



LEE'S SUMMIT MISSOURI DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

DATE: October 14, 2020 **CONDUCTED BY:** Michael Park, City Traffic Engineer
SUBMITTAL DATE: November 5, 2020 **PHONE:** 816.969.1800
APPLICATION #: PL2020067 **EMAIL:** Michael.Park@cityofls.net
PROJECT NAME: MULTI-FAMILY LOTS **PROJECT TYPE:** Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed multi-family residential development is to be located along the east side of Old 291 Highway, between Missouri Highway 150 and Saddlebrook Drive. The undeveloped property is bordered by 291 Highway to the west, planned mixed-use use (undeveloped ground) to the north, agricultural uses to the east, and a residential subdivision to the south.

ALLOWABLE ACCESS

Access to the development has been shown from Old 291 Highway also commonly referred to as East Outer Road. Old 291 Highway has a full access intersection at Missouri Highway 150. Old 291 Highway and M-150 Highway are MoDOT owned, maintained and operated facilities. Both proposed residential street intersections along Old 291 Highway will be full access with adequate separation. However, sight distance at the proposed intersections requires vegetation clearing and site grading to meet minimum standards.

EXISTING STREET CHARACTERISTICS (*Lanes, Speed limits, Sight Distance, Medians*)

Old 291 Highway is a two-lane undivided collector street with a posted speed limit of 45 mph. Missouri Highway 150 is a four-lane highway with a posted speed limit of 45 mph. Missouri Highway 150 tapers to two lanes east of Old 291 Highway. Old 291 Highway and Missouri Highway 150 are MoDOT owned and maintained facilities. The intersection of these two roadways is controlled by a traffic signal with various turn lanes. There is adequate sight distance for the current conditions; but as noted for allowable access there is inadequate sight distance unless mitigated where new street intersections are proposed.

The existing dead-end (with temporary cul-de-sac) street, Paddock Drive, to the south will not be extended into the proposed subdivision due to topographic and flood way constraints. The applicant proposes to extend this dead-end street to Old 291 Highway as a proper roadway extension for traffic circulation and access; however, the option remains for applicant to properly terminate Paddock Drive with a permanent cul-de-sac in place of the temporary cul-de-sac. A permanent roadway extension or termination that complies with all current standards is required.

ACCESS MANAGEMENT CODE COMPLIANCE?

Yes

No

All criteria in the Access Management Code criteria have been met. The location of proposed access along Old 291 Highway is not within the jurisdiction of Lee's Summit's control. MoDOT has reviewed the proposed plan and provide no comments of opposition nor recommended any improvements for adequate infrastructure.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	1626	813	813
A.M. Peak Hour	115	28	87
P.M. Peak Hour	149	95	54

TRANSPORTATION IMPACT STUDY REQUIRED? **Yes** **No**

The proposed development will likely generate more than 100 vehicle trips to the surrounding street system during a peak hour; the minimum condition for traffic impact study requirements. A traffic impact study, dated February 2020, was prepared by TranSystems, for the proposed development. The traffic study was submitted to the City and MoDOT for review.

The traffic study assessed operational impacts of the proposed development during the a.m. and p.m. peak hour for intersections along Old M291 Highway and at the intersection of Old M291 Highway at M-150 Highway. Existing conditions and developed conditions were shown to exhibit adequate level of service for a.m. and p.m. peak hours. Level of service is an industry accepted measure of traffic operational performance based on delay and range of driver acceptance; represented on a scale of A to F with A the best and F the worst. All studied intersections had a reported level of service B or better.

No traffic improvements were recommended in the traffic impact study. No turn lanes were warranted based on MoDOT turn lane criteria.

All other proposed roadways within the subdivision comply with City standards, codes and regulations.

The City of Lee's Summit Access Management Code and Unimproved Road Policy do not apply to MoDOT roadways.

LIVABLE STREETS (Resolution 10-17) **COMPLIANT** **EXCEPTIONS**

The proposed development plan includes all Livable Streets elements identified in the City's adopted Comprehensive Plan, associated Greenway Master Plan and Bicycle Transportation Plan attachments, and elements otherwise required by ordinances and standards, including but not limited to sidewalk, landscaping, parking, and accessibility. No exceptions to the Livable Streets Policy adopted by Resolution 10-17 have been proposed.

RECOMMENDATION: **APPROVAL** **DENIAL** **N/A** **STIPULATIONS**

Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.

Staff recommends approval of the proposed preliminary development plan.