



Walk Friendly Communities

Last updated 06/06/2011

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Community Profile

This section is intended to provide applicants with a chance to describe their communities. Having an understanding of the geographic, demographic, and economic make up of the community can help explain the challenges and opportunities that the community faces when planning for walking.

Contact Information

Name of Community:

Mayor or Top Official:

Mayor's Phone:

Community Contact Name:

Position/Employer:

Contact Address:

Address (line 2):

City:

State:

Zip code:

Phone/Fax:

Email:

Web site:

Pedestrian Coordinator & Government Staff

List your official pedestrian coordinator or pedestrian issues contact person on government staff, and identify his/her department.

Contact Person:

Contact Person Dept:

How many hours are spent per year in this capacity?

520

Is this person also the bicycle coordinator?

Yes No

List all other government staff or contractors whose primary duties are devoted to walkability and pedestrian safety issues:

Do you have a Pedestrian Advisory Committee, Ped/Bike Council or other venue for citizen input?

Yes No

If yes, please provide the name of the Chair and their contact information:

Livable Streets Advisory Board
Chair - Dr. Ed Kraemer
edwinkraemer@aol.com

Do you have an independent pedestrian advocacy organization?

Yes No

If yes, please provide the name and contact information:

Missouri Bicycle and Pedestrian Federation
Director - Brent Hugh
mobikefed.org

Community Profile

Population:

Area of municipality:

Population Density:

Total Area:

Park Land:

Land Area:

Avg Temperature January:

Avg Precipitation January:

Avg Temperature April:

Avg Precipitation April:

Avg Temperature July:

Avg Precipitation July:

Avg Temperature October:

Avg Precipitation October:

Median Household Income:

Age Distribution:

under 20:

age 20-64:

age 65-84:

Over 85:

Race/Ethnicity (categories based on the U.S. Census)

Hispanic or Latino (of any race):

Not Hispanic or Latino:

White:

Black or African-American:

Asian:

American Indian/Alaska Native:

Pacific Islander:

Other:

One race:

Two or more races:

Last updated 06/06/2011

Status of Walking

This assessment tool seeks to learn how *much* people are walking and how *safe* they are when they are doing so. Therefore, the outcomes that are most significant for the purposes of this tool are the numbers of walkers and the number of pedestrian crashes. Walk Friendly Communities is looking for communities that have created environments in which many people walk *and* pedestrian crash rates are low, or those communities that are making significant progress towards those ends. These two questions focus on these specific outcomes, while other questions in this survey address what measures are used by communities to facilitate walking and improve safety.

Question 1

According to the 1990 and 2000 Census, what percentage of residents used the following modes for their commute to work?

Walking 1990:	<input type="text" value="4.0"/>
Walking 2000:	<input type="text" value="4.1"/>
Bicycling 1990:	<input type="text" value="0.6"/>
Bicycling 2000:	<input type="text" value="0.2"/>
Public transit 1990:	<input type="text" value="0.1"/>
Public transit 2000:	<input type="text" value="0.2"/>
Single-occupant vehicles 1990:	<input type="text" value="83.3"/>
Single-occupant vehicles 2000:	<input type="text" value="88.3"/>
Carpool 1990:	<input type="text" value="12.0"/>
Carpool 2000:	<input type="text" value="7.2"/>

Please also provide the latest walking percentage of commuting to work from the most recent 3-year estimates of the American Community Survey:

If your community conducts its own travel counts, please include a link, attachment or description of those count results:

Web Link:

File Upload:

Count Results Description:

The City of Lee's Summit, MO conducts pedestrian and bicycle travel counts at street intersections as part of the vehicular data collection program, but this data is not representative of the pedestrian population throughout the community.

Question 2

How many pedestrian/motor vehicle crashes were reported in each of the last five years; and how many of these crashes resulted in injuries and fatalities?

Number of Pedestrian Motor Vehicle Crashes – 2010:

Number of Pedestrian Motor Vehicle Crashes – 2009:

Number of Pedestrian Motor Vehicle Crashes – 2008:

Number of Pedestrian Motor Vehicle Crashes – 2007:

Number of Pedestrian Motor Vehicle Crashes – 2006:

Number of Pedestrian Injuries – 2010:

Number of Pedestrian Injuries – 2009:

Number of Pedestrian Injuries – 2008:

Number of Pedestrian Injuries – 2007:

Number of Pedestrian Injuries – 2006:

Number of Pedestrian Fatalities – 2010:

Number of Pedestrian Fatalities – 2009:

Number of Pedestrian Fatalities – 2008:

Number of Pedestrian Fatalities – 2007:

Number of Pedestrian Fatalities – 2006:

Question 3

What trends, major changes, or significant progress in walking volumes and pedestrian/motor vehicle crashes has your community witnessed over the past 20 years or since it has begun addressing pedestrian issues and concerns in a comprehensive way?

It should be noted that more than one-half (27 of 51) of the reported vehicular/pedestrian crashes identified in Question 2 occurred on private property (e.g. private parking lots, private driveways), including one of the two fatalities that occurred in 2009. The other fatality occurred on a state highway. The ratio of injury crashes to non-injury crashes were higher for private property incidents (89%) that typically involve very low speed conditions than those on public right-of-way, i.e. public streets (67%), and may not be correctable. Several of the reported crashes were caused by the pedestrian (e.g. intoxication, running into vehicle, etc.). Generally, the number of vehicular/pedestrian crashes have been consistent over the last 20 years, with a slight trend increasing as expected with population and development growth.

The City has approved development standards that include pedestrian accommodations within the last 20 years to improve pedestrian safety on private property. The City has also taken several initiatives through engineering and enforcement to positively address pedestrian safety.

Last updated 06/13/2011

Planning

Pedestrian issues are addressed at many different levels of planning, ranging from neighborhood plans to city, county, state, and federal policies and plans. A comprehensive pedestrian plan should address all five Es (education, encouragement, enforcement, engineering and evaluation) along with public involvement. With thorough planning, a community can become proactive rather than reactive in addressing issues of pedestrian accessibility, safety, and aesthetics. Planning involves soliciting public input, collecting information about current and future conditions, and considering what policies, plans, programs and resources a municipality will require to meet your community's needs.

Question 1

Has your community adopted a pedestrian plan or pedestrian safety action plan?

Yes

Please provide a link or attachment of the plan.

Link to action plan:

Current action plan on file:

Sidewalk Action Plan.pdf

Action plan file upload:

What year was the plan adopted:

What performance indicators or other techniques does your community use to monitor completion?

Completion of the Sidewalk Action Plan is monitored using GIS and supplemental databases.

Does your community's pedestrian plan or other adopted plan or policy establish a target mode share for walking?

