

# Livable Streets

Kansas City area communities  
that have adopted policies

Last updated 3/19/2012



## WHAT ARE LIVABLE 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.



**MARC**  
Mid-America Regional Council

**BELTON, MO.,** adopted a complete streets resolution in January 2012 (**Resolution R2012-03**). The resolution defines a complete street as one that accommodates all users, allowing them to travel safely along and across a transportation corridor. Complete street elements are to be included in all plans, in capital improvement projects, and in consideration of maintenance of existing streets.

**BLUE SPRINGS, MO.,** adopted a livable streets resolution in September 2011 (**Resolution 83-2011**). 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. This resolution was recommended by the city's *Let's Move! Blue Springs* task group.

**GRANDVIEW, MO.,** adopted a livable streets resolution in November 2011 (**Resolution 2011-24**). The resolution requires the city to consider the inclusion of "Livable Streets Elements" in all of its public projects and in plans. If livable streets elements are not included, the rationale for exclusion must be documented.

**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, UDO, public works manual, comprehensive plan and traffic code.

**JOHNSON COUNTY, KAN.,** adopted a livable streets policy in September 2011 (**Resolution 041-11**). The resolution defines livable streets as streets designed and built that balance safety and convenience for everyone using the road. The resolution directs county departments to consider livable streets practices in the unincorporated areas of the county as a routine part of everyday operations and approach every transportation-related project and program as an opportunity to improve the transportation network for all users.

**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.

# Livable ● Streets

Kansas City area communities  
that have adopted policies

*continued from page 1*



## WHAT ARE LIVABLE 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.



**MARC**  
Mid-America Regional Council

**LEAWOOD, KAN.,** 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.

**LEE'S SUMMIT, MO.,** 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.

**ROELAND PARK, KAN.,** adopted a complete streets resolution in October 2011 (**Resolution 611**). The resolution approves the future development of a complete streets policy that supports ease of use and safety for all users of transportation systems within the city of Roeland Park.

**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. It prepares 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.