

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.

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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.

"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.

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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, 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.

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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*