

	<div>STAFF</div> <div>REPORT</div>
Date:	May 3, 2022
Prepared By:	Charles F. Soules, PE – Director of Public Works
Subject:	Transportation Master Plan

With Smithville’s significant growth over the past 15 years has come the need for greater strategic planning across all areas, including transportation and mobility, to ensure that city infrastructure and services can meet the demands of population and economic growth. The purpose of The Smithville Transportation Master Plan (TMP) is to help Smithville make decisions, implement policies, and develop programs that will improve mobility for residents and visitors of all ages, abilities and backgrounds. It addresses the needs of the transportation system’s multiple user groups including walkers, bicyclists, transit users, freight, and motor vehicles.

The TMP sets the course for transportation in Smithville for the next 10 to 20 years. It outlines a future vision for community mobility and infrastructure, establishes guiding principles for network planning and investment and provides recommendations for achieving this vision. This plan builds on the work of recent planning efforts including the Strategic Vision, Comprehensive Plan and Parks and Recreation Master Plan. It is the result of collaboration and input from staff, elected officials and citizens.

The project scope included developing guidelines for complete streets, Safe Routes to Schools corridors, functional classification, North/South and East/ West connectivity, access management, connectivity with trails and a prioritized project list.

A Steering Committee consisting of Mayor Boley, Alderman Kobylski, Alderman Chevalier, Carol Noecker former Smithville Chamber of Commerce Director, Robert Hedgecorth from the School District, Charlene Bruce, Planning Director Jack Hendrix, Public Works Director Charles Soules and City Administrator Cynthia met a several times from March to September, 2021 to provide guidance and feedback.

Mark Fischer, MoDOT Area Engineer and Martin Rivarola, MARC Transportation Planner were also kept abreast of progress.

The project proceeded along the timeline outlined below:

- December 29, 2020: RFQ 21 -03 Qualification statements for professional services for a Transportation Master Plan were received

- March 2, 2021: The Board approved Resolution 889 authorizing the contract and establishing a Steering Committee
- March 30, 2021: Steering Committee Kick Off Meeting
- June 22, 2021: Steering Committee Meeting
- June 26, 2021: Pop-Up Event at Price Chopper to obtain public input
- June – September, 2021: online survey
 - 401 surveys collected
 - promoted on Facebook and Nextdoor
 - 3,108 people reached
- September 9, 2021: Steering Committee Meeting
- September 2021 – February 2022: final plan development by consultant
- March 3, 2022 Draft Plan presented to Board of Aldermen
- March 4 – 31, 2022: website live for residents to access the plan and provide feedback

During the comment period from March 4th to 31st, 2022, 23 comments were received. A spreadsheet summarizing those comments and responses is included with agenda materials.

In summary, comments fell into the following categories:

- Concerns regarding Highway 169 (5 comments)
 - Concerns related to speeding, signalization and need for a bypass
- Comments expressing satisfaction with plan (5 comments)
- Comments noting the plan was missing an element (9 comments)
 - Meals on wheels not included
 - Fix existing streets / remove downtown bulb-outs
 - Signal at Highway 169 and 144th
 - Remove Metro Green Trail
 - 3 comments about a N/S collector street East of Hills of Shannon
 - 2 comments that indicated something was missing however those items were included within the plan (sidewalks on Second Creek and on HWY 92 and Liberty)
- General comments indication that the respondent does not like the plan (4 comments)
 - Bikes not important
 - Does not want a Mega City

The current version of the TMP has been modified slightly to reflect comments and may can be found at: [Transportation Master Plan](#)

Staff plans to bring the Plan forward for Board adoption at the May 17 meeting unless otherwise directed.

