



LEE'S SUMMIT MISSOURI

5th Terrace Connection Frequently Asked Questions (FAQs)

Background

The 5th Terrace connection has been planned since the subdivisions in that area were developed in the 80s and 90s. Both SE Bordner Drive and SE 5th Terrace were built as collectors in anticipation of a future connection between the two. Even though the connection was required and supported by good community planning, the original developers were relieved of the responsibility of completing the connection at that time.

The 5th Terrace connection is one of several other connectivity projects approved by City Council in January 2016, and formally adopted in June 2016 as part of the FY2017-21 Capital Improvement Plan (CIP). These projects are all funded by savings in the 2007 CIP Sales Tax program.

What is the purpose of this project?

The purpose of the project is to provide neighborhood road connectivity with increased livability amenities and safety. The project connects multiple subdivisions, a City park, elementary school, etc. The project includes approximately 300 feet of roadway, sidewalks and a culvert/bridge for the road to cross a stream way. Sidewalk improvements will extend beyond the roadway construction to connect with existing sidewalk and complete nearby gaps in the sidewalk network.

How will this project impact:

- **Traffic**

The connection is expected to provide better neighborhood connectivity for all neighborhoods bound by M-291 Highway to the west, Langsford Road to the north, Todd George Parkway to the east, and US 50 Highway to the south. Traffic conditions are anticipated to be similar to other residential collectors such as Brentwood Drive, 3rd Street (east of Todd George), Vista Drive and 5th Terrace (east of M-291 Hwy).

- **Property values**

Livability improvements such as sidewalks are generally viewed as positive impacts to neighborhoods; however, the City is not aware of any conclusive studies that predict market impacts of public infrastructure projects on residential streets.

- **Safety**

The connection will increase both resident and EMS access, reduce EMS/Fire response, reduce resident time to nearby emergency services/ER/hospital, and eliminate barriers for safer bicycle and pedestrian travel.

- **Crime**

Crime prevention through environmental design (CPTED) is anticipated with this project. Creating the connection will increase visibility in the area and provide a greater possibility for natural surveillance, which is a deterrent to criminal activity.

- **School Transportation**

The connection will provide a safer pedestrian route for children attending Prairie View Elementary. It will provide new opportunities for students to walk or bike to school. It will allow students in nearby neighborhoods to have a more direct route to and use of the signalized crossing of Todd George Parkway. In addition, the connection provides greater and more efficient access for bus routes, and parents who choose to drive their children to school.

- **Other services**

The connection will generally provide more efficient routing for services such as snow removal, trash hauling, mail delivery, etc.

How was right-of-way acquired for this project?

The rights-of-way for this road were included in the plats for the subdivisions, and the City acquired the last of the required right-of-way for the connection in 2000.

How is this project funded?

This project is funded with remaining 2007 **Capital Improvement Sales Tax revenue**, which currently allows for the design, (re)construction, repair and maintenance of streets, roads and bridges in the City.

Project savings from six major roadway projects resulted in a fund balance in the CIP Sales Tax fund, and the funding philosophy for the remaining balance was discussed with City Council beginning in July 2015. Council direction was a “blended” approach to project prioritization, which included projects of various transportation types along with a variety of benefits including safety, capacity/operation, livability or economic development. A list of projects that met these goals was requested by City Council. The City Council concurred with the recommended list of projects and proposed no changes. Ultimately, these projects were incorporated into and approved as part of the 2017-2022 CIP.

What is the general timeline for the project?

The contract to begin design work was approved by City Council on February 9, 2017. As such, engineering design work began on February 16, 2017. The first phase of design work will be data collection, field surveys and hydraulic modeling of the stream. Field survey work is currently underway and is expected to be complete by mid-April.

The next step will be conducting watershed analysis and hydraulic modeling, which will take place from mid-April through early June 2017. After completing the field surveys and modeling, detailed design work for the street and stream crossing will take the remainder of the year. Residents would be engaged in the process when preliminary design is completed. Depending on the time for FEMA to review and approve the hydraulic modeling, construction is currently expected to begin in Spring 2018.