

RESOLUTION 15-55

“A RESOLUTION OF THE CITY OF RAYMORE, MISSOURI ESTABLISHING THE LIVABLE STREETS POLICY.”

WHEREAS, the Growth Management Plan for the City of Raymore contains several goals intended to increase the livability of Raymore, including the expansion and attraction of new businesses, maintaining a safe and secure City, and continuing the expansion of the City trail and sidewalk network; and

WHEREAS, Raymore is participating in the Walk-Friendly Communities initiative and desires to be recognized as a Walk-Friendly Community, indicating the City’s commitment to improving walkability and pedestrian safety; and

WHEREAS, according to the Missouri Livable Streets Advocacy Guide a Livable Street is a transportation facility that ensures accessibility, comfort, safety and efficiency for all users; and

WHEREAS, the usual and customary users of the City’s road and street network include pedestrians, bicyclists and motorists of all ages and abilities; and

WHEREAS, the use of Livable Street design in the construction of new roadways and the retrofit of existing roadways is accommodating to residents of all ages and abilities.

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF RAYMORE, MISSOURI, AS FOLLOWS:

Section 1. The Council of the City of Raymore hereby adopts the “Livable Streets Policy”, attached hereto as Exhibit “A”.

Section 2. The Livable Streets Policy sets forth guiding principles and practices to be considered in transportation projects, so as to encourage walking, bicycle and vehicle use to co-exist in a safe and accommodating network of streets and facilities.

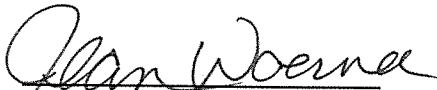
Section 3. The City shall, when considering transportation projects in the future, utilize the Livable Streets Policy as a guiding factor in the determination of final design for the project.

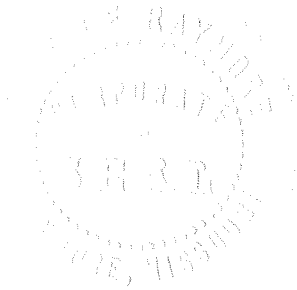
Section 4. Any Resolution or part thereof which conflicts with this Resolution shall be null and void.

DULY READ AND PASSED THIS 14TH DAY OF DECEMBER, 2015 BY THE FOLLOWING VOTE:


Councilmember Abdelgawad	Aye
Councilmember Barber	Aye
Councilmember Burke, III	Aye
Councilmember Holman	Aye
Councilmember Hubach	Aye
Councilmember Kellogg	Aye
Councilmember Moorhead	Aye
Councilmember Stevens	Nay

ATTEST:


Jean Woerner, City Clerk



APPROVE:


Peter Kerckhoff, Mayor

12/14/15
Date of Signature

Livable Streets Policy

Title:

This policy shall be known as the “Livable Streets” policy.

Purpose:

The Livable Streets policy sets forth guiding principles and practices to be considered in transportation projects so as to encourage walking, bicycle and vehicle use to co-exist in a safe and accommodating network of streets and facilities.

Definition:

“Livable Street” means streets that are designed and operated to enable safe access for all users, in that pedestrian, bicyclist and vehicle users of all ages and abilities are able to safely move through the transportation network.

“Public Improvement Project” means new roads, trails, sidewalks and associated facilities or reconstruction thereof, owned or maintained by the City.

Applicability:

1. The Livable Streets Policy is applicable to the construction, reconstruction, and maintenance of all city-owned transportation facilities in the public right-of-way, including streets, bridges, sidewalks, trails and pedestrian pathways.
2. The Livable Streets Policy may be applicable to the construction and maintenance of all privately constructed streets, bridges, sidewalks, trails and pedestrian pathways if, during the public hearing process for approval of a development that contains private streets, it is determined to be in the best interests of the City for the development to be in compliance with the Livable Streets Policy.

Guiding Principles:

1. The Missouri Livable Streets Design Guidelines is to be considered to encourage street design that promotes a safe pedestrian, cyclist and motorist environment to co-exist.
2. The City recognizes that Livable Streets may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time.
3. The City Public Works Director, City Manager, Planning and Zoning Commission, and City Council shall refer to the guiding principles contained in the Livable Streets Policy when considering approval of any development project, capital improvement plan project, transportation plan project, or similar project that involves the construction, reconstruction, reuse, or maintenance of any street, bridge, sidewalk, trail, pedestrian pathway and associated facilities.
4. Public Improvement Projects identified in the City Capital Improvement Plan shall include a summary of the Livable Street elements contained in the project.
5. When considering a public improvement project the Livable Streets Design Guidelines should be balanced with the following factors:
 - a. environmental sensitivity
 - b. cost
 - c. budget
 - d. demand for the facilities
 - e. probable use of the facilities
 - f. space requirements and limitations
6. The City Growth Management Plan, Original Town Neighborhood Plan, Parks and Recreation Strategic Implementation Plan, Community-Wide Trails Plan, Transportation Master Plan, Unified Development Code, and the Open Space and Linkage Plan shall be consulted when considering a livable street project.
7. Designs for all projects will be context-sensitive, considering adjacent land uses and local needs and incorporating the most up-to-date ADA compliant design standards for the particular setting, traffic volume and speed, and current and projected demand.

8. Each design project will be considered both separately and as part of a connected network to determine the level and type of treatment necessary for the facility.
9. The City will approach every project as an opportunity to create safer, more accessible streets, bridges, sidewalks, trails, pedestrian pathways, and associated facilities for all users.
10. The City shall consult with affected neighboring cities (Belton, Grandview, Kansas City, and Peculiar), Cass County, Jackson County, and the Missouri Department of Transportation, when considering Livable Street transportation projects that extend beyond the jurisdiction boundaries of the City of Raymore.
11. Future updates to the City Growth Management Plan, Transportation Plan, Parks and Recreation Plan, Open Space and Linkage Plan, and any other City Master Plan shall consider Livable Street principles when updating each plan.