RESOLUTION

A RESOLUTION ESTABLISHING
THE LIVABLE STREETS POLICY
FOR THE CITY OF BLUE SPRINGS, MISSOURI.

WHEREAS, the City of Blue Springs, Missouri, (hereafter “City”), 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, the City became a Let’s Move! community through Resolution 22-2011 on March 7, 2011, which emphasizes the ability of communities to solve the challenge of childhood obesity locally by bringing citizens together to enact common sense, innovative solutions that empower families and communities to make healthy decisions; and,

WHEREAS, the City, in cooperation with StandUp Blue Springs and as part of a community-wide effort, organized four citizen summits (one each in May, June, and July 2011) to identify projects focused around healthy eating and active living; and,

WHEREAS, the development and adoption of a Livable Streets Policy was rated as a top priority for completion in 2011, reflecting two of the four Let’s Move! pillars: Provide Access to Healthy and Affordable Food; and Promote Physical Activity; and,

WHEREAS, the development and adoption of a Livable Streets Policy reflects goals and objectives identified by the Renew The Blue plan’s Planning and Re-Development Key Performance Area, as well as by the City’s Guiding Principles—in particular the City’s desire for a high level of “Livability”; and,

WHEREAS, the City recognizes that the built environment impacts and affects every committee, project, and program within the Blue Springs Let’s Move! initiative; and,

WHEREAS, as a part of the annual Capital Improvements Program adoption process, the City allocated a portion of the annual funding of the street rehabilitation program to sidewalk improvements citywide; and,

WHEREAS, the City desires to promote public health by encouraging walking and bicycling as a part of active living; 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 City envisions transportation 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, this goal implements the Livable Streets system in conjunction with other policies, regulations and plans, include but not limited to: Comprehensive Plan, Highway 7 Corridor Plan, Area Plan, Bike & Trail Master Plan, Unified Development Code, Renew The Blue, and Capital Improvements Program; 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 BLUE SPRINGS 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, bicyclists 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, all which may be independent or a part of the Comprehensive Plan; and
   b. Development related ordinances, such as the Unified Development Code.

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 Code, the Comprehensive Plan, 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 Administrator.

5. It is the goal of the City to foster partnerships with the State of Missouri, Jackson County, local 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 Program (CIP); 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 Administrator and/or the City Council, as appropriate, for consideration prior to approval of project design.

SECTION SEVEN.
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 of the City of Blue Springs, Missouri, and approved by the Mayor of Blue Springs, this 19th day of September, 2011.

CITY OF BLUE SPRINGS

Carson Ross, Mayor

ATTEST:

Kathy Richardson, City Clerk

Livablestreets9-19-11