AN ORDINANCE APPROVING THE FLORISSANT COMPLETE STREETS POLICY

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

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

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

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

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

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

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

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;

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

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

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

SECTION 1 – TITLE
This policy shall be known as the “Florissant Complete Streets Policy.”

SECTION 2 – PURPOSE
The city shall design, build, operate and maintain a safe, reliable, efficient, integrated and connected multimodal network that will provide access, mobility, safety, and connectivity for all users.

SECTION 3 – APPLICABILITY
While this policy does not require certain designs or construction standards and does not require specific improvements, this policy does require the Director of Public Works to approach every transportation project and program as an opportunity to incorporate Complete Streets practices in the design, construction, operation, and maintenance of transportation projects, improvements, and facilities. This policy further requires the Director of Public Works to develop safe, convenient, multimodal transportation options through the planning, development review, and approval process for private development.

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

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

SECTION 4 – GUIDING PRINCIPLES AND PRACTICES
Complete Street defined. Complete Streets is a planning and design approach that results in a transportation network that is safe and accessible for all modes: walking, bicycling, transit, private vehicles, and freight vehicles. Pedestrians, bicyclists, motorists, and bus riders of all ages and abilities are able to safely travel along and across public streets to access destinations.

Transportation improvements, facilities, and amenities that may contribute to Complete Streets design outcomes include: sidewalks, crosswalks, curb extensions, street and sidewalk lighting, bike lanes (including protected bike lanes); chicanes, speed humps, speed tables, and other traffic calming infrastructure; pedestrian and bicycle safety improvements; walking and bicycling signals and signal timing changes; access improvements, including compliance with the latest criteria of the Americans with Disabilities Act (ADA), and the Public Rights-of-Way Accessibility Guidelines (PROWAG); public transit facilities accommodation including, but not limited to, pedestrian access improvements to transit stops and stations; street trees and landscaping; drainage; and street amenities such as benches.

Pedestrian defined. Pedestrian is:

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

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

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

It shall be a goal of the City to foster partnerships with the State of Missouri, St. Louis County, neighboring communities, and community stakeholders in consideration of functional facilities and accommodations in furtherance of the City’s Complete Streets policy and the continuation of such facilities and accommodation beyond the City’s borders.
The City recognizes that Complete Streets may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time. The City will draw upon all possible funding sources to plan for and implement this policy and shall investigate grants that may be available to make Complete Streets elements more economically feasible.

SECTION 5 – DESIGN FLEXIBILITY

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

1. The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide*
2. The National Association of City Transportation Officials (NACTO) *Urban Street Design Guide*
3. The Institute of Transportation Engineers and Congress for the New Urbanism publication *Designing Walkable Urban Thoroughfares: A Context-Sensitive Approach: An ITE Recommended Practice*
4. Mid America Regional Council’s *Complete Streets Handbook*
6. The United States Department of Transportation Federal Highway Administration’s *Manual on Uniform Traffic Design Controls*
7. The Architectural Access Board (AAB) 521 CMR Rules and Regulations

SECTION 6 – PERFORMANCE MEASURES

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

1. Total miles of new or refurbished bike facilities, including off-street trails
2. Linear feet of new or refurbished pedestrian accommodation
3. Percent of City-controlled intersections fully ADA compliant
4. Percent of transit stops on City-controlled streets accessible by a 1) firm landing surface, 2) that is at least 5 feet wide and 8 feet long, 3) connected to the curb, and 4) has a curb cut at the nearest street corner that is matched by a curb cut on the adjacent corner
5. Number of new curb ramps installed or updated along city streets
6. Crosswalk and intersection improvements
7. Compliments and complaints
8. Number of injurious or fatal crashes, by mode
Within six months of program adoption, the City, in collaboration the Complete Streets Committee (Section 7) and community stakeholders, shall initiate a process to select performance measures and develop individual numeric benchmarks for each performance measure as a means of tracking and measuring the annual performance of the program. Such benchmarks shall be established within eighteen months of program adoption. Yearly reports shall be posted online for each of the selected performance measures.

SECTION 7 – IMPLEMENTATION

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

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

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

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

The City shall secure training for pertinent City staff and decision-makers on both the technical content of Complete Streets principles and best practices, as well as community engagement methods for implementing the Complete Streets policy. Training may be accomplished through workshops and other appropriate means.
The City shall utilize inter-department coordination to promote the most responsible and efficient
use of resources for activities within the public way.

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

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

Adopted this _____ day of February, 2016.

Joseph Eagan
President of the Council
City of Florissant

Approved this _____ day of February, 2016.

Thomas P. Schneider
Mayor, City of Florissant

ATTEST:

Karen Goodwin, MMC/MRCC
City Clerk
## Agenda Request Form

**Date:** 1/21/16

**Agenda Date Requested:** 01/25/2016

**Description of request:** Ordinance approving the Florissant Complete Streets Policy

**Department:** Public Works

### Type of request:

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<td>Appropriation</td>
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<td>Transfer</td>
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<td>Zoning Amendment</td>
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<td>Amendment</td>
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<td>Special Use Transfer</td>
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**Public Hearing needed:** Yes / No

3 readings? : Yes / No

### Back up materials attached:

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<tr>
<th>Minutes</th>
<th>Maps</th>
<th>Memo</th>
<th>Example Ordinance</th>
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**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:**
City of Florissant
Engineering Division
Interoffice Memorandum

Memo To: Mayor Thomas P. Schneider
Through: Louis B. Jearls, Jr., PE
Director of Public Works
From: Tim Barrett, PE, CFM, City Engineer

Date: January 21, 2016
Copy: Karen Goodwin, City Clerk

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