

From: Michael Park <Michael.Park@cityofls.net>
Sent: Tuesday, February 13, 2024 12:12 PM
To: Susan Barry <Susan.Barry@cityofls.net>
Subject: Ovation TIS

- Data collection for the study occurred on Jan. 11th, 2024. Was there any corrective adjustments noted in the report to account for atypical conditions that consisted of LSR7 AMI days and on-going Snow Operations that limited normal traffic. It might be appropriate for the study to compare the data to historical data, noting the conditions and basis for applicable adjustments that account for the snow impacts and closures.
- The study omitted any review of the inadequate lane merge condition along EB M150 Hwy. There's likely an expectation this issue is addressed (refer to previous traffic studies associated with "Wal-Mart Development on the NE Quadrant of the Interchange"). The Synchro analysis fails to properly adjust the lane utilization factor particularly for the EB thru movement that is greatly influenced by the immediate short lane merge downstream. The lane utilization factor should be heavily weighted to the inside lane and likely results in a worse LOS. Extending the EB lanes and proper merge would improve the LOS for the intersection.
- Were the PHF's in Synchro adjusted based on actual count data? The analysis appears to consider some limited Peak Hour Factor adjustments, but set the same across all movements. That isn't normal and it's also unusual for these volumes to have PHF's near 1.0.
- Were there any other recommendations to improve the substandard LOS conditions? If not, the report should address that issue and explain why.
- The report should include some reference to the Thoroughfare Master Plan and how the proposed development aligns/maintains compliance with the long-range transportation network goals.
- The report should mention the City's Unimproved Road Policy and Access Management Code and applicability (or lack thereof) to MoDOT Highways for the readers reference.
- I'm not sure the report correctly reflects the conditions at Doc Henry, which is a significant public concern that we've heard numerous times from residents and Council...The intersection meets at least one warrant, but the report states a signal is not warranted. Perhaps the report should be rephrased such that although one or more signal warrants are met a signal is not recommended by the Engineer at this time (and why). The report does not state a recommendation, but rather it just says it's not warranted. I thought MoDOT had intentions of signal installation several years ago, but rescinded the project due to a lack of cooperation from an adjacent land owner. That would indicate MoDOT support for signal installation despite only meeting peak hour warrants then. Perhaps there's a crash warrant or delay warrant that's also met. The study should consider those warrants as well given the history at this intersection. We have crash history, as does MoDOT, for this intersection. Does a signal mitigate the LOS F at this intersection and what is the recommendation to mitigation this unacceptable LOS if not a traffic signal? The study should address mitigation efforts and associated recommendations whether or not to make improvement.

Michael

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