Yes No

If so, what is the target walking share?

Does the plan have a safety goal (such as the reduction in pedestrian crashes)?

Yes No

What elements of the plan are complete?

(Indicate what percent of the plan is complete, if possible.)

The goal is to provide safe and accessible pedestrian accommodations that comply with ADA and City standards. Several parts of the plan have been completed, such as gap and deficiency identification and school area studies with safe routes to school walking routes. Needs have been identified and additional funding has been secured to meet the highest priorities within the next 5 years (i.e. 2007 and 2010 voter approved bond elections for sidewalk maintenance and gap construction). This work has been a substantial component of the plan, implementation (i.e. construction) is ongoing and will require an extensive amount of financial, capital and human resources over a long-term horizon.

Question 2

Has your community adopted an ADA Transition Plan for the public right of way?

Yes

If so, please provide a link or attachment of the plan.

Link to action plan:

Current action plan file:

ADA Transition Plan.doc

Action plan file upload:

If yes, what year was it adopted?

Has the ADA Transition Plan been updated?

Yes No

If yes, what year?

Does the ADA Transition Plan address curb ramps and sidewalks?

Yes No

Explain:

Refer to the attached action plans, especially the Sidewalk Action Plan which was specifically developed to address curb ramps and sidewalks within the right-of-way throughout the City.

Does the ADA Transition Plan address street crossings and signals?

- Yes No

Explain:

Street Crossings and Traffic Signals have ADA compliant curb ramps and ADA compliant pedestrian actuation (push buttons). Depending on the demand for audible signals, audible signals may be installed or accessible training may be provided to the visually impaired individual in compliance with the Americans with Disability Act.

Who is responsible for the implementation of the ADA Transition Plan?

City of Lee's Summit, MO - Public Works

Is your transition plan being implemented?

- Yes No

Explain:

ADA compliance is integrated as a normal part of new construction, reconstruction and maintenance activity. Any construction, reconstruction or maintenance whether directly related to a pedestrian facility (sidewalk or ramp) or adjacent to a pedestrian facility will require ADA compliance or a waiver for unique circumstance documented in accordance with State regulations.

How is the ADA Transition Plan work funded?

The City of Lee's Summit integrates ADA Compliance and Transition into the normal funding of road improvement projects, including street maintenance activities such as curb replacement, sidewalk maintenance, and street overlays, as well as through an annual operating budget for sidewalk and sidewalk ramp ADA compliant maintenance activity. In addition, the citizens of Lee's Summit have recently (2007 and 2010) passed two bond elections totaling approximately \$5 million for the improvement of sidewalk, sidewalk ramps and ADA compliance. Another passed bond election (2010) has funded approximately \$10 million in curb replacement that requires, by policy, ADA compliance for all adjacent sidewalk ramps where curb maintenance will occur.

There are state roads in most communities. Has your state DOT adopted an ADA Transition Plan?



Yes

Is the state DOT transition plan being implemented?

Yes No

Explain:

In the past few years, MoDOT has been putting a renewed emphasis on compliance with the Americans with Disabilities Act. The agency has increased its review of plans for ADA issues, training on ADA issues, and engineering policies related to ADA issues.

MoDOT has recently updated its Transition Plan for ADA. A major update to the plan is now available for public comment.

Question 3

Has your community adopted a Complete Streets policy or ordinance?

Yes

If yes, please provide a link or attachment of the document.

Link to document:

Current document on file:

10-17.pdf

Document upload:

Browse...

Is the Complete Streets Ordinance being implemented and to what degree?

Yes No

Percent implemented:

Who is responsible for the implementation of the Complete Streets Ordinance?

How is Complete Streets work funded? (i.e., is it routinely funded as part of the project, funded with other set-aside funds, etc.?)

Complete Streets Elements will be routinely funded as part of public improvements and publicly financed private improvements.

Question 4

Please briefly describe how public input is used in the municipality's planning process. Mention the role that citizen participation, advisory board review, and/or the municipality's pedestrian/bicycle advisory council play in the process. How do you assure that individuals with disabilities are included in the public input process?

The Citizens of Lee's Summit have recently developed the City's Strategic Plan (LS 360 - available on the City's website). This is the third Citizens Strategic Plan, and resulted in the Livable Streets Policy and Livable Streets Advisory Board (LSAB). The LSAB oversees, and recommends to the City Council, compliance with the Livable Streets Policy; the policy includes all people of all abilities (especially those with disabilities). The Board has appointed members by the City Council representing the disabled community.

Provide any relevant links or attachments that indicate the formal and informal public participation and advocacy efforts in your community (i.e., a link to the pedestrian and bicycle advisory board website, if it exists, or documented guidelines for public participation in the planning process).

Website link:

Participation file upload:

Question 5

Does the city have a policy requiring sidewalks on both sides of arterial streets?

Yes No

On both sides of collector streets?

Yes No

Sidewalk funding and installation: (if applicable, please provide a link or attachment of the relevant ordinance or policy)

Sidewalk funds link:

Sidewalk funds file upload:

Does the city require sidewalks to be constructed or upgraded with all (or the vast majority of) new private development?

Yes No

Does the city have a sidewalk retrofit policy to fill gaps, repair sidewalks, and provide new sidewalks as needed?

Yes No

Question 6

Has your community established a connectivity policy, pedestrian-friendly block length standards and connectivity standards for new developments, or convenient pedestrian access requirements?

Yes

If yes, please provide a link or attachment of the policy or ordinance.

Link to document:

Current uploaded document:

Development Standards.doc

Document upload:

Question 7

Do you have a trails plan?

Yes No

Is it routine policy to preserve rail corridors no longer needed for railroad purposes?

Yes No

How many miles of trails (paved/hard surface/natural) currently exist in your community?

How many miles of trails are included in your current planning documents?

Please provide a link or attachment of relevant plan, if available.

Link to document:

Trail plan document upload:

Briefly describe trails and paths that are provided around the following locations. Include any relevant internet links that illustrate trail networks.

Lakes and waterways:

Refer to the Greenway Master Plan (Link Provided in Application). Routes around lakes include:

Lakewood Loop

Raintree Loop

Longview Loop

There are also a few bodies of water and streamways with adjacent paths throughout the City, including Legacy Park and McKee Park.

Utility corridors:

Trail development along the Cedar Creek Sewer Corridor (Utility), which parallels the Rock Island Railroad Corridor, is ongoing.

Municipal golf courses:

Legacy Park Disc Golf Course has a trail system. There are no municipal golf courses located in the City Limits of Lee's Summit.

