

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

WHEREAS, over the last forty years, the City of Lee's Summit has grown into one of the largest cities in the Kansas City Metropolitan area and the State of Missouri. This growth has been effectively managed not only through the leadership provided by the Mayor and City Council, but also through the vision and goals established by the Lee's Summit 21st Century strategic planning process in 1993 and 1998. Many of the things that have come to mark the high quality of life in our community and the excellence of service from the City resulted from these processes; and,

WHEREAS, a community wide representative group of citizens acting as the Lee's Summit 360° Stakeholders worked together every three weeks for eight months to produce a strategic plan that would outline the needs and expectations for the Lee's Summit community over the next 10 - 15 years. Through hours of open debate, discussion, and collaboration among these stakeholders, six Key Performance Areas were identified as the main areas of emphasis for the strategic plan. The plan is divided into six key performance areas (KPA): Economic Development, Education, Health and Human Services, Local Government, Quality of Life, and Transportation; and,

WHEREAS, the Lee's Summit 360° Stakeholders completed the strategic planning process and presented the information to the Mayor and the City Council over several work sessions during the summer of 2009. Upon adoption of the Lees Summit 360° Strategic Plan by the City Council, the Mayor appointed a stakeholders committee responsible for implementation; and,

WHEREAS, the Lee's Summit 360° Strategic Plan was received by the City of Lee's Summit to serve as 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 is 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 enjoys economic independence and a high quality of life as a recognized destination city; 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 that:

- allows safe access along and across Lee's Summit streets for all people; and
- accommodates multiple travel modes, including: automobiles, motorcycles, buses, trucks, bicyclists, pedestrians, and transit riders; and,

WHEREAS, implementing a Livable Streets concept would accomplish the following goals and protect the public health, safety and general welfare by:

- reducing traffic congestion, air pollution, and gasoline consumption; and,
- improving the safety and access for all people using city streets; and,
- providing lower-cost transportation options/choices; and,
- encouraging active living to combat obesity and promote public health; and,
- complying with federal guidelines for pedestrian and bicycle access; 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 City desires to encourage walking, bicycling and transit use as safe, convenient and widely available modes of transportation for all people; and,

WHEREAS, the number of Missouri students who bicycle or walk to school has dropped dramatically over the past forty years, with 50% of students bicycling or walking in 1975, but only 15% doing so in 2005. In the same period, the percentage of children clinically defined as overweight has increased from 8% to 25%; and,

WHEREAS, Livable Streets would help convert short automobile trips to non-motorized travel; and,

WHEREAS, a safe walking and bicycling environment is an essential part of improving public transportation and creating a friendly, walkable community. Creating a community that invites and encourages walking, bicycling, and transit activity contributes to strong neighborhoods and encourages healthy, stable, safe and livable communities; and,

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

WHEREAS, the Livable Streets Policy will guide the design, operation and maintenance of City streets, trails, sidewalks and facilities; and,

WHEREAS, the City will consult with users, citizens, businesses and neighborhoods as it implements the City's Livable Streets Policy; and,

WHEREAS, the City will develop public and private transportation, facility and amenity improvements, maintenance, ordinances, enforcement, and operational practices and policies that contribute to Livable Streets that fit the context of the surrounding community. These may include:

- pedestrian and bicycle safety improvements,
- accessibility improvements (e.g., compliance with the Americans with Disabilities Act),
- street connectivity,
- transit accommodations,
- neighborhood planning and mixed-use development,
- access management;
- incorporation and maintenance of street trees and landscaping,
- lighting,
- bicycle and pedestrian friendly drainage structures; and,
- street amenities; and,

WHEREAS, the Lee's Summit 360° Strategic Plan recommends the adoption of a Complete Streets Ordinance that includes a "policy focus" to accommodate bicyclists, pedestrians, motorists 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 of multiple applicable ordinances, standards 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:

**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. These include, but are not limited to:

- interconnected street patterns,
- accessibility improvements (e.g., compliance with the Americans with Disabilities Act),
- short blocks to provide shorter walks for pedestrians and better connected street systems,
- road diets (e.g., reducing the vehicular lane width or reducing the number of traffic lanes to make it easier for pedestrians or persons using non-vehicular travel modes to cross the street),
- street trees and landscaping,
- bike lanes, wide curb lanes, and paved shoulders,
- sidewalks, trails, and crosswalks,
- bicycle and pedestrian friendly drainage structures,
- tighter curb radii and intersection corner bump-outs,
- access management, medians and pedestrian refuges,
- actuated and audible pedestrian signals,
- pedestrian friendly signal timing,
- bike racks,
- street furniture and street art,
- street and sidewalk lighting,
- bus stops, transit facilities, and transit access,
- end of trip facilities (e.g., showers, changing rooms and lockers).

