

Summary

Board Bill Number 40

Introduced by: Alderwoman Sharon Tyus

May 27, 2021

An ordinance amending Sections Two and Three of **Ordinance Number 70333** related to City of St. Louis' Traffic Calming Policy and containing an emergency clause.

**BOARD BILL NUMBER 40 INTRODUCED BY: ALDERWOMAN SHARON TYUS/
ALDERMAN JESSE TODD/ ALDERMAN JOSEPH VACARRO/ALDERMAN
BRANDON BOSLEY/ALDERWOMAN PAM BOYD/ALDERWOMAN SHAMEEM
CLARK-HUBBARD**

1 An ordinance amending Sections Two and Three of **Ordinance Number 70333** and containing
2 an emergency clause

3 **WHEREAS, Ordinance number 70333** became effective August 14, 2016. As such the
4 ordinance was designed to create a centralized process for traffic complaints received by the City
5 of St. Louis so that they could be managed in an efficient manner to be called the City of St.
6 Louis Traffic Calming Policy.

7 **WHEREAS,** since the Ordinance went into effect the implementation of this program has been
8 anything but successful often resulting in the uneven unfair implementation of request for traffic
9 calming devices such as speed humps.

10 **WHEREAS,** the policies as originally provided for requesting traffic calming devices was to
11 have the Director of Streets request a traffic study for the reported problem. Said traffic studies
12 often took great length of times to perform. Once the traffic studies were completed and the
13 traffic calming devices was acknowledged as a need for a particular area, then the
14 implementation of the requested traffic calming device, especially traffic humps has been known
15 to take up to two year or more. This slow unnecessary bureaucratic process leaves a long list of
16 Alderpersons and Citizens waiting for their speed bumps to be installed.

17 **WHEREAS,** roadway safety is an important and growing concern for the City of St. Louis
18 residents because of the increasing speeding problems we have on all of our streets but especially
19 the residential and secondary streets, and as such there is a need for an expedited process to
20 request and implement traffic calming measures.

1 **WHEREAS**, at some time in spring of 2019 a new policy was implemented in which the Street
2 Department or Board of Public Services would let out for contract the traffic studies for each at a
3 cost of \$900 per study. This cost would be assessed to each request for a traffic study and would
4 be assessed whether the study was approved or not. This procedure or cost was not approved by
5 the members of the Board of Aldermen, was to be applied retroactively to some request by
6 members of the Board, and the all the members of the Board of Aldermen were not apprised of
7 said proposal.

8 **WHEREAS**, Ordinance 62885 passed By the Board of Aldermen on June 4, 1993, signed by the
9 Mayor of the City of St. Louis into law, and voted into law on November 1993 allowed for the
10 voters of the City of St. Louis to vote for and approve a sales tax of one-half (1/2%) for the
11 purpose of funding capital improvements. The ordinance authorized and mandated that said tax
12 money collected to be deposited into special trust fund to be known as the Capital Improvement
13 Sales Tax Trust Fund, to consist of five accounts, one of the five accounts to be named a Ward
14 Capital Improvement Account which would receive 50% of the tax collected and this amount
15 would be allocated in equal amounts to twenty-eight sub accounts one for each ward of the City.

16 **WHEREAS**, Ordinance 62885 prohibits any transfer from the Ward Capital Improvements
17 Sales Tax Fund to be transferred to any other fund nor appropriated, expended, used or
18 encumbered for any purpose other than capital improvements in the respective wards.

19 **WHEREAS**, a traffic study is not a capital improvement and as such the cost to perform such a
20 study should not be assessed to or withdrawn from the individual Ward Capital Improvement
21 Sales Tax Funds.

1 **WHEREAS**, The Bureaucratic snafus and holdups of the City’s Traffic Calming Policy as it
2 relates to traffic bumps have not inspired confidence, from the residence of the City of St. Louis
3 or Aldermen who request these services, that the traffic calming measures request will be
4 adequately, or fairly addressed or in an efficient manner under said policy. Adding a cost of \$900
5 per traffic study for speed bumps that may or may not be approved as necessary and requiring
6 that amount to be paid from the individual Ward Capital Improvement Sales Tax Fund has
7 further added to the distrust and dissatisfaction by Aldermen for traffic bumps to be included
8 under the City’s Traffic Calming Policy.

9 **WHEREAS**, Aldermen were elected to create legislation that benefits their community and as
10 such can makes decisions regarding where traffic calming devices should be installed on streets
11 and alleys, in the communities they represent. These decisions by Aldermen regarding where
12 speed calming devices should be installed, will be done in an efficient manner that will enable
13 the devices to be installed much sooner therefore better serving the neighborhoods and
14 communities where speeding has become a death sentence for some.

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

16 **SECTION ONE.** As used in this Ordinance, the following terms and phrases shall be taken to
17 have the meaning ascribed to them in this Section, to wit:

- 18 A. “Speed Hump” means a gradual raised area in the pavement surface extending across
19 the entire travel width. While measurements vary depending on the particular
20 characteristics associated with a road, a typical Speed Hump, as an example, may at its
21 highest point measure 3 to 4 inches in height, and have a travel length of 12 to 15 feet.