Private development (e.g. office parks, hospitals, residential developments):

Many developments throughout Lee's Summit, both public and private include trail systems: John Knox Village is a public/private subdivision for senior care with over 1200 residents, medical facilities, offices, restaurants and commercial establishments (Refer to John Knox Village website for more information). Winterset, Meadows of Winterset, Arborwalk, New Longview, Longview Farms, Eagle Creek, Lakewood, and Raintree are among many residential subdivisions with trail amenities. Longview Community College has a trail network as does the Recreational Center, Community Center, Senior Center and Police/Municipal Court Properties. The City also has a couple large outdoor retail centers totaling over 1 million square feet with integrated paths for pedestrians throughout the properties.

Other open space:

Legacy Park, Lowenstein Park, Banner Park, Canterbury Park and Lea McKeighan Park are only a few of the Park and Recreational Areas that have walking and multi-use trails.

Is it routine policy to build trails and paths with all new and major re-developments?

Yes No

Is it required through zoning regulations?

Yes No

Are incentives provided to encourage trail construction?

Yes No

If so please provide a link or attachment of the policy or ordinance.

Link to trail incentive:

Incentive file upload:

Question 8

Is your community served by public transportation?

Yes

If yes, please list the agencies and whether they are city, regional, or both.

The City of Lee's Summit has contracted with the Kansas City Area Transit Authority for an express route (KCATA Route 152) between Lee's Summit (a park and ride facility is located near Chipman Road and 50 Highway) and the City of Kansas City, MO (downtown KCMO) during weekday AM and PM commuting periods as well as a metroflex curb-to-curb service that covers a majority of the City Monday through Friday (KCATA Route 252). The City also contracts with OATS for door-to-door bus service Monday through Friday anywhere within City Limits.

In addition to the three bus services noted above, an AmTrak station is located in the center of downtown Lee's Summit, providing regional and national rail service.

Please provide the following performance indicators and details to indicate how well your community is served by public transportation.

Percent of population living within a quarter mile of a bus stop or 1/2 mile of a rail station:

Service miles per capita:

Hours of operation for transit service:

Weekday:

Weekend:

Average headway on bus routes:

Average headway on train routes: Average peak period bus headway On time performance (%):

Percent of bus stops that have wheelchair accessible shelters:

What route planning software and trip information is provided?

Sidewalk, curb ramps, and street crossings around the majority of bus stops are ADA compliant (check one):

- None Few Some Most All

Question 9

Which of the following approaches does your community use when planning for parking? Please provide a link or attachment of relevant ordinance or policy and describe when and where these strategies are used. (check all that apply)

Maximum parking standards or absence of minimum parking standard

Parking location requirements (i.e., parking below, beside, or behind a building; allowing on-street parking to meet minimum parking requirements)

Link to location requirements:

File upload:

Description of requirements:

The PRO (Planned Residential Office) zoning district requires parking lots to be located in the rear yard (UDO Section 5.140.D.2). The CP-1 (Planned Neighborhood Commercial) zoning district design standards do not encourage parking lots that are positioned as primary uses along pedestrian walkways. (UDO Section 5.180.D.1). The CBD (Central Business District) zoning district design standards encourage on-street, to-the-rear or structured parking over front or side surface parking lots (UDO Section 5.200.D.2).

-
- Surface lot size and design requirements, including pedestrian and vehicle separation, locating lots to the side or behind businesses, alternative use of parking lot, landscaping, etc.

Link to size/design requirements:

Current document on file:

Parking Lot Design.doc

File upload:

Description of requirements:

Parking Lot Design, Lighting, Screening and Landscaping are required in accordance with the Unified Development Ordinance. Parking lot size is limited by several factors including setback requirements and maximum allowable percentage of impervious coverage. There are many landscaping requirements for parking lots, including visual screens, minimum green space, and linear landscape buffers adjacent to sidewalk. These requirements foster a pedestrian-friendly environment.

-
- Shared parking allowances

Definition: Shared parking lots can reduce the total number of parking spaces needed in a particular area by coordinating peak parking demand times between different buildings and different uses. For instance, an office building might be able to share a parking lot with a restaurant that operates only in the evenings, as the former would use the lot during the day and the latter would use it at night.

Link to allowances:

Current document on file:

Shared Parking.doc

File upload:

Description of allowances:

Shared parking is allowed and often encouraged, especially within the City's Central Business District (Downtown). The Unified Development Ordinance, Article 12, provides the conditions and requirements for Shared Parking.

Priced public parking

Parking cashout incentives

Definition: Parking cashout is a financial incentive in which employees who do not drive and park at work receive a subsidy that approximates the cost employers bear to provide free parking to employees.

Remote parking and/or park and ride

Link to remote parking:

Current document on file:

Shared Parking1.doc

File upload:

Description of remote parking:

Remote parking is allowed. When remote parking is located across a major arterial or highway, a grade-separated pedestrian walkway is required. Remote Park and Ride is also allowed, but requires a Special Use Permit. The Unified Development Ordinance, Article 12, provides the conditions and requirements for Remote Parking and Park and Ride.

Other (please describe)

Question 10

Approximately what percentage of development in the last five years has been infill?

What measures does your community use to encourage dense, mixed-use development?
(check all that apply)

Secondary or accessory dwelling units are permitted

Definition: These units are self-contained apartments on an owner occupied single-family lots.

Link to measure:

File upload:

Description of measure:

Loft dwellings above detached garages are permitted as an accessory use to a permitted single-family residential use in all residential zoning districts with some conditions, except the R-1 district with the “Old Lee’s Summit” area as described in the Downtown Master Plan (UDO 8.050.M).

Retail/commercial uses are required on the ground floor of residential buildings in mixed use corridors or districts

Density bonuses to developers are provided for providing amenities that enhance walkability and liveability

Definition: Density bonuses are used by local governments to allow a developer to build at a higher density than zoning permits in exchange for providing affordable residences or walk-friendly amenities.

Link to measure:

File upload:

Description of measure:

With limited exception, the UDO does not explicitly provide for density bonuses. However, the UDO grants City Council the authority to approve a higher density than that established for a particular zoning district via a “modification” to the development ordinance as part of the approval of a preliminary development plan. Modifications are considered on a case-by-case basis. A modification approving higher density could be granted at the discretion of the City Council for a number of reasons, including a developer providing amenities. Specific density bonuses for walkability elements in certain zoning districts are mentioned in Article 5 of the UDO. For example, the Residential Planned District, RP, provides density bonuses for projects incorporating trails, additional landscaping and open space (Section 5.100.C.6).

Form-based or design-based codes are used

Definition: These codes are an alternative to conventional zoning that can be used to ensure a walk friendly environment by regulating the form, scale and massing of buildings rather than the use. They are

typically presented with both diagrams and words.

