

1 **BOARD BILL NO. 7 CS Introduced by Alderman Shane Cohn, President Lewis Reed,**
2 **Alderman Freeman Bosley, Sr., Alderwoman Dionne Flowers, Alderman Samuel Moore,**
3 **Alderwoman, Kacie Triplett, Alderman Stephen Conway, Alderwoman, Jennifer Florida,**
4 **Alderman Antonio French, Alderman Gregory Carter, Alderwoman Lyda Krewson,**
5 **Alderwoman Phyllis Young, Alderman Frank Williamson, Alderman Craig Schmid,**
6 **Alderwoman Marlene Davis, Alderman Jeffrey Boyd, Alderman Kenneth Ortmann,**
7 **Alderwoman Donna Baringer, Alderman Joseph Vaccaro**
8

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

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

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

19 *Whereas*, the City will strive to consult with Business Districts and Neighborhood Associations
20 in consideration of functional facilities and accommodations in furtherance of the City’s
21 “Complete Streets” policy; and

22 *Whereas*, transportation improvements, facilities and amenities that may contribute to “Complete
23 Streets” will be developed to fit in with the context of the surrounding community and may
24 include: Street and sidewalk lighting; pedestrian and bicycle safety improvements; access
25 improvements, including compliance with the Americans with Disabilities Act; public transit

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1 facilities accommodation including, but not limited to, pedestrian access improvement to transit
2 stops and stations; street trees and landscaping; drainage; and street amenities; and

3
4 **Whereas**, the City will consider such transportation improvements, facilities and amenities
5 where such are practicable and economically feasible during the construction, reconstruction or
6 other changes of transportation facilities on streets and redevelopment projects.

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

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

12 **SECTION TWO.** While the “Complete Streets” policy does not require certain designs or
13 construction standards and does not require specific improvements, this policy does require the
14 City to consider complete street elements in the design, construction and maintenance of public
15 transportation projects, improvements and facilities in addition to other considerations including,
16 but not limited to, cost of improvements, budget for the project, space and area requirements and
17 limitations and legal requirements and limitations.

18 **SECTION THREE.** Guiding principles and practices of the “Complete Streets” policy are as
19 follows:

- 20 1. *“Complete Street” Defined.* A “Complete Street” is designed to be a transportation
21 corridor for all users including pedestrians, bicyclists, transit users, and motorists. “Complete
22 Streets” are designed and operated to enable safe continuous travel networks for all users.

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1 Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move
2 from destination to destination along and across a network of “Complete Streets”. Transportation
3 improvements, facilities and amenities that may contribute to “Complete Streets” and that are
4 considered as elements of a “Complete Street” include street and sidewalk lighting; pedestrian
5 and bicycle safety improvements; access improvements, including compliance with the
6 Americans with Disabilities Act; public transit facilities accommodation including, but not
7 limited to, pedestrian access improvement to transit stops and stations; street trees and
8 landscaping; drainage; and street amenities.

9 2. The City will strive, where practicable and economically feasible, to incorporate one or
10 more “Complete Street” elements into public transportation projects in order to provide
11 appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities,
12 while promoting safe operation for all users, in comprehensive and connected networks in a
13 manner consistent with, and supportive of, the surrounding community.

14 3. The City will strive to incorporate “Complete Streets” principles into all public
15 strategic plans, upon subsequent updates. The principles, where practicable, shall be incorporated
16 into other public works plans, manuals, rules, regulations and programs as appropriate and
17 directed by the President of the Board of Public Service.

18 4. It shall be a goal of the City to foster partnerships with the State of Missouri, St. Louis
19 County, neighboring communities, City of St. Louis Business Districts and Neighborhood
20 Associations in consideration of functional facilities and accommodations in furtherance of the
21 City’s “Complete Streets” policy and the continuation of such facilities and accommodations
22 beyond the City’s borders.

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1 5. The City recognizes that “Complete Streets” may be achieved through single elements
2 incorporated into a particular project or incrementally through a series of smaller improvements
3 or maintenance activities over time. The City will attempt to draw upon all possible funding
4 sources to plan and implement this policy and shall investigate grants that may be available to
5 make “Complete Streets” elements more economically feasible.

6 **SECTION FOUR.** During the planning phase of any public improvement project, a designee of
7 the President of the Board of Public Service shall conduct a study and analysis relating to the
8 addition and incorporation of one or more “Complete Streets” elements into the public
9 transportation project. The study and analysis shall include cost estimates, whether the elements
10 could be incorporated in a safe manner, the degree that such improvements or facilities may be
11 utilized, the benefit of such improvements or facilities to other public transportation
12 improvements, whether additional property is required, physical or area requirements or
13 limitations and verify the availability of maintenance funds to support proposed improvements
14 and any other factors deemed relevant.

15 Such study and analysis shall be submitted to the President of the Board of Public Service for
16 consideration in the design and planning of the public transportation project. The President of the
17 Board of Public Service shall consider the incorporation of one or more “Complete Streets”
18 elements in each public transportation project to the extent that such is economically and
19 physically feasible.

20 **SECTION FIVE.** Emergency Clause. This being an ordinance for the preservation of public
21 peace, health and safety, it is hereby declared to be an emergency measure within the meaning of

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- 1 Sections 19 and 20 of Article IV of the Charter of the City of St. Louis and therefore this
- 2 ordinance shall become effective immediately upon its passage and approval by the Mayor.

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