1 B. "Traffic Calming" means physical design and other measures, including, but not
2 limited to, narrowed roads and Speed Humps, put into place on roads with the intention
3 of slowing down or reducing motor-vehicle traffic as well as improving safety for
4 pedestrians and cyclists.

5 **SECTION TWO.** Sections two of **Ordinance 70333** commonly known as the Traffic Calming
6 Policy is hereby amended so as to read: All requests for Traffic Calming, and related traffic
7 complaints, **except those related to or requesting speed humps in residential alleys, or on**
8 **residential or secondary streets that are not bus routes,** received by the City of St. Louis,
9 shall be addressed and managed in accordance with a centralized process to be known as the City
10 of St. Louis Traffic Calming Policy.

11 **Request by Aldermen for speed humps in residential alleys or on residential or secondary**
12 **streets that are not bus routes, upon the passage of an ordinance authorizing speed humps**
13 **in a residential alley or on a specific street and, shall be granted by the Board of Public**
14 **Service.**

15 At no time shall traffic humps be installed on major streets or thoroughfares, or bus routes. An
16 Aldermen may request a speed study for speed humps in residential alleys or residential streets in
17 the ward he or she is elected to represent, if it is their belief said speed study is needed. Speed
18 studies shall be completed internally by employees of the Street Department and the cost for said
19 speed study shall not be assessed to the individual Ward Capital Improvement Sales Tax Funds.

20 **SECTION THREE.** Sections three of **Ordinance 70333** commonly known as the Traffic
21 Calming Policy is hereby amended so as to read: The Director of Streets is hereby authorized to

1 develop and Promulgate the City of St. Louis Traffic Calming Policy, **except as pertaining to**
2 **speed humps outlined in Section Two,** subject to the approval of the Board of Public Service.
3 **SECTION FOUR.** This being an ordinance for the preservation of public peace, health and
4 safety, it is hereby declared to be an emergency measure within the meaning of Section 19 and
5 20 of Article IV of the Charter of the City of St. Louis and therefore this ordinance shall become
6 effective immediately upon its passage and approval by the Mayor.

ORDINANCE NUMBER 70333

**BOARD BILL NO. 88 INTRODUCED BY: ALDERMAN CHRIS CARTER,
ALDERWOMAN DONNA BARINGER, ALDERMAN SCOTT OGILVIE,
ALDERWOMAN CARA SPENCER**

1 An ordinance requiring that requests for Traffic Calming, as defined herein, and
2 related traffic complaints, received by the City of St. Louis be managed in accordance
3 with a centralized process to be called the City of St. Louis Traffic Calming Policy;
4 granting the Director of Streets authority to develop and promulgate the City of St. Louis
5 Traffic Calming Policy, subject to the Board of Public Service approval; containing an
6 emergency clause.

7 **WHEREAS**, roadway safety is an important and growing concern for City of St.
8 Louis residents;

9 **WHEREAS**, the City recognizes the need for policies and procedures to improve
10 neighborhood safety and quality of life through the use of various roadway improvement
11 strategies;

12 **WHEREAS**, the City recognizes the need to establish a centralized and formal
13 process to manage requests for Traffic Calming received by the City and to develop an
14 effective plan for Traffic Calming; and

15 **WHEREAS**, the need for Traffic Calming was identified in the City’s Complete
16 Streets Policy, codified in Section 3.110.120 of the Revised Code of the City of St. Louis.

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

18 **SECTION ONE.** As used in this Ordinance, the following terms and phrases
19 shall be taken to have the meaning ascribed to them in this Section, to wit:

20 A. “Speed Hump” means a gradual raised area in the pavement surface
21 extending across the entire travel width. While measurements vary depending
22 on the particular characteristics associated with a road, a typical Speed Hump,

1 as an example, may at its highest point measure 3 to 4 inches in height, and
2 have a travel length of 12 to 15 feet.

3 B. “Traffic Calming” means physical design and other measures, including, but
4 not limited to, narrowed roads and Speed Humps, put into place on roads with
5 the intention of slowing down or reducing motor-vehicle traffic as well as
6 improving safety for pedestrians and cyclists.

7 **SECTION TWO.** All requests for Traffic Calming, and related traffic
8 complaints, received by the City of St. Louis, shall be addressed and managed in
9 accordance with a centralized process to be known as the City of St. Louis Traffic
10 Calming Policy.

11 **SECTION THREE.** The Director of Streets is hereby authorized to develop and
12 promulgate the City of St. Louis Traffic Calming Policy, subject to the approval of the
13 Board of Public Service.

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

June 17, 2016

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Board Bill No. 88 Sponsor: Alderman Chris Carter, Alderwoman Donna Baringer,
Alderman Scott Ogilvie, Alderwoman Cara Spencer