
- Enhance the quality of life for St. Joseph area residents.

Legacy 2030

The Transportation Plan for the Gateway Region

East-West Gateway Council of Governments
St. Louis (Missouri-Illinois) Region

Final Draft
March 2005

4.2 Planning and Design

The transportation system should provide choices to people and be safe, convenient, efficient and accessible for all users. To achieve these goals, every road project should provide routine accommodations. That is, as a matter of standard practice the transportation system should be designed, built, and maintained in a manner that accommodates not only automobiles but transit vehicles and non-motorized modes of travel as well.

Accommodating travel by all modes in this fashion expands the capacity of the road and the ability to serve everyone who travels, be it by private vehicle, public transit, foot, bicycle, or other means.

States, counties, and cities have built many miles of streets that are safe and comfortable for automobiles. However, these roadways often lack consideration for transit and sidewalks, have lanes too narrow to share with bicyclists, and feature few, poorly marked, or dangerous pedestrian crossings. A Bureau of Transportation Statistics survey found that about one-quarter of walking trips take place on roads without sidewalks or shoulders, and bike lanes are available for only about 5 percent of bicycle trips²⁴.

Routine accommodations are essential for access by people who cannot drive. Roads without safe access for non-motorized transportation represent barriers for people who use wheelchairs and for older people and children. About one-third

of Americans do not drive,²⁵ and approximately half of all trips in urbanized areas are three miles or less²⁶. Streets without safe places to walk and bicycle put people at risk. While 10 percent of all trips are made by foot or bicycle, more than 13 percent of all traffic fatalities are bicyclists or pedestrians.²⁷ More than 5,000 pedestrians and bicyclists die each year on U.S. roads.

Routine accommodations encourage more walking and bicycling. One study found a 23 percent increase in bicycle traffic after the installation of a bicycle lane²⁸; another found that residents were 65 percent more likely to walk in a neighborhood with sidewalks.²⁹ Streets that accommodate other modes give people choices and increase the overall capacity of the transportation system.

When planning and designing the region's transportation system, planners and engineers need to design roads to move people and goods rather than designing roads simply to move vehicles. Consideration needs to be given not only to the user but also to potential users of the system. Additionally, consideration should be given to the environment being served by the facility. Accommodations in a rural area may look quite

²⁵ Highway Statistics, 2001.

²⁶ Clarke, A. National Household Transportation Survey, original analysis.

²⁷ 2001 National Household Travel Survey; Fatality Analysis Reporting System.

²⁸ Macbeth, A.G. (1999) Bicycle Lanes in Toronto ITE Journal 38-46.

²⁹ Giles-Corti, B., & Donovan, R.J. (2002). The relative influence of individual, social, and physical environment determinants of physical activity. *Social Science & Medicine*, 54 1793-1812.

²⁴ Bureau of Transportation Statistics, 2002 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors.

United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

Signed on March 11, 2010 and announced March 15, 2010

Note: Also available on the [United States Department of Transportation Website](#)

Purpose

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Authority

This policy is based on various sections in the United States Code (U.S.C.) and the Code of
www.fhwa.dot.gov/.../policy_accom.htm

Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on nonmotorized transportation facilities.

Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.
- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
- Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.
- Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.
- Setting mode share targets for walking and bicycling and tracking them over time: A

byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.

- Removing snow from sidewalks and shared-use paths: Current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets. State Agencies have generally established levels of service on various routes especially as related to snow and ice events.
- Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

Conclusion

Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways. DOT recognizes that safe and convenient walking and bicycling facilities may look different depending on the context — appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems. While DOT leads the effort to provide safe and convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing this policy.

Ray LaHood, United States Secretary of Transportation

APPENDIX

Key Statutes and Regulations Regarding Walking and Bicycling

Planning Requirements

The State and Metropolitan Planning Organization (MPO) planning regulations describe how walking and bicycling are to be accommodated throughout the planning process (e.g., see 23 CFR 450.200, 23 CFR 450.300, 23 U.S.C. 134(h), and 135(d)). Nonmotorists must be allowed to participate in the planning process and transportation agencies are required to integrate walking and bicycling facilities and programs in their transportation plans to ensure the operability of an intermodal transportation system. Key sections from the U.S.C. and CFR include, with italics added for emphasis:

- The scope of the metropolitan planning process "will address the following factors...(2) Increase the safety for motorized and *non-motorized users*; (3) Increase the security of the transportation system for motorized and *non-motorized users*; (4) Protect and enhance the environment, promote energy conservation, improve the quality of life..." 23 CFR 450.306(a). See 23 CFR 450.206 for similar State requirements.
- Metropolitan transportation plans "...shall, at a minimum, include...existing and proposed

transportation facilities (including major roadways, transit, multimodal and intermodal facilities, *pedestrian walkways and bicycle facilities*, and intermodal connectors that should function as an integrated metropolitan transportation system..." 23 CFR 450.322(f). See 23 CFR 450.216(g) for similar State requirements.

