

Legislation Details (With Text)

File #: RES. NO. 16-22
Name:
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In control: City Council - Regular Session
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Title: A RESOLUTION ESTABLISHING AN UNIMPROVED ROAD POLICY TO GUIDE THE REVIEW AND DESIGN OF UNIMPROVED AND INTERIM STANDARD ROADS IN THE CITY OF LEE'S SUMMIT. (PWC 11/21/16)

Sponsors:

Indexes:

Code sections:

Attachments: 1. Resolution.pdf, 2. Policy (2016), 3. Old Policy

Date	Ver.	Action By	Action	Result
12/8/2016	1	City Council - Regular Session	adopted	Pass
11/21/2016	1	Public Works Committee	recommended for approval	Pass

A RESOLUTION ESTABLISHING AN UNIMPROVED ROAD POLICY TO GUIDE THE REVIEW AND DESIGN OF UNIMPROVED AND INTERIM STANDARD ROADS IN THE CITY OF LEE'S SUMMIT. (PWC 11/21/16)

Issue/Request:

A RESOLUTION ESTABLISHING AN UNIMPROVED ROAD POLICY TO GUIDE THE REVIEW AND DESIGN OF UNIMPROVED AND INTERIM STANDARD ROADS IN THE CITY OF LEE'S SUMMIT.

Key Issues:

- The Unimproved Road Policy was adopted by City Council in 2005
- City initiated capital road improvements and Livable Streets Policy has caused a desired change in standards for development activity that impacts unimproved and interim standard roadways
- Proposed policy changes include paved shoulders in lieu of grass shoulders for interim roadways, higher traffic volume thresholds for interim standard roads, and clarifies that this policy applies only to streets classified as an arterial road

Proposed City Council Motion:

I move for adoption of A RESOLUTION ESTABLISHING AN UNIMPROVED ROAD POLICY TO GUIDE THE REVIEW AND DESIGN OF UNIMPROVED AND INTERIM STANDARD ROADS IN THE CITY OF LEE'S SUMMIT.

Background:

On September 8, 2005, City Council provided direction to staff on the interpretation of adequate

infrastructure, in particular how it relates to unimproved roads and proposed developments (Unimproved Road Policy). Unimproved roads were vaguely defined as those arterials and collector roadways in undeveloped or developing portions of the City which are narrow in width. Generally, these roadways are 18-20 feet wide with drainage ditches and no shoulders. Interim standard roads were defined as having at least one travel lane in each direction (typically 12 feet wide) with grass shoulders (typically 6 feet wide). Other conditions were noted in the policy for consideration related to land use (i.e. residential and non-residential), traffic volume thresholds, and mitigations for one-lane road sections.

The City has since adopted a Livable Streets Policy and funded several capital improvement projects supported by the affirmative vote of Lee's Summit citizens to provide paved shoulders in lieu of grass shoulders along many interim standard roads. This includes capital projects like Hook Road, Pryor Road, Strother Road and Jefferson Street. The direction provided to staff and support of residents on these projects and related development improvements has led to a request for policy change and other clarifications. The 2005 policy has been reviewed with proposed amendments and clarifications in consideration of current design practice, desired community standards, adopted Livable Streets Policy, Council direction received as various developments have been proposed, and a greater vision for Lee's Summit.

There were several important components to consider in the proposed policy: Roadway Capacity, Safety, Community Standards, and Development Impacts. The proposed resolution would update the policy for development on unimproved and interim standard roadways. The proposed changes would amend design standards for interim roads to require paved shoulders in lieu of grass shoulders and sets higher traffic volume thresholds allowed for development on interim standard roadways. Basically, this would allow interim roads to be in service for a longer period of time prior to the application of urban standards based on recent traffic data that shows interim arterial roads in the City can safely and efficiently carry more volume of traffic than allowed under the current policy. A higher traffic volume threshold for interim standard roads would permit continued residential development to occur at locations such as Pryor Road, where the current threshold is near its limit and where the road capacity remains available to support development activity. This new policy also reinforces the limited applicability of interim roads to residential development. All non-residential development requires the construction of urban road standards that include curb, gutter, enclosed storm sewers, sidewalks and other amenities.

The proposed policy was reviewed and supported by the Livable Streets Advisory Board. These proposed criteria and related standards are also reflected in the most recent Thoroughfare Master Plan update.

Impact/Analysis:

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Presenter: Michael Park, City Traffic Engineer

Recommendation:

Staff recommends approval of A RESOLUTION ESTABLISHING AN UNIMPROVED ROAD POLICY TO GUIDE THE REVIEW AND DESIGN OF UNIMPROVED AND INTERIM STANDARD ROADS IN THE CITY OF LEE'S SUMMIT.

Committee Recommendation: The Public Works Committee voted unanimously 4-0 to recommend to City Council approval of A RESOLUTION ESTABLISHING AN UNIMPROVED ROAD POLICY TO GUIDE THE REVIEW AND DESIGN OF UNIMPROVED AND INTERIM STANDARD ROADS IN THE CITY OF LEE'S SUMMIT.

