

Legislation Details (With Text)

File #:	BILL NO. 21-85	Name:	
Type:	Ordinance	Status:	Passed
File created:	2/23/2021	In control:	City Council - Regular Session
On agenda:	4/20/2021	Final action:	4/20/2021
Title:	An Ordinance amending Chapter 29; Traffic and Motor Vehicles, of the Code of Ordinances for the City of Lee's Summit, Missouri, by revising Appendix B; Schedule of Stopping, Standing and Parking Restrictions, for certain streets and segments of streets located in the City of Lee's Summit. (PWC 4/12/21)		
Sponsors:	Public Works Admin & Engineering		
Indexes:			
Code sections:			
Attachments:	1. Ordinance, 2. Appendix B, 3. Redlined Appendix B, 4. Technology Drive Map, 5. O'Brien No Parking Map (1 of 2), 6. O'Brien No Parking Map (2 of 2).pdf		

Date	Ver.	Action By	Action	Result
4/20/2021	1	City Council - Regular Session	for second reading	Pass
4/20/2021	1	City Council - Regular Session	adopted and numbered	Pass
4/12/2021	1	Public Works Committee	recommended for approval	Pass

An Ordinance amending Chapter 29; Traffic and Motor Vehicles, of the Code of Ordinances for the City of Lee's Summit, Missouri, by revising Appendix B; Schedule of Stopping, Standing and Parking Restrictions, for certain streets and segments of streets located in the City of Lee's Summit. (PWC 4/12/21)

Issue/Request:

An Ordinance amending Chapter 29; Traffic and Motor Vehicles, of the Code of Ordinances for the City of Lee's Summit, Missouri, by revising Appendix B; Schedule of Stopping, Standing and Parking Restrictions, for certain streets and segments of streets located in the City of Lee's Summit.

Key Issues:

- The City Traffic Engineer regularly signs/post “No Parking” areas as authorized by local codes and ordinances
- “No Parking” areas are posted based on standard Traffic Engineering practices, protocols, and efforts to address validated parking issues in the community
- Certain types or locations of “No Parking” areas require Council Approval to enact the City Traffic Engineer’s recommendation
- The Public Works Department regularly updates Appendix B of Chapter 29 to maintain an up to date list of administrative approvals consolidated in one document

New areas of No Parking proposed that require City Council approval to enact are included in the amendments (i.e. Technology Drive, O'Brien Road, Main Street and Market Street).

Proposed City Council Motion:

FIRST MOTION: I move for second reading of An Ordinance amending Chapter 29; Traffic and Motor Vehicles, of the Code of Ordinances for the City of Lee's Summit, Missouri, by revising Appendix B; Schedule of Stopping, Standing and Parking Restrictions, for certain streets and segments of streets located in the City of Lee's Summit.

SECOND MOTION: I move for adoption of An Ordinance amending Chapter 29; Traffic and Motor Vehicles, of the Code of Ordinances for the City of Lee's Summit, Missouri, by revising Appendix B; Schedule of Stopping, Standing and Parking Restrictions, for certain streets and segments of streets located in the City of Lee's Summit.

Background:

These changes, additions and removals to Appendix B, Schedule of Stopping, Standing and Parking Restrictions, are proposed based upon several existing No Parking zones that have been enacted and subsequently signed/posted by the City Traffic Engineer in accordance with authorizing ordinances. Including these parking restrictions in Appendix B will ease public and policing reference and record keeping.

These proposed changes, additions and removals to Appendix B, Schedule of Stopping, Standing and Parking Restrictions, are made to reflect several existing No Parking zones enacted and signed/posted by the City Traffic Engineer (CTE) in accordance with other authorizing ordinances that had not been previously described in Appendix B for ease of reference and public record. Many of the proposed changes, additions and removals to Appendix B also simply correct various formatting and redundancy errors in the current schedule for consistency and clarity.

Several new areas of No Parking recommended by the City Traffic Engineer require City Council approval to enact, sign, and post those areas. These locations requiring Council Approval are included in the amendments (i.e. Technology Drive, O'Brien Road, Main Street and Market Street).

Specific information related to each material amendment is noted below:

Section 1: No Parking

- Anderson Lane from a point two hundred ten (210) feet south of Lakewood Boulevard to a point four hundred and fifty (450) feet south of Lakewood Boulevard, West side - This restriction was instituted by the CTE due to a sight distance restriction around the curve on Anderson Lane.
- Arbor Walk Drive from Arbor Walk Drive to Arborwalk Boulevard, South side - This restriction was initiated by residents due to people parking on both sides of the street and restricting access. Residents submitted majority support for this restriction.
- Raintree Parkway from Raintree Drive to a point seven hundred and fifteen (715) feet south, West side - This restriction was instituted by the CTE due to a site distance and pedestrian crossing issue on Raintree Parkway.
- Technology Drive from Blue Parkway to end, North side - This restriction was requested by the majority of the businesses on Technology Drive due to one business allowing their employees to park on both sides of the road, making the street difficult for large vehicles to pass.
- O'Brien Road from Pryor Road to Monroe Street, both sides - This was the pilot (or top priority) corridor to

transition from paved shoulder along a curbed road to bike lanes as recommended by the Livable Streets Advisory Board with support from PWC. A No Parking condition is required to implement bike lanes. This existing bike route; which is among the most widely used bike routes in the City having a grade separated crossing of US 50 Highway, connects multiple bike routes and shared use paths to downtown and extends access to the Rock Island Trail along Pryor Road.

- Main Street from Monroe Street to Market Street, both sides - This is the continuation of O'Brien Road and Market Street to downtown in transition from paved shoulder along a curbed road to bike lanes as recommended by the Livable Streets Advisory Board with support from PWC. A No Parking condition is required to implement bike lanes.
- Market Street from Main Street to 2nd Street, both sides - This is the continuation of O'Brien Road and Main Street to downtown in transition from paved shoulder along a curbed road to bike lanes as recommended by the Livable Streets Advisory Board with support from PWC. A No Parking condition is required to implement bike lanes.

That Sec. 1, No Parking, of Appendix B, Schedule of Stopping, Standing and Parking Restrictions, in Chapter 29, Traffic and Motor Vehicles, of the Code of Ordinances, City of Lee's Summit, Missouri, is hereby amended by removing the following:

- Westwind Drive from Chipman Road to Swann Drive, East side - A majority of residents requested the removal of this restriction. The CTE has found no reason to maintain this restriction and recommends its removal as requested by residents.

That Sec. 1, No Parking, of Appendix B, Schedule of Stopping, Standing and Parking Restrictions, in Chapter 29, Traffic and Motor Vehicles, of the Code of Ordinances, City of Lee's Summit, Missouri, is hereby amended by revising the following:

- Broadway Drive from Oldham Parkway to a point one thousand five hundred (1500) feet south of Oldham Parkway, West side - Business owners on Broadway Drive requested the extension of this no Parking zone to allow better flow of delivery vehicles.

The proposed amendments do not include pending No Parking request(s) currently in process of CTE approval, No Parking restrictions that are contingent upon accepted roadway construction for CIP or development (e.g. Redbuck and Pergola Park at New Longview), or changes to downtown parking previously discussed with City Council in association with downtown (re)development projects until such activity nears completion.

Impact/Analysis:

This amendment should clarify various No Parking restrictions, and improve public reference and record for sections of roadway that have No Parking already established based on more recent actions of the City Traffic Engineer authorized by ordinances. New areas of No Parking proposed that require City Council approval to enact are included in the amendments (i.e. Technology Drive). Those specific new areas of No Parking will be signed if approved by City Council (maps attached).

Timeline:

Not Applicable

Michael Park, City Traffic Engineer

Recommendation: Staff recommends approval of an Ordinance amending Chapter 29; Traffic and Motor Vehicles, of the Code of Ordinances for the City of Lee's Summit, Missouri, by revising Appendix B; Schedule of Stopping, Standing and Parking Restrictions, for certain streets and segments of streets located in the City of Lee's Summit.

Committee Recommendation: The Public Works Committee voted unanimously 3-0 (Councilmember Shields "Absent"), to recommend to City Council approval of An Ordinance amending Chapter 29; Traffic and Motor Vehicles, of the Code of Ordinances for the City of Lee's Summit, Missouri, by revising Appendix B; Schedule of Stopping, Standing and Parking Restrictions, for certain streets and segments of streets located in the City of Lee's Summit.