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Transportation Master Plan Feedback			
Comment	Platform	Survey response (if city website form)	City Response
I look forward to the improvements from 180th to Eagle Heights in regards to sidewalks and having roundabouts at the three curves into town along F and Old Jefferson will be a great improvement and help with the lake traffic in the summer as non-citizens tend to be very confused with who has the right away. It is a little disappointing to see that there is no improvement suggested for 180th and 169, as this can be dangerous during high traffic times. I do look forward to seeing changes along 169 as speed limits are typically not obeyed.	City Website Form	I'm satisfied with this plan	The City of Smithville does not have jurisdiction over US-169, however we will continue to work with MoDOT to improve safety for all users along this roadway and have stated in the plan that one of the city's goals is for this roadway to serve as less of a barrier to the community.
Not sure how we feel but concerned as there is 3 new proposed roads that cut through our property. Please put us on your email list. Thanks			
2 Make a bypass for 169 that goes around Smithville. Stop being a speed bump, bet it would increase commerce actually.	City Website Form	I think this plan is missing something	The Transportation Master Plan is a 10-20 year plan to accommodate future growth as laid out in the Smithville Comprehensive Plan, however this is contingent upon the market and future development opportunities arising. This plan identifies where future roadways will be needed to make connections based on predicted development patterns, however the primary way right-of-way for these roadways will be acquired will be through land dedication if and when adjacent property owners decide to sell/subdivide their properties.
3 I am so glad to hear this is happening! I am always especially concerned for our disabled Citizens getting around, other than in their wheelchairs in bad weather.	Facebook comment		An overarching goal of the Transportation Master Plan is to provide alternative north south roadways to better connect the City and decrease reliance on US-169.
4 I'm glad this is being made public. The traffic flow downtown for our citizens and tourists makes it challenging to visit. We need clean easy flow and an invitation to those campers and boaters to visit our downtown. Today our downtown resembles a flyover city for tourists. Downtown businesses are missing out on a valuable income and the city on tax revenue.	Facebook comment (on shared post)		
5 A lot of information shared in the plan. It takes a little while to review and digest the information, especially for those not as involved in the previous meetings or surveys. It looks like a lot of feedback from the various surveys, with most being sharing valid concern's and input. It would help to make this information more readily available for review, and advertise for more input in meetings and planning if possible.	Facebook comment (on shared post)		The Plan addresses communitywide connectivity with a focus on attracting more visitors to the downtown area. The new traffic calming and bump-outs in the downtown areas have made it safer for visitors to walk through downtown and visit shops and restaurants. Future wayfinding efforts could help improve visitors awareness of what downtown has to offer.
			Please make sure to join the city's mailing list for regular updates.
6 input in meetings and planning if possible.	City Website Form	I think this plan is great	

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Transportation Master Plan Feedback

Remove recommendation to move the driveway at Eagle Heights Elementary further east b/c of the elevation, lift station, utilities, and other reasons that MoDOT had recommended it be located at the current location in the first place. The following recommendations are ok: 1) marking the sidewalk/driveway crossings on the school site w/crosswalk markings to bring more attention to pedestrians, 2) exploring the idea of adding a walkway on the east side of Eagle Parkway to bring pedestrians north of the school parking lot and down to campus so they are not crossing in front of circulating vehicles, 3) creating a small traffic circle or other method of facilitating U-turns on 188th so that drivers can comply with the school rule to pass the school, turn around, and queue on the north side of 188th.

7

Called Tammy

Recommendation to move driveway at Eagle Heights was removed from plan.

I am commenting on the proposed potential new minor collector, number 5, on page 31 (Map 7. Functional Class and Potential Roadways). When we chose to build in Smithville, we specifically looked for a lot that was attached to a neighborhood but provided privacy on the back side. I do not want any roadway running along the back of my property. In addition, the proposed route is in a floodplain, and runs through neighboring houses (directly to the north). There would not be any access to the proposed road from the Hills of Shannon subdivision unless it ran through one of the newly built homes on the Estates of Shannon lots. I would like to request to be kept informed of any potential activity near my property.

8

City Website Form

I do not like this plan

It may be important to include a meals-on-wheels component/discussion as part of the Transportation plan. 7% disabled under 65 & 12%+ over 65 population represent aprox. 20% of the population. It would also be a service that may attract retired age people to settle in Smithville.

9

City Website Form

I think this plan is missing something

The Transportation Master Plan is a 10-20 year plan to accommodate future growth as laid out in the Smithville Comprehensive Plan, however this is contingent upon the market and future development opportunities arising. This plan identifies where future roadways will be needed to make connections based on predicted development patterns however the primary way right-of-way for these roadways will be acquired will be through land dedication if and when adjacent property owners decide to sell/subdivide their properties.