Neighborhood school siting policies

Other (please describe)

Link to measure:

File upload:

Description of measure:

Crime Prevention Through Environmental Design (CPTED) Standards contained in the Unified Development Ordinance, Article 7 (Division VI), create an environment of pedestrian security.

Question 11

Please briefly describe any urban design features or pedestrian amenities that your community uses or requires to create a comfortable and attractive walking environment. Include features such as sidewalk furniture, landscaping, art, and lighting; building and facade design requirements; and amenities like public restrooms, water fountains, and signs or wayfinding systems.

Lighting, Four-Sided Architecture, Screening, Historic Preservation, Buffering, Landscaping, and Building Facade requirements enhance the development standard throughout the City and create an inviting pedestrian atmosphere. These elements are required in accordance with the Unified Development Ordinance. Elements such as traffic calming, fountains, decorative monumentation/subdivision entry treatments, and furniture have been used throughout the city in development, but are not required in the Unified Development Ordinance.

Please provide a link or attachment of the ordinance or policy that addresses these features.

Link:

File Upload:

Question 12

Please briefly describe any other planning policies related to promoting or enhancing walking in your community.

Livable Streets Policy

Last updated 06/07/2011

Education & Encouragement

Education and encouragement are primary components in creating a successful walk friendly community. This section seeks information about the programs, policies and strategies your community uses to inform, inspire, motivate or reward walkers and other users of the public right of way. It also asks the question "Do your efforts result in a safe walking environment?" Effective pedestrian safety education begins at an early age, is age-specific, and continues through the years across all modes (i.e., motorists educated about pedestrian safety contribute to a safer, more pleasant walking environment for pedestrians; this environment enables and encourages more people to walk).

Encouragement programs can be fun and inclusive in seeking to establish good habits or change unhealthy or unsafe habits. The education and encouragement strategies listed below are common to many walkable communities. If your community uses other strategies to educate the public and encourage walking, please describe them as well.

Question 1

Please describe any Safe Routes to School (SRTS) programming being implemented in your community in the space provided below.

Check any of the following activities that are part of your SRTS programs and include information about the nature, scope, and results of these activities (as well as any others not listed below) in your description.

Walk to School Day/Week

Definition: Walk to School Day is an international event that takes place annually in October. Schools from all over the country plan special activities to encourage students to walk to school. This special event can be a great way to start a Safe Routes to School program.

Description:

Some of the schools take part in Walk to School Day events. Participation is decided by each individual school administrator/principal depending on school location, parent/adult participation and safety.

Walking Wednesdays or other walking events

Definition: Some schools and communities promote walking to school by having regular Walking Wednesday events in which parents, teachers, and students may meet up near the school campus and walk to school together.

Walkability audits or SRTS maps

Definition: By auditing and assessing walking routes and creating maps indicating the safest routes to school, communities can help educate students and families about the best routes to take.

Description:

Public Works Traffic Engineering Division, consisting of the City Traffic Engineer and traffic engineering staff, have completed school area safety studies for all elementary and middle schools (22 public and private institutions) throughout the City with identified safe routes to school maps and appropriate traffic controls and schoolchild accommodations provided. These safety studies were coordinated with the school districts and school administration. The information was made available for dissemination to students through the schools principals.

Walking School Bus

Definition: From saferoutesinfo.org : A group of children that walk or bicycle to school together accompanied by one or more adults.

Description:

Some schools take part in Walking School Bus activities. Participation is decided by each individual school administrator/principal depending on school location, parent/adult participation and safety.

Student safety patrol

Definition: From saferoutesinfo.org: Student safety patrols enhance enforcement of drop-off and pick-up procedures at school by increasing safety for students and traffic flow efficiency for parents. Such efforts allow students to participate in promoting traffic safety where they learn skills they can use in their everyday lives.

Description:

Some schools have a Student Safety Patrol for drop-off and pick-up operations on School

Property. Student Safety Patrol do not control traffic on public rights of way such as street crossing; this is conducted by an adult crossing guard in compliance with the Manual on Uniform Traffic Control Devices. Participation is decided by each individual school administrator/principal depending on school location, parent/adult participation and safety.

Tracking system to count the number of children walking to school

Description:

Each school is responsible for tracking the number and frequency of children walking to school. Participation is voluntary, decided by each school administrator/principal, and not consistent among school locations.

The City's Public Works Department - Traffic Engineering Division, tracks the number of children walking to school for all elementary and middle schools in the assessment of school area safety and safe routes to school. All of the elementary and middle schools have been evaluated with associated safe route to school plan. This review/audit program of school area safety is planned to occur every 3-4 years. This measure does not reliably represent or track the total number of schoolchild pedestrians that walk to school.

Other (please describe)

Please estimate what percent of schools in your communities participate in the following:

Ongoing SRTS program:

Special walk to school events only:

No walk to school or SRTS activities:

Question 2

Please describe any education and training programs related to pedestrian education, safety, or design for staff in your municipality. Staff may include transportation officials, law enforcement officers, school staff and teachers, and advocates and public health professionals. Please include in this description the nature, frequency, scope, and results of these programs.

City staff and law enforcement have annual drivers education training that includes pedestrian safety awareness. Law enforcement have additional training required for

pedestrian and driver safety beyond the City's annual requirement of employment.

Transportation personnel, i.e. bus drivers and transportation administrative staff, for the school district(s) are routinely trained for driver and pedestrian safety.

City transportation officials, i.e. traffic engineers, transportation engineers, and planners, are routinely trained for pedestrian safety and design through continuing education requirements, professional registrations, accreditations, design standards and regulatory requirements.

Training and education is frequent, programmed annually as a normal part of the City and School District operating budgets.

For example, the City Traffic Engineer attends several continuing education sessions related to pedestrian safety each year, currently serves on committee to update the APWA Design Criteria for Pedestrians and Bicycles (Section 5300), and has presented complete streets at technical conferences educating others.

Question 3

Please check and briefly describe any education or encouragement campaigns that are implemented in your community regarding the following topics. Include information about the target audience, techniques used (e.g., posters, workshops, etc.), frequency, scope, and results of the programs. Please mention what measures your community has taken to make sure that education and encouragement campaigns are inclusive of all populations. Also mention your community partnerships (such as Public Health & Planning partnerships) that collaborate on these efforts. Provide any relevant links and attachments to help illustrate these descriptions, if available.

Walking safety training (e.g., targeted walking education or encouragement programs for children, older adults, college students, transit riders, etc.)

Living safety with respect to pedestrians (e.g., pedestrian safety included in drivers education curriculum, test, manual or bus driver training)

Link to relevant material:

Description:

Annual, mandatory, drivers training for employees of the City include pedestrian safety awareness. Drivers education courses are not required for licensure or students, but do include pedestrian safety awareness.

