



**City of Lee's Summit**  
**Department: Public Works - Engineering**  
**Memorandum**

<b>To:</b>	Stephen Arbo, City Manager
<b>From:</b>	Michael Park, P.E., PTOE, City Traffic Engineer
<b>Date:</b>	March 27, 2018
<b>Re:</b>	Clarifications for Bill #18-40

This memo serves to describe and clarify Bill #18-40 (AN ORDINANCE AMENDING THE CITY'S ACCESS MANAGEMENT CODE AS ADOPTED AND MADE A PART OF THE CODE OF ORDINANCES BY SECTION 26-308 OF THE CODE OF ORDINANCES OF THE CITY OF LEE'S SUMMIT, MISSOURI). Bill #18-40 is simply an ordinance amending the existing Access Management Code. The existing Access Management Code was adopted in 2004 by Ordinance 5832 in Chapter 26, Article IV, of the Code of Ordinances and has not been revised since that time.

The purpose of the Access Management Code is to optimize, or find that right balance between, property access and traffic safety and efficiency. Access management is the careful planning and design of driveways, median openings, interchanges, and street connections to a roadway, which involves the application of median treatments and turning lanes, and the appropriate separation of intersections, driveways and traffic signals to maintain the viability of major roadways, to safely and efficiently accommodate traffic volumes commensurate with their function.

The 2004 Access Management Code applies to all new connections within City right-of-way, whether constructed by the City or by private persons or entities, and to all applications required by the City's Unified Development Ordinance seeking approval from the City to develop property, including, but not limited to, applications for rezoning, preliminary and final development plan approval, and preliminary and final plat approval. The proposed Access Management Code amendment does not change the applicability whatsoever.

**Bill #18-40**

Bill #18-40 amends the 2004 Access Management Code to clarify various code provisions and better align its definitions with recent changes in the Thoroughfare Master Plan, Design and Construction Manual, Unified Development Ordinance and industry standards. All of the aforementioned references have been updated since 2004 unlike the Access Management Code. The amendment also revises some standard criteria to more consistently reflect current roadway conditions/property access and common, practical variances granted since the original adoption. These revisions should bring more existing non-compliant properties into compliance without any modification or waiver required.

Generally, the proposed standard criteria in the amended Access Management Code are less restrictive than originally drafted and approved in 2004. For example, the minimum driveway throat length required is more varied and has been reduced for certain conditions under the revised provisions; a proposed volume dependent criteria. Similarly, revisions are proposed to the right-turn lane conditions for driveways on certain road classifications that also use a traffic volume basis in lieu of current requirements which have no

minimum warrants. These two examples of traffic volume based criteria reflect evolving engineering best practice and references related to Access Management. The proposed amendments do not add restriction or extend public improvements for turn lanes, access spacing, or driveway throat length described in the 2004 edition. These changes should benefit the development community while preserving the safety and operational interests of the City and its transportation users. These changes should reduce the number of waivers and variances typically granted by Preliminary Development Plan and Preliminary Plat approvals throughout the history of the Access Management Code.

The Jefferson Street Improvement Project has been designed using City adopted standards, specifications, policies, master plans and ordinances. Bill #18-40, an amendment to the Access Management Code described above is not related to the Jefferson Street Improvement Project. The proposed amendments to the Access Management Code were not initiated or influenced by the Jefferson Street Improvement Project and have been under development for several years. The timing of Bill #18-40 is only coincidental with the Jefferson Street Improvement Project and the outcome of Bill #18-40 has no impact on the Jefferson Street Improvement Project.