This plan does not address outside non-profits ability to support seniors needs, however the City of Smithville is supportive of these activities.

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The Transportation Master Plan recommends annual street maintenance including mill and overlay be completed where needed. The City's website's finance page contains city budget documents which describe how the City plans to fund roadway maintenance.

The family who owns the farm just lost a family member to covid. This road would destroy a working farm. This road and bike path is not worth the negative impact it would bring to this family.

10

City Website Form

I do not like this plan

I think infrastructure needs to be improved for the increasing traffic prior to adding. Bike trails can be on hold until this is complete. Priorities first with taxpayers money.

11

City Website Form

I think this plan is missing something

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Transportation Master Plan Feedback

12	Would like to see MoDot Draft of future projects for 169 & 92 identified on the TMP, include area 5 to 10 miles past city limits.	City Website Form	I'm satisfied with this plan & I think this plan is missing something	MoDOT is planning to widen the shoulders on Route 92 and implement turn lanes at major intersections between Carney and Smithville. The Transportation Master Plan recommends annual street maintenance including mill and overlay be completed where needed. The City's website's finance page contains city budget documents which describe how the City plans to fund roadway maintenance.
13	I understand the desire to add roads and streets, however, where in the plan does it address fixing the streets in the old part of town? The city has a lot of focus on sub division enhancements but nothing for the non HOA existing homes. The islands on the street scape need to be sawed off and give us normal down town streets again.	City Website Form	I think this plan is missing something	The public engagement summary within the Transportation Master Plan (beginning on page 7 of the plan) summarizes key findings for community engagement conducted both in-person and virtually. The Second Creek sidewalk is depicted on page 34, and the City submitted a grant application with the Mid America Regional Council (MARC). The City will be notified if the sidewalk project is awarded funding in October 2022.
14	Nearly 75% of respondents did not think bicycle concerns were important or were neutral. But this entire report seems to be obsessed with bicycling and bike paths. LISTEN TO YOUR CONSTITUENTS.	City Website Form	I do not like this plan	
15	Love all the changes here in Smithville. I wish the plan included access for those that live west of 169 and Second Creek. So many residents in Cedar Lake and surrounding areas that do not have a sidewalk on Second Creek to access the city. People still walk, run and bicycle on the narrow road which is dangerous. High School track have used it in the past as well. Second creek is much too narrow along with the curve makes it unsafe. We would love to safely be connected to the city.	City Website Form	I think this plan is missing something	
16	Would love to see a trail to connect White Iron Ridge to 92 and Liberty. Could definitely see a lot of opportunities for the community !	City Website Form	I think this plan is great I think this plan is missing something	Sidewalks/sidepaths are recommended for 92 and Liberty. Please refer to recommendations number 3 and 5 on the new sidewalk/sidepath map. The City of Smithville does not have jurisdiction over US-169, however we will continue to work with MoDOT to improve safety for all users along this roadway and have stated in the plan that one of the city's goals is for this roadway to serve as less of a barrier to the community.
17	Would like to see a traffic lights at US-169 and Amory both North and South bound. But more ideal on the North bound as cars enter city limit need to start slow down, and people live and shop there have pieces of mind to enter and exit. Plan appears well thought out. I support the multi use trail expansion. This is critical to connect different parts of Smithville together and promote healthy connected communities. The Riverwalk park is good but might be a little too pricey.	City Website Form	I think this plan is missing something	
18	As a resident for over 35 years, I do not want to see this town turn into a mega city. If you want all the amenities of a big town THEN MOVE THERE!!	City Website Form	I think this plan is great	
19	Keep this town small and unincorporated!!! I have received concerns over the expansion of the Metro Green Trail System, item B on Map 8. Private property rights along Rocky Branch must be respected and I would ask the city to remove this aspect of the	City Website Form	I do not like this plan	The stated purpose of the Transportation Master Plan is to prepare the City of Smithville for future growth while ensuring that the small town culture and feel is retained. The Metro Green Trail System is a recommendation for a regional trail system
20	Transportation Master Plan.	City Website Form	I think this plan is missing something	