Public service announcements

Public health campaigns related to walking

Link to relevant material:

Description:

The City and the Health Education Advisory Board often publish in news media the health benefits of walking and active living. These messages encourage and promote walking. Most recently, an article was published in the Lee's Summit Journal during the month of May 2011.

The Parks and Recreation Department offers several programs that promote healthy lifestyles, some of which are related to walking. For example, Parks and Recreation provide a "Did you Know" campaign that outlines benefits of parks to community wellness (There are 100's of DYK facts, but one for example related to trails and health/wellness – "walking the Legacy Park 4.5 mi perimeter trail twice a week will burn 10.4 pounds of body fat per year"). Another example, RevUp Community Fitness Challenge, is a pilot program available to select customers until funding is secured for the widespread deployment throughout the community. Parks and Recreation also promotes the greenway system with marketing information through maps, LSPR website, and quarterly greenway newsletters.

Environmental campaigns related to walking

Walk to work events

Prescription walking or prescribed trails

Definition: Prescription walking or prescribed trails are when doctors prescribe walking time/distance and location

Other (please describe):

Question 4

Please check and briefly describe any walking tours, guides, or maps that are available (on-line or printed) in your community. If available, please provide a link, attachment, or pictures of wayfinding devices and/or plans, maps, or brochures for these walking tours.

Walking maps (e.g., neighborhood maps, school route maps, city-wide maps, etc.)

Link to relevant material:

<http://www.cityofls.net/Transportation/Sc>

Description:

School route maps have been developed for each elementary and middle school throughout the City. A couple examples have been posted on the City's website for reference.

Wayfinding and route signs for pedestrians

Link to relevant material:

Description:

A downtown wayfinding plan has been developed and is gradually being implemented as funding allows. The plan, developed by Bowman, Bowman, Novick Inc., dated 2009, is available upon request.

The City's Greenway Trails have wayfinding signs along each route and designated loop.

History, historic district, architectural, or other themed walks

Guided by a person

Unguided using books and brochures, audio tours, or signs and wayfinding

Link to relevant material:

Description:

There have been several walking tours, and associated maps, books and

materials, covering the history of downtown and historical architecture, historical churches, registered historical houses and cemetery over the last several years. These walking tour books and maps are available from the Planning and Development Department at City Hall, contact Chris Hughey (Historical Preservation Staff Liaison).

Greenways and trail maps

Link to relevant material:

<http://cityofls.net/Parks/Parks-and-Trails>

Description:

Map of Existing and Planned Multi-Use Trails

Question 5

Please briefly describe any events and activities in your community that promote walking. Include information about the target audience, nature, frequency, scope, and results of these events. Provide any relevant links and attachments, if available. Please mention any street closures, (e.g., festivals, farmers markets, or Sunday Parkways), Walk to Work events, Main Street programs, or art or culture walks.

The City of Lee's Summit annually conducts and hosts a multitude of events and activities that promote walking, including triathlons, races, benefit walks, festivals, and special events. Special events and festivals that are conducted each year include the Parks and Recreation Summer Concert Series, Downtown Days, and Oktoberfest in which the streets downtown are closed for daily, weekend and week-long activities in the spring, summer and fall. In addition, the Farmers Market is open downtown weekly from spring to fall. There are other parades, such as the Bunny Hop, Homecoming, and St. Patrick's Day Parade; and run/walk events such as Night Flight, that occur annually. Downtown also hosts Art programs and Sustainability Fairs. There are other events, such as Legacy Blast, Longview Kite Festival, Strotherfest, Summit Fair Concert Series and Longview Art Fair held throughout the community. These activities and events attract more than a hundred thousand adult and child pedestrians each year to Lee's Summit. More information is available regarding some of these events on the City's website, Downtown Mainstreet Lee's Summit website, LS Chamber of Commerce website, Summit Fair website, and New Longview website:

<http://cityofls.net>
<http://www.newlongview.com/docs/events.asp>
http://www.lschamber.com/?page_id=55
http://www.downtownls.org/?category_name=events
<http://mccflightsoffancy.org/>
<http://www.summitfairshopping.com/calendar.asp>

Question 6

Please briefly describe any other education or encouragement programs affecting walking in your community.

Last updated 06/13/2011

Engineering

Designing, engineering, operating, and maintaining quality roadways and pedestrian facilities is a critical element in producing a Walk Friendly Community. Designers and engineers have a diverse array of design elements and ever-developing technologies at their disposal that provide a safer, inviting, and more accessible street for pedestrians. These benefits aren't limited to pedestrians. By accommodating pedestrians in all roadway designs, roads become safer for all users. Therefore, it should be essential that pedestrian engineering and design tools are used throughout your community, including sidewalk accommodations and standards, crossings and intersections, traffic calming, trail design, and newer, innovative treatments.

Question 1

Which of the following standards, if any, are included in your municipality's sidewalk design specifications? Please provide a link or attachment of the municipality's sidewalk design standard specifications.

Sidewalks at least 5' wide in residential areas, 10' - 30' in commercial zones

Required buffer zone between sidewalk and street

Level and continuous sidewalks at driveways so that driveways do not look like roadways

Sidewalk design link:

Current design on file:

Sidewalk Installation Requirements1.doc

Sidewalk design file upload:

Question 2

Estimate the percent of arterial and non-arterial streets that have sidewalks on both sides of the road, one side of the road, or have paved shoulders (minimum of 4 ft) in your community.

Sidewalks on both sides – Arterials:

Sidewalks on both sides – Non-Arterials: Sidewalks on one side - Arterials: Sidewalks on one side - Non-Arterials: Paved shoulders \geq 4' – Arterials: Paved shoulders \geq 4' – Non-Arterials: **Please enter the following information about your road network:**

What is the mileage of your total road network?

How many miles of sidewalks are in your pedestrian master plan?

How many miles of new sidewalk did you construct last year?

How many miles of new sidewalk did you construct in the last three years?

How many miles of new sidewalk do you plan to construct in the next three years?

Question 3**Does your community have a sidewalk condition and curb ramp inventory process?** Yes

Description:

A sidewalk condition and curb ramp inventory process is part of the Sidewalk Assessment Report (Sidewalk Action Plan).

Although the subsequent question indicates only about 10% of all intersections have curb ramps on all four corners, rarely do we have an intersection that requires (or needs) a ramp on all four corners. Nearly all residential street intersections have sidewalk on just one side, with a resulting ramp need on only 3 of 4 corners; in which case these ramps are typically constructed (75%). Likewise, in the interest of public safety, the City does not generally cross pedestrians at all four corners of major intersections that do not have stop control or signal control. Whereas, nearly all (90%) of the all-way stops and signals do have ADA compliance on all four corners and where gaps or deficiencies exist, a robust mitigation plan has been approved and received substantial funding.

Does your community use government funds to repair broken sidewalks?

s

What is the annual line item for sidewalk maintenance in your community's budget?

Estimate the percent of intersections that have ADA accessible ramps on all four corners.

Estimate the percent of sidewalks that need to be repaired or replaced.

Does your community have a program to install curb ramps?

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How many ramps are installed per year?

How many ramp installations are planned
for next year?

Does your community have a program to repair and replace broken sidewalks?

s

How many locations (or linear feet) were
fixed last year?

How many repairs are planned for next
year?

Is there a method for residents to report missing or broken sidewalks and curb ramps?

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Please explain the report process (e.g., on-line complaint form):

Residents can report missing or broken sidewalks and curb ramps directly to the Public Works Department via phone or on-line complaint form available on the City's website under "Contact Us".

Question 4

Please indicate the number of bridges or overpasses in your community and how many of those provide for pedestrians through shoulders, sidewalks, or multiuse paths.

Number of Bridges (excluding freeways):

Number of Bridges with pedestrian provisions on at least one side:

Number of Pedestrian overpasses (or bridges):

Number of Pedestrian underpasses:

Identify the last three bridges built (or major reconstruction) in your community, and do the bridges provide pedestrian provisions on at least one side?

Bridge Number 1

Pryor Road bridge over Cedar Creek between 3rd Street and Longview Road. This new 4-lane major arterial bridge included wide sidewalk and paved multi-use trail on each side for pedestrian accommodations. It was constructed within the last 3 years.

Bridge Number 2

Chipman Road bridge over Cedar Creek between View High Drive and Pryor Road. This 2-lane minor arterial bridge replacement included sidewalk and paved multi-use trail along each side for pedestrian accommodations. It was constructed last year.

Bridge Number 3

Pryor Road Bridge over Interstate 470. This new 4-lane major arterial interchange overpass was constructed with sidewalk along both sides for pedestrian accommodations. It was constructed within the last two years.

Identify bridges currently under design. Do the bridges provide pedestrian provisions on at least one side?

There are currently two bridges under design, Bailey Road bridge over the UPRR between MO Route 291 and Hamblen Road and Tudor Road bridge over the UPRR between Ward Road and Douglas Road. Bailey Road will be a new 2-lane minor arterial with paved multi-use trail along one side and across the bridge for pedestrian accommodations. Tudor Road

will be a new 4-lane minor arterial with sidewalk and paved multi-use trail along each side and across the bridge for pedestrian accommodations.

Question 5

Does your community maintain a pedestrian signalling system?

Yes

Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at signalized intersections. Provide a link or attachment of the relevant policy or ordinance, if available.

Description:

Traffic signal controlled intersections include pedestrian actuation and countdown indications.

Link to policy or ordinance:

Upload policy or ordinance:

Browse...

Do you provide pedestrian recall (pedestrians receiving a walk signal during every phase without using a push button) in high pedestrian corridors?

Yes No

At locations where pedestrian push buttons are used, are the push buttons reachable from a level landing and located in line with the crosswalk line furthest from the intersection?

Yes No

Approximately what percentage of intersections have accessible pedestrians signals with audible walk indications?

Approximately what percentage of intersections have pushbutton-integrated accessible pedestrians signals with audible and vibrotactile indications?

What is the average walk speed used to determine signal timing?

Do you operate your signals that have dedicated left turn arrows with a protected only phase or with protective permissive phases? Please explain:

Sometimes. Depending on traffic and intersection conditions, a protected only, protected-permitted or permitted left-turn will be operated. Increasing levels of protection are required where the traffic volume does not allow sufficient gap in traffic or a preventable crash history is evident. Protected only left-turns are used everywhere sight distance is limited, pedestrian activity is high, a preventable crash pattern exists or where more than one left-turn lane per movement is present.

Do you use right-turn-on-red restrictions? If yes, when and where?

Yes. Right-turn on red restrictions are used where sight distance is limited, a correctable crash pattern exists, where high pedestrian activity exists or depending on the volume of conflicting U-turn movements, where U-turns are permitted.

What percentage of intersections have countdown signals?

Question 6

Please briefly describe initiatives your community has taken to ensure or improve pedestrian access, safety and convenience at crosswalks. In your description please address the following questions. Provide a link or attachment of the relevant policy or ordinance, if available.

Description:

Within the last year, all pedestrian signal indications have been replaced with LED symbolic indications including countdown timers. In addition, pedestrian clearance intervals have been updated to comply with the most recent edition of the Manual on Uniform Traffic Control Devices.

Pavement markings for pedestrian crosswalks are renewed annually.

As part of the City's sign retroreflectivity plan, all signs within the City are being replaced, including pedestrian and school area signing. This project has been underway for the last 2 years with about 1/3 of the signing complete. The replacement of remaining signs has been budgeted and scheduled to complete in compliance with the MUTCD.

Link to policy or ordinance:

Current policy or ordinance on file:

Section 5900 - Traffic Signal Design Criteria.pdf

Upload policy or ordinance:

How are marked crosswalk locations selected?

All crosswalks are marked at traffic signal controlled intersections and multi-way stop intersections. Crosswalks are also marked at mid-block locations, roundabouts and at uncontrolled intersections along arterial streets when the adjacent facility is a multi-use trail.

What is your standard crosswalk marking type (e.g., parallel lines, ladder style, high visibility, etc.)?

Varies...Parallel lines are used for all crd

Are crosswalk markings regularly maintained?

Yes No

in-road stop/yield signs used?

Are advance stop/yield lines placed at multilane uncontrolled marked crosswalks in order to reduce multiple threat crashes?

Yes No

Are there other pedestrian safety practices being used at crosswalks?

Street Lighting

Question 7

Does your community design and build its own roadways?

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Please indicate which geometric features, if any, are being used to ensure or improve pedestrian access, safety, and convenience. In your description, please address the questions following the feature in question.

Medi Crossing/Refuge Islands

Is there a standard or typical roadway that these are used on? How many have been installed in the last three years? Are any more planned?

Description:

Typically, all arterial roadways built to urban standard (i.e. not an interim two-lane rural road with shoulders) have a raised median requirement in conformance with the City's Access Management Code.

Link to island policy:

Current island policy on file:

AMC Nov 4, 2004.pdf

Upload island policy:

Curb xtensions

How many have been installed in the last three years? Are any more planned?