“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 the public and private transportation system.

2. The City shall consider ordinances that further this Policy. For example, the City shall consider an ordinance that requires safe access for bicyclists, pedestrians, and other forms of travel in any new development or redeveloped areas. This ordinance should establish design standards for future development that provide for green space, trails, end of trip facilities, and safe access for all users.

#### SECTION FIVE. GUIDING PRINCIPLES.

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

1. The design and construction of all Public Improvement Projects shall include Livable Streets Elements identified in and required by:
  - a. public plans adopted by the Planning Commission, such as the Greenway Master Plan, Bike Plan, Transit 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.
2. 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, demand, probable use, space and area requirements and limitations, and legal requirements and limitations.
3. The City plans 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, shall be incorporated into other City plans, manuals, rules, practices, policies, training, procedures, regulations and programs as directed by the City Manager.
4. 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.
5. 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.
6. The City will strive to draw upon 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.

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.

## SECTION SEVEN. EXCEPTIONS

1. Any decision by the City not to incorporate Livable Streets Elements, as identified in and required by adopted public plans or development related ordinance, shall be documented with specific findings of fact of record that demonstrate:
  - 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.
2. The documentation shall consider plans adopted by the Planning Commission, such as the Greenway Master Plan, Bike Plan, Transit Plan, Thoroughfare Master Plan, and Capital Improvement Plan, all which may be independent or a part of the City's Comprehensive Plan, and all "Livable Streets" elements as required ordinance, such as the Unified Development Ordinance, Access Management Code, and the Design and Construction Manual.
3. The documentation shall be conducted by appropriate staff; or for private projects, the owner shall conduct the documentation subject to staff review.
4. The documentation 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 the transportation network and surrounding environment, whether additional property is required, physical or area requirements or limitations, and any other factors deemed relevant.
5. The documentation shall be submitted to the City Manager and/or the City Council, as appropriate, for consideration prior to approval of project design.

## SECTION EIGHT. LIVABLE STREETS ADVISORY BOARD.

The City shall consider adopting an ordinance which would create a Livable Streets Advisory Board (LSAB), providing for the following:

- The LSAB shall consist of nine (9) citizen members. One member of the Council shall serve as liaison, without voting rights.
- Citizen members shall serve three-year terms, which shall be staggered.
- Citizen Board members shall serve without compensation.

- The LSAB shall elect a Chair and Vice-Chair annually following the annual appointments to the Board.
- LSAB meetings shall be open to the public and shall be conducted pursuant to Missouri Sunshine Law, RSMo 610.010 et seq. Robert's Rules of Order shall govern procedural matters of the Board.
- The LSAB shall perform the following duties:
  - Advise the City on methods and procedures to accomplish the Guiding Principles of this Resolution.
  - Upon request of the City, assist with long-range and ongoing planning efforts.
  - Work with city staff to:
    - Educate the public regarding Livable Streets and promote Livable Streets and the Guiding Principles of this Resolution throughout the community.
    - Educate the public regarding safe bicycling, walking and driving options, applicable traffic laws, and the use of roads for multiple travel modes (e.g. "Share the Road" concept).
    - Encourage citizens to walk, bike and take public transportation whenever possible.
    - Evaluate the implementation and success of the Livable Streets Policy.
  - Apply for, continue and renew applications that designate, reward or recognize the City's support, progress and accomplishments regarding Livable Streets (e.g. "Bicycle Friendly Community" designation through the League of American Bicyclists and "Walk Friendly Community" designation through the Pedestrian and Bicycle Information Center).

SECTION NINE.

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 for the City of Lee's Summit, Missouri, this \_\_\_\_ day of \_\_\_\_\_, 2010.

\_\_\_\_\_  
Mayor *Randall L. Rhoads*

ATTEST:

\_\_\_\_\_  
City Clerk *Denise R. Chisum*

APPROVED by the Mayor of said City this \_\_\_\_\_ day of \_\_\_\_\_, 2010.

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*L. Rhoads*

ATTEST:

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*Mayor Randall*

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City Clerk *Denise R. Chisum*

APPROVED AS TO FORM:

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Assistant City Attorney *Trevor L. Stiles*