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Transportation Master Plan Feedback

We need to connect the newly proposed sidewalk on F and the main st. trail across the dam. It would make a perfect loop and allow several neighborhoods to connect, especially with the parks master plan of putting all the ball fields in at smith's fork. If there was a sidewalk across the dam most northern neighbors could walk to smith's fork. I also would like a better marked cross walk crossing 1st street at Maple lane. My kiddo rides his bike to school and that is one of the most worrisome areas. Cars travel too fast right there and there is not a good cross walk. I like the way future IQ has done these master plans, but I feel like on this one, we need someone who has knowledge of smithville to really make sense of where new sidewalks are actually needed and damaged or nonexistent ones need to be repaired or placed. When they were explaining this master plan during the meeting they stated I'm not from around here. I feel like us, who live

21 here, should really take a closer look at this.

City Website Form

I think this plan is missing something

I see some great things, but I want to share my concerns. 1. Map # 7-- NE 144th Street---a rural road with a limited number of families. These are hardworking people who have done so to acquire a rural, quiet type of living. (Many people have left Kansas City and moved to Smithville just for this!) This road holds 6 homes on acreages (north side) and 2 homes and rural land housing hay fields and livestock-i.e., cows, horses, donkeys, chickens... A creek cuts through the land and is at times challenging to work with. This map suggests that NE 144th Street is a "Potential new MAJOR collector". Turning this quiet dead-end road into a MAJOR collector would bring about a loss of the quality of living these families have sought out, made, and enjoyed and create an unsafe situation for families and animals. 2. Also on map # 7, our acreage has a "potential new minor collector" shown. This is pastureland and houses a bull, cows, horses, other wildlife, a

22 challenging creek, farm ou

City Website Form

I think this plan is missing something

People are flying southbound on 169! The median years ago was set up for 2 more lanes. This needs to be completed for the interstate! The current southbound lanes can be the frontage road that was promised. The frontage road was to extend to 134th street so all the houses that were impacted would have safer roads and could go north without having to always drive south to a cross over to get into Smithville. There was also suppose to be a northbound frontage from Amory Road. OR We would need several more traffic lights down 169. 1 at Martin Road. 1 at Amory. 1 at 134th. In the mornings it is like a Nascar Race from the light by McDonalds southbound. They are hitting speeds up to 75 by the time they are at my

23 street. We have been lucky that no one hasn't been killed here.

City Website Form

I think this plan is missing something

The Transportation Master Planning team will add the sidewalk recommendation to the plan. A marked crosswalk is proposed at 1st St. and Maple Ln, school staff at Maple Elementary have made the planning team aware of this issue.

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The City of Smithville does not have jurisdiction over US-169, however we will continue to work with MoDOT to improve safety for all users along this roadway and have stated in the plan that one of the city's goals is for this roadway to serve as less of a barrier to the community.

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Transportation Master Plan Feedback

This plan needs more work and more time. I just learned of the TMP in late February. I am a landowner whose property would be impacted by the plan. None of our surrounding neighbors knew about this plan. We were not aware of the online survey mentioned nor of the pop-up meeting. I would expect that something as major as this, something that would directly affect land and homeowners, would be communicated more formally and directly by the City. There are several non-residents of Smithville whose property will also be affected. How was this plan communicated to them? Those I contacted knew nothing of the plan. I have lived in Smithville for almost 35 years. I have seen changes that have improved our community and can appreciate the need for improvement, but this plan is too aggressive for Smithville's small town feel that everyone moved here for. I understand that with growth and development comes the need for change, but I'm

24 asking that the City act responsibly and cons

City Website Form

I do not like this plan

Please refer to the public engagement summary provided within the Plan beginning on page 7. Along with the engagement tools mentioned in this section, notices for the pop-up meeting and the online survey were provided in the municipal water bill sent out to Smithville residents. The Transportation Master Plan is a 10-20 year plan to accommodate future growth as laid out in the Smithville Comprehensive Plan. This plan was developed in part to help preserve