

Blue Springs (MO) Walkability Audit



- Convey principles and concepts of walkability
- Apply tools to conduct audits of two sample locations
- Develop ideas and next steps for improving walkability in each area and citywide
- Train people in use of tools elsewhere in the city



Consultant offers hope of 'walkable' communities

By DEBBIE MARYELLARO
The Kansas City Star

The man with the bushy mustache and wild hair, wearing his iconic brown leather jacket, is downtown Blue Springs, leading a group of public officials behind him. In his ruffled khaki jacket, Dan Burden, founder of Walkable Communities, is talking to city officials about the city's walkability. He is wearing a dark jacket, a dark shirt, and a dark tie. He is wearing a dark jacket, a dark shirt, and a dark tie. He is wearing a dark jacket, a dark shirt, and a dark tie.



"The every 1 percent of additional cross slope, a person in a wheelchair has to expend 10 percent more energy to keep from going to the street," Dan Burden said. "Taking a walk with Dan Burden is an educational experience, which is why so many people pay for the privilege."

He is recognized as one of the nation's foremost experts on making neighborhoods and communities more pedestrian friendly. He has analyzed traffic patterns, evaluated facilities and infrastructure, developed pedestrian plans and worked as a consultant

The Examiner

Blue Springs, Mo.
Eastern Jackson County's Daily Newspaper

City judged on 'walkability'

How easy is it to 'get around' Blue Springs?
By Debbie Ingram Long
The Examiner

Just how walkable - and rollable - is Blue Springs? A national expert on designing pedestrian- and bicycle-friendly communities will be in town Wednesday to answer that question.

Dan Burden, the founder of Walkable Communities, will per-

form a Walkability Audit to assess the city in regards to ease of getting around town using alternative transportation.

Burden is the former program coordinator for the Florida Department of Transportation's Bicycle and Pedestrian Division. He has analyzed traffic patterns, evaluated facilities and infrastructure, developed pedestrian plans and worked as a consultant

and photographer in more than 600 cities in the U.S. and abroad.

City Planner Karen Gable said Burden's services are being provided through the Missouri Department of Transportation, and came about because of discussions on traffic congestion and other thoroughfares through the city.

"Originally I met with the local

MoDOT representative and talked about the 7 Highway corridor," said Gable. "They did an access management presentation. They said they had a guy coming in for a walkability study. MoDOT more. We said we wanted to be on that list (of communities he visited)."

The Wednesday audit will include a welcome breakfast at Adams Pointe Golf Club at 8 a.m. A city tour and field inspection will begin with a bus leaving the

golf course at 9:30 a.m. and returning at 12:30 p.m.

A walkability presentation and workshop is set for 6:30 p.m. in the multipurpose room of the Public Safety Facility, 1100 S.W. Smith St.

During the workshop, Burden will present a visual assessment of the city and will offer tips to improve the livability, traffic safety, efficiency and walkability of the city.

The public is invited to attend. Please see WALKING, Page 3A.

First Walkability Audit

(November 1999)

Walk of the town

'Walkability' in question

By Debbie Ingram Long
The Examiner

Blue Springs sidewalks in the city are amazing, according to a national expert on pedestrian issues.

"There aren't enough sidewalks in Blue Springs," said Dan Burden. "And your sidewalks are more scenic than in any city in America I've been to."

Burden, who founded Walkable Communities in 1996 to help communities become more walkable and pedestrian friendly, conducted a walkability tour of the city Wednesday, presenting his findings to members of the public and city officials Wednesday night during a public hearing.

He was most critical of the sidewalks. "You have no five-foot-wide sidewalks," said Burden. "Your sidewalks are not wide enough, and there's not enough of them."

Burden demonstrated the difference in sidewalk width in a slide presentation showing two people walking side by side on a five-foot sidewalk.



Livable Streets Policy



bluespringsgov.com/letsmove



Introduced by Councilman Quibell

Resolution No. 83-2011

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,

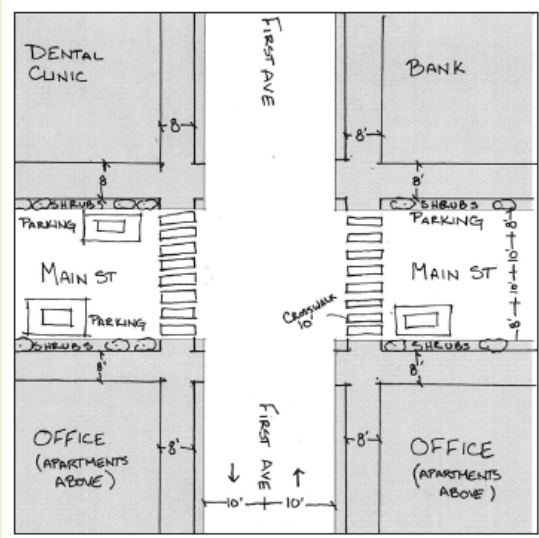
WHEREAS, as a part of the annual Capital Improvements Program adoption process, the City allocated a portion of the annual funding of the street rehabilitation program to sidewalk improvements citywide; and,

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,



Walkability Audit Tools



Survey Legend

Use the survey legend to capture conditions along the audit route. For those items that do not exist, you can choose "not applicable," but if you personally feel that these items are needed, then make a note of this on the survey legend and mark the item as "needs improvement." The goal of the survey legend is to document your impressions of the built environment.

	Needs Improvement	N/A or Adequate	High Quality	Notes and Observations
1. Street				
Sidewalk				
• Width _____				
• Condition				
• Maintenance				
• Materials				
• Buffer				
• Pedestrian Behavior				
Bike Lanes				
• Width _____				
• Condition				
• Maintenance				
• Materials				
• Buffer				
• Pedestrian Behavior				
Vehicle Travel Lanes				
• No. Of Lanes				
• Lane Width _____				
• Posted Speed				



Source: Renaissance Planning Group





James Walker Elementary



James Walker Elementary



Thomas Ultican Elementary





Thomas Ultican Elementary







“For the children, they mark, and the children, they know
The place where the sidewalk ends.”

- *Shel Silverstein*

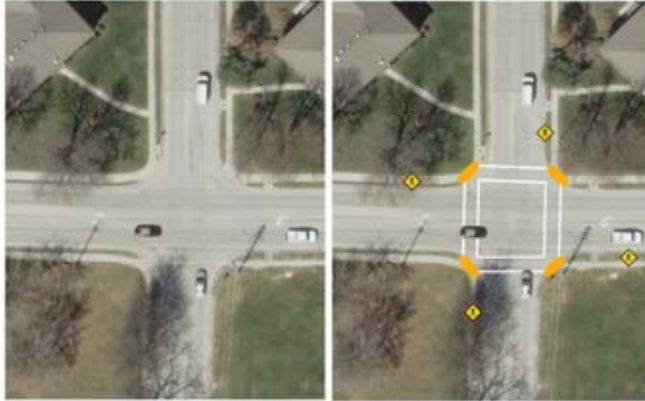


Source: www.facebook.com/eparegion7

Measurable Progress

- ✓ Define achievable pilot projects
- ✓ Engage partners (e.g., PTAs) for promotion & outreach
- ✓ Identify funding opportunities
- Expand training & application of tools citywide
 - Community Walking Map
 - Assess school crossing guard program/options
 - Connect existing sidewalks, parks, historic area
- Revise land development code to improve walkability





R.D. Mize Rd. and Sunnyside School Rd. Intersection



Sunnyside School Rd. and NE Summit Dr. Intersection





Walnut St. and NE 1st St. Intersection



Improvements locations Map

James Walker Elementary School

Safe Routes to School Grant Proposal Improvement Sites

-  ADA ramp
-  Crossing Signage





South Building Entrance and Parking Lot



Vesper St. Crosswalk realignment



Vesper St. Crosswalk Realignment





Improvements locations Map

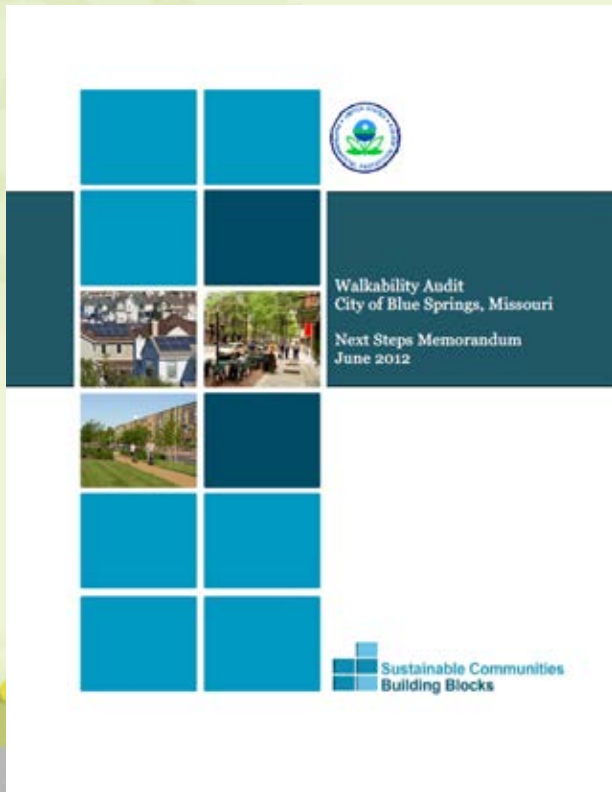


Thomas Ultican Elementary School

Safe Routes to School Grant Proposal Improvement Sites

-  ADA ramp
-  Crossing Signage






Thank You!

Scott H. Allen, AICP

Community Development Director
City of Blue Springs, Missouri

 (816) 228-0211

 www.bluespringsgov.com

 sallen@bluespringsgov.com

 @scotthallen