- The plans and transportation improvement programs (TIPs) of all metropolitan areas "shall provide for the development and integrated management and operation of transportation systems and facilities (including *accessible pedestrian walkways and bicycle transportation facilities*)." 23 U.S.C. 134(c)(2) and 49 U.S.C. 5303(c)(2). 23 CFR 450.324(c) states that the TIP "shall include ...trails projects, pedestrian walkways; and bicycle facilities..."
- 23 CFR 450.316(a) states that "The MPOs shall develop and use a documented participation plan that defines a process for providing...representatives of users of *pedestrian walkways and bicycle transportation facilities, and representatives of the disabled*, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process." 23 CFR 450.210(a) contains similar language for States. See also 23 U.S.C. 134(i)(5), 135(f)(3), 49 U.S.C. 5303(i)(5), and 5304(f)(3) for additional information about participation by interested parties.

Prohibition of Route Severance

The Secretary has the authority to withhold approval for projects that would negatively impact pedestrians and bicyclists under certain circumstances. Key references in the CFR and U.S.C. include:

- "The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists." 23 U.S.C. 109(m).
- "In any case where a highway bridge deck being replaced or rehabilitated with Federal financial participation is located on a highway on which bicycles are permitted to operate at each end of such bridge, and the Secretary determines that the safe accommodation of bicycles can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations." 23 U.S.C. 217(e). Although this statutory requirement only mentions bicycles, DOT encourages States and local governments to apply this same policy to pedestrian facilities as well.
- 23 CFR 652 provides "procedures relating to the provision of pedestrian and bicycle accommodations on Federal-aid projects, and Federal participation in the cost of these accommodations and projects."

Project Documentation

- "In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in *pedestrian walkways and bicycle transportation facilities*) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year." 23 CFR 332(a).

Accessibility for All Pedestrians

- Public rights-of-way and facilities are required to be accessible to persons with disabilities through the following statutes: Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§ 12131-12164).
- The DOT Section 504 regulation requires the Federal Highway Administration (FHWA) to monitor the compliance of the self-evaluation and transition plans of Federal-aid recipients (49 CFR §27.11). The FHWA Division offices review pedestrian access compliance with the ADA and Section 504 as part of their routine oversight activities as defined in their stewardship plans.
- FHWA posted its [Clarification of FHWA's Oversight Role in Accessibility](#) to explain how to accommodate accessibility in policy, planning, and projects.

Additional Resources

For more information about:

FHWA Bicycle and Pedestrian Program Resources

- [FHWA's Bicycle and Pedestrian Program](#)
- [FHWA guidance documents on walking and bicycling](#)
- [Publications related to walking and bicycling](#)
- [Information about State and local resources](#)
- [Equestrian and Other Nonmotorized Use on Bicycle and Pedestrian Facilities](#)
- [Framework for Considering Motorized Use on Nonmotorized Trails and Pedestrian Walkways](#)
- [Manuals and Guides for Trail Design, Construction, Maintenance, and Operation](#)
- [Recreational Trails](#)
- [Shared-Use Paths Along or Near Freeways and Bicycles on Freeways](#)
- [Snow Removal on Sidewalks Constructed with Federal Funding](#)
- [Federal Aid funding resources for walking and bicycling facilities](#)
- [Federal funding spent on walking and bicycling facilities](#)

[Accessibility](#)

- [FHWA American with Disabilities Act \(ADA\) resources](#)
- [U.S. Access Board information about ADA for public rights of way](#)
- [Accessibility Guidance for Bicycle and Pedestrian Facilities, Recreational Trails, and Transportation Enhancement Activities](#)

Pedestrian and Bicycle Safety

- [FHWA Pedestrian and Bicycle Safety Program](#)
- [FHWA Pedestrian and Bicycle Safety Research](#)
- The National Highway Traffic Safety Administration's [Pedestrian](#) and [Bicycle](#) Safety Programs

Context Sensitive Solutions

- [FHWA and Context Sensitive Solutions](#)

State Bicycle and Pedestrian Contacts

- [State Bicycle and Pedestrian Coordinators](#)

To provide Feedback, Suggestions, or Comments for this page contact Gabe Rousseau at gabe.rousseau@dot.gov.

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