

Livable • Streets



City of Charlotte



Complete Streets

Livable Streets, sometimes referred to as Complete Streets, are roadways designed to allow for safe and convenient travel by all users, including motor vehicles, pedestrians (including those with disabilities), transit vehicles, and bicyclists both along and across the corridor.

IMPROVE PUBLIC SAFETY

By making roads more accessible for all modes of transportation, Livable Streets provide safe and convenient travel for persons of all ages and abilities, including children and the elderly.

PROMOTE GOOD HEALTH

Livable Streets make active living easy by providing streets and sidewalks that encourage walking and biking. Livable Streets build a physical environment where residents are connected and mobile.

PROVIDE ECONOMIC BENEFITS

Livable Streets create attractive transportation corridors that make businesses both inviting and easily accessible. Attractive corridors increase property value and visibility for both homes and business owners.

ENHANCE ENVIRONMENTAL QUALITY

Not only do Livable Streets improve air quality by providing space that encourages low-emission travel, they include effective green infrastructure that retain and treat stormwater runoff and improve water quality. Also, Livable Streets provide landscaping elements that can reduce the heat island effect in urban communities.

ENSURE LONG-TERM SAVINGS

Costs for Livable Streets might be more initially, but are offset by the many long-term benefits they bring. Livable Streets may reduce construction and maintenance costs when roadways are narrowed and stormwater is more efficiently managed.



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Livable Streets



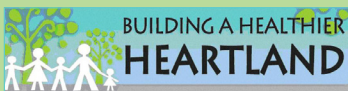
Five communities in the Kansas City area have adopted policies for Livable Streets.

What are Livable Streets?

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Lee's Summit adopted a Livable Streets resolution in November 2010 (Resolution 10-17). The resolution defines a livable street as one that accommodates all users, allowing them to travel safely along and across a transportation corridor. The policy applies to public improvement projects identified in locally adopted plans when updated. Livable street improvements would be considered with a balance of issues including costs and probable use. If livable streets elements are not included in projects identified for such design in a locally adopted plan, the city staff would be required to document reasons why and share that information with the city manager and city council.

Leawood adopted a Livable Streets resolution in May 2011 (Resolution 3592). The resolution instructs city staff to develop a Livable Streets plan with performance measures and implementation strategies. The policy requires the consideration of all corridor users in the planning, design, construction, operation and maintenance of all streets. The policy recognizes that improvements to create a Livable Street will happen over time and that changes will be made if proportionate to the cost of the total improvements for the roadway.

Independence, Mo., adopted a Livable Streets resolution in June 2011 (Resolution 5672). The resolution provides guidance to the city in considering Livable Streets principles in the design and construction of public improvement projects including plans, standards, regulations and ordinances. The city intends to incorporate Livable Streets in its strategic plans, standards and regulations, Unified Development Ordinance, public works manual, comprehensive plan and traffic code.

Kansas City, Mo., adopted a Livable Streets resolution in January 2011 (Resolution 110069). The resolution supports the concept of Livable Streets and commits to providing safe and livable neighborhoods. It promotes healthy and active people and a thriving community. It also lists the actions and plans already taken by the city that are consistent with Livable Streets.

The Unified Government of Wyandotte County/Kansas City, Kan., adopted a Livable Streets resolution in April 2011 (Resolution R-22-11). The resolution declares the county's intent to adopt a Livable Streets philosophy and directs the health, planning, and public works staff to prepare an assessment of the street and transportation network in meeting the needs of all users and recommendations for changes in county policy and design standards. The staff is instructed to encourage input from the community, conduct a walkability assessment, prepare a sidewalk and trails master plan, give priority to Safe Routes to Schools with a plan for priority locations for improvements, provide training, and include information in review documents.