



CITY OF GRANDVIEW

REQUEST FOR BOARD ACTION


Date: November 22, 2011

INTRODUCED FIRST READING	SECOND READING	THIRD READING
LOST	TABLED	PASSED

Agenda Section:  
**VIII CONSENT ITEMS**


Item:  
I.

Originating Department: PUBLIC WORKS

By: Dennis Randolph, Director of Public Works 

Approved for Agenda By:

Title: A resolution establishing the livable streets policy for the City of Grandview Missouri.

Cory L. Smith  
City Administrator 

BACKGROUND

Complete streets — sometimes referred to as livable streets — are roadways designed for safe and convenient travel by users of all ages and abilities. Pedestrians, bicyclists, motorists and transit riders must be able to safely move along and across a complete street. Transportation Outlook 2040, the Kansas City region's current long-range transportation plan, envisions a transportation system that meets the needs of all users and offers broad mobility choices. The plan includes policies and strategies that support implementing complete streets. Complete streets policies are recognized as an important element in achieving the region's goals of a comprehensive transportation system. These policies provide a planning and political framework for using transportation investments to ensure that rights of way are routinely designed and operated to enable safe access for all users.

BODY OF REPORT

The City of Grandview is building complete streets. This years' major street projects, Main Street Phase 1, and Botts Road are both designed as livable, complete, streets. There are a number of reasons why the City of Grandview should want to join other cities in the metropolitan area in adopting a Livable Streets Policy including:

- **They improve public safety**
  - By making roads more accessible for all modes of transportation, complete streets provide safe and convenient travel for persons of all ages and abilities, including children and the elderly.
- **They promote good health**
  - Complete streets make active living easy by providing streets and sidewalks that encourage walking and biking. They build a physical environment where residents are connected and mobile.
- **They provide economic benefits**
  - Complete 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.
- **They enhance environmental quality**
  - Not only do complete 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, complete streets provide landscaping elements that can reduce the heat island effect in urban communities.
- **They insure long-term savings**
  - Costs for complete streets might be slightly more initially, but are offset by the many long-term benefits they bring. Complete streets may reduce construction and maintenance costs when roadways are narrowed and stormwater is more efficiently managed.

Livable streets are the result of good, creative engineering and ultimately provide the safest and most economical transportation systems for a community. The fact is that the City of Grandview is building livable streets and it is important that we both formalize this work and get credit for the foresight of the Board of Aldermen.

RECOMMENDATION

Staff recommends that the resolution be approved

## **CITY OF GRANDVIEW**

RESOLUTION NO. 2011-24

### **A RESOLUTION ESTABLISHING THE LIVABLE STREETS POLICY FOR THE CITY OF GRANDVIEW, MISSOURI.**

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WHEREAS, the Missouri Livable Streets Design Guidelines document was received by the City of Grandview to serve as a guideline to create Livable Streets to support a livable community where all residents, visitors, and businesses can live, work, and play; and

WHEREAS, the City of Grandview 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, the City of Grandview 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 City of Grandview residents envision transportation in the City 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 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 BOARD OF ALDERMEN OF THE CITY OF GRANDVIEW AS FOLLOWS:**

Section 1. Title. This policy shall be known as the "Livable Streets Policy."

Section 2. 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 3. Definitions. "Livable Streets" 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 maintenance 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 4. Applicability. This Policy applies to the design, construction, and maintenance (e.g. resurfacing and striping modification) of Public Improvement Projects. The City shall consider public plans, standards, regulations, and ordinances that further this Policy.

Section 5. 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 planning, design, construction, and maintenance 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 Capital Improvement Plan or 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.

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. 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 Board of Aldermen.
5. It is a goal of the City to foster partnerships with the State of Missouri, County Government, school districts, citizens, businesses, Metropolitan Planning Organizations or Regional Planning Councils, 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 6. Livable streets summary.

1. A summary or description of the Livable Streets Elements of all Public Improvement Projects shall be included in:
  - a. The Capital Improvements Plan; and
  - b. The development review report of any private development plan that requires Board of Aldermen 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:
  - a. That the accommodation is not necessary because non-motorized use is prohibited, such as interstate freeways; or

- b. That the cost of accommodation is excessively disproportionate to the need or probable future use; or
- c. A documented absence of current or future need.
- d. The documentation shall be conducted by appropriate staff; or for private projects, the owner shall conduct the documentation.
- e. The documentation shall be submitted to the City Administrator and/or the Board of Aldermen, as appropriate, for consideration prior to approval of project design.

Section 7. This resolution shall be in full force and effect from the date of its passage.

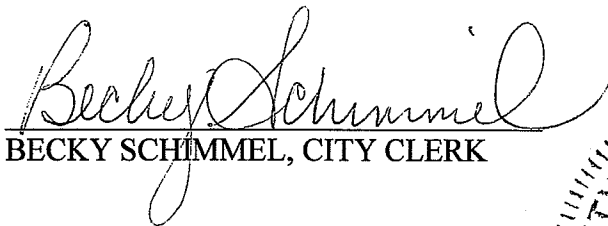
Passed this 22<sup>nd</sup> day of November, 2011.

Approved this 22<sup>nd</sup> day of November, 2011.



STEVE DENNIS, MAYOR

ATTEST:



BECKY SCHIMMEL, CITY CLERK