Description:

Although none have been constructed in the last three years, within the last five years streets in the City's downtown core were reconstructed and included 31 curb extensions and more than a half dozen were constructed in the New Longview development.

Link to curb extension policy:

Upload policy:

Stand rd Curb Radii

What is the standard radius (10', 15', 20', 25', 30', 35') for local, collector, and arterial streets?

Description:

Local Street - Standard 25' Radius (Except as permitted in planned development where 15'-20' radius may be allowed).
 Collector Street - Standard 30' Radius (Except as permitted in planned development where 20'-25' radius may be allowed).
 Arterial Street - Standard 35' Radius

Link to curb radius policy:

Current island policy on file:

5200.pdf

Upload curb radius policy:

Other

Please provide a description of the other features being implemented.

Description:

Roundabout intersection construction alternative to traffic signal control. The

City has four multi-lane roundabouts and ten single lane roundabouts located throughout the City. The City also incorporates traffic calming in residential areas and has a traffic calming program to address existing areas of traffic and pedestrian concern on residential streets. There have been many applications of traffic calming throughout the City, including speed humps, raised crosswalks, and neighborhood traffic circles. The City has a street lighting policy for intersection lighting at all intersections and continuous street lighting installed on all arterial roads. The downtown area has continuous lighting along all streets.

Link to other design features:

Design features currently uploaded:

NTSP.pdf

Upload other design features:

Browse...

Initiatives to increase safety for people crossing the street at bus stops that are not located at signalized intersections or crosswalks

Please describe these initiatives.

Description:

There are no designated bus stops in the City. The transit services provided are generally described as door-to-door or curb-to-curb bus service. The park and ride facility is located adjacent to a traffic signal controlled intersection.

Link to bus stop policy:

Upload bus stop policy:

Browse...

Question 8

Please briefly describe any innovative pedestrian treatments installed in your community. Treatments may include special pedestrian phasing such as a leading pedestrian interval or scramble timing, crossing aids such as a HAWK beacon or rapid flash beacon, or passive pedestrian detection. Include any relevant links or attachments, if available.

Description of treatments:

The application of pedestrian actuated flashing beacons will be installed this summer (2011) for an elementary school crossing.

Link to special treatment document:

Upload special treatment:

Question 9

Please briefly describe your community's traffic calming practices and/or policies and cite any relevant examples. Traffic calming practices may include road diets, lane diets (reduction in lane width) or streets with a pedestrian focus. Provide any relevant links or attachments, if available.

Description of practices:

The City has a traffic calming program for residential areas, with many applied speed humps, raised crosswalks, and residential traffic circles throughout the City to address citizen concerns regarding travel speed and volume. The City also pursues select traffic calming techniques for major roadways, that include roundabouts and road diets. Several years ago the standard lane width for new construction was changed from 12 feet to 11 feet. At least one major roadway (approximately 1 mile) and another two are planned to undergo a road diet. Blackwell Road was changed from a four-lane facility to a three-lane facility with adjacent accommodation for bicycles. The downtown streetscape project, which has received Mainstreet national recognition, was constructed with a pedestrian accessibility and environment focus.

Link to calming practices document:

Current uploaded calming practices:

NTSP1.pdf

Upload calming practices document:

Question 10

Please briefly describe any other engineering projects or policies affecting walking in your community.

Design principals of Crime Prevention Through Environmental Design (CPTED) are used to create a safe and secure environment for all users.

Last updated 06/06/2011

Enforcement

In many communities, enforcement is often neglected as a technique for making communities safer for walking. Communities that have created comfortable walking environments through engineering improvements or urban design features may still have safety concerns if traffic laws are not properly understood or adequately enforced. Enforcement activities work best when implemented in conjunction with education and awareness activities. Therefore, well-implemented enforcement campaigns will include public education campaigns, law enforcement officer training, and strategic law enforcement and ticketing strategies. A successful enforcement program will usually require the involvement of community members, law enforcement officials, city council members, and the media.

Question 1

How many officers does your community have?

How many of these are involved in enforcement and what is the average amount of work time per officer devoted to enforcement?

Number in enforcement:

Average hours (officers/month) of enforcement:

Does your community have a traffic safety officer?

Yes No

If so, please estimate the amount of work time that is devoted to responsibilities concerning pedestrian laws and safety.

Does your community use targeted enforcement programs to promote pedestrian safety in crosswalks?

s

Question 3

How many citations does your local police department give annually for traffic infractions that relate to road safety?

Is this up or down from previous years?

Up Down

Please list the number of citations given for the following infractions:

Speeding:

Failure to yield:

Parking on sidewalks or too close to intersections or crosswalk:

Does your community use photo enforcement technology that targets speeding and/or red light running?

Question 4

Which, if any, of the following approaches does your community take to ensure the safety and security of pedestrians and runners on city streets, trails, and walkways?

Emergency call boxes:

Police patrols on foot or bike

Describe (include the number of officers that are bike patrol certified):

The Police Department patrols on foot and bike. Twelve (12) officers are bike patrol certified and ride in high crime areas, commercial/shopping venues, special events, community activities, and throughout the downtown business district. They ride in combination of on duty and overtime operations. Bike patrols are implemented from March until November, weather permitting. Foot patrols are implemented year round in the downtown business district and foot presence has been integrated in residential areas through community policing.

Neighborhood watch programs

Describe:

The City of Lee's Summit has a very developed Neighborhood Watch Program. Neighborhood Watch is a program where citizens participate directly with the Police Department in the detection and prevention of crime.

The City's Neighborhood Watch webpage can be found at:
<http://cityofls.net/Police/Programs-and-Services/Neighborhood-Watch.aspx>

Drunk driving and drunk walking enforcement

Describe:

The Police Department deploys DWI saturation patrols and Checkpoints. In addition, one officer of the Police Department is dedicated to DWI enforcement.

Street lighting

Estimate the percentage of streets with lighting on one or both sides:

Arterial:

Non-Arterial:

Other:

Describe:

CPTED Development Standards. Community Policing. Traffic Calming Program.

Question 5

Please briefly describe your community's policies and practices regarding the use of adult crossing guards at elementary and middle schools. Include any information about the criteria for placement of adult crossing guards, training programs, crossing procedures, crossing guard signs and equipment, and law enforcement strategies at crossing guard locations.

Public Works Traffic Engineering Division has evaluated all elementary and middle school area traffic controls and established safe routes to school including the definition of school crosswalk locations. These findings and recommendations for improvement have been documented through Study for each school and coordinated with the school district for implementation. Implementation is nearly complete. As part of these studies, an adult

crossing guards is recommended for all school crosswalks and instructions are provided for the appropriate attire, procedure and equipment based on the requirements and recommendations of the MUTCD. Nearly all schools have adult crossing guards present at the each school crosswalk location. The decision to provide an adult crossing guard and oversee their activity is that of the School District.

Provide a link or attachment of any relevant policies, if available.

Link:

File upload:

Browse...

Question 6

Does your community's police department have a systematic strategy for selecting locations and countermeasures for traffic and pedestrian safety?

s

Describe:

The Public Works Traffic Engineering Division (City Traffic Engineer) and Police Department work closely together to track and summarize crash statistics on a monthly and annual basis. The Traffic Engineering Division systematically reviews crash statistics on an annual basis and completes study for each of the City's ten highest crash locations on a three year cycle with documented near-term and long-term mitigation recommendations. Near-term recommendations to improve safety have been implemented for the last two cycles of study (6 years) with a resulting trend of fewer crashes and improved safety. The interaction of Traffic Engineering with Police provides critical insight to contributing circumstances in the study process. We also often work together to address unique or focused safety challenges using the same strategy of information gathering through standardized police reports, assessment/study by engineering, improvement and tracking performance (i.e. success/failure).

Question 7

Do police work regularly with traffic engineers and planners to review sites in need of safety improvement for motorists and pedestrians?

s

Describe:

The Police and City Traffic Engineer work together on a weekly basis. Both are involved in the systematic review of crashes (see Q6 response), neighborhood traffic safety program (traffic calming), development review (special events) and temporary traffic control operations for motorist and pedestrian safety improvement.

Does your community use crash and/or fatality data to identify problem areas and potential solutions?

- Yes No

Please describe any other ways that your community's police department addresses the pedestrian concerns in your community.

The crash analysis program within Public Works Traffic Engineering includes all modes of transportation (vehicular, pedestrian and bicycle). Refer to Q6 response for more information regarding the crash analysis program.

Last updated 06/06/2011

Evaluation

By incorporating planning, education, encouragement, engineering, and enforcement countermeasures, a community can have a direct impact on pedestrian safety and walkability. Evaluation of the pedestrian environment and behavior plays a crucial role in problem identification and countermeasure selection. In order to truly understand local pedestrian needs and safety issues, a community should utilize effective evaluation strategies.

Question 1

Does your community have an ongoing pedestrian counting and/or survey program that allows for long-term trend analysis of walking trips?

Yes

Please describe:

Pedestrians are counted as part of intersection peak hour traffic counts. Although this data is not representative of citywide pedestrian activity, this information could be trended to indicate change in pedestrian activity levels for isolated locations during peak periods. The traffic count program collects vehicle, bicycle and pedestrian data at all signal controlled intersections throughout the city (approximately 50 locations) on a 3-4 year cycle. Additional uncontrolled intersections are also counted at an irregular schedule.

Question 2

Has your community used any of the following tools to evaluate major pedestrian areas (town centers, major activity areas, routes to school, etc.) in order to identify problem areas and potential solutions?

Walkability Checklists:

Pedestrian Intersection Safety Index:

Pedestrian Level of Service (LOS):

Pedestrian Road Safety Audit Guidelines and Prompt Lists:

Health Impact Assessment:

Other Evaluation Tools:

Please describe:

Road Safety Audit Program is administered by the Public Works Traffic Engineering Division. This program results in a professional safety assessment of all arterial and commercial collector roadways in a 5 year cycle throughout the City. The assessment is safety focused through a compliance check with current standards and policy related to all modes of transportation (including pedestrian). All deficiencies are documented in study with recommended mitigations. Nearly all of the City's arterial roads have been audited within the last 4 years; the first program cycle is nearly complete. All short-term mitigations have been implemented.

Question 3

Does your community routinely conduct pre/post evaluations of road projects and traffic calming with respect to pedestrian crashes, volumes and motor vehicle speeds?

Yes No

Question 4

Using **Walk Score**, what is the average (mean) walk score of the following locations in your community?

Average Walk Score of Geographic Center:

82

Average Walk Score of Northernmost point:

(City boundary directly north of geog. center)

15

Average Walk Score of Easternmost point:

(City boundary directly east of geog. center)

15

Average Walk Score of Southernmost point:

(City boundary directly south of geog. center)

20

Average Walk Score of Westernmost point:

(City boundary directly west of geog. center)

30

Average Walk Score of Midpoint of geographic center and northernmost point:

30

Average Walk Score of Midpoint of geographic center and easternmost point:

35

Average Walk Score of Midpoint of geographic center and southernmost point:

10

Average Walk Score of Midpoint of geographic center and westernmost point:

Average Walk Score of Urban school location:

Average Walk Score of Suburban school location:

Please describe any other ways that your community evaluates pedestrian accommodation, walking rates, and pedestrian safety.

Pedestrian Level of Service in accordance with the Highway Capacity Manual, 2010 (or Florida DOT guidelines for multi-modal LOS).

Last updated 06/07/2011

Additional Questions

Question 1

What are the three primary reasons your city deserves to be designated as a Walk Friendly Community?

1. The City is dedicated to the continued improvement of a walk friendly environment, evident by publicly approved improvements to the sidewalk and trail networks exceeding \$5 million within the last three years and the adoption of a nationally recognized Livable Streets Policy (Ranked 2nd best in the country - City Resolution Category).
2. The City has a safe environment that fosters walkability and active living, evident by a national award winning, walkable downtown environment (2010 Great American Mainstreet Award), a national award winning Parks and Recreation Department that has provided many parks and trail facilities throughout the community (2011 National Gold Medal Award), and the City's consistent designation by Money Magazine as one of the best places to live in America.
3. The City has put forth extensive programs, design and planning measures that require and/or encourage pedestrian safe accommodations.

Question 2

What are the three aspects of your community most in need of improvement in order to accommodate pedestrians?

1. Continuation of sidewalk gap construction per the Sidewalk Action Plan.
2. Increase higher density, mixed-use development that attracts pedestrian activity.
3. The elimination of Interstate/Highway barriers to pedestrian accessibility.

Question 3

How can your community leverage its designation as a Walk Friendly Community to increase the number of people walking and make walking safer?

The designation as a Walk Friendly Community would generate public awareness for the accommodating, accessible and safe facilities already available in Lee's Summit; intent on raising pedestrian activity. The award would be leveraged to promote active living and continued investment in pedestrian facilities that builds on the current successes in walkability.

Federal Highway Administration. The program is maintained by the UNC Highway Safety Research Center's Pedestrian and Bicycle Information Center, with support from a variety of national partners.

Pedestrian and Bicycle Information Center

Contact Information
.....
www.walkinginfo.org
.....
www.bicyclinginfo.org
.....
www.pedbikeinfo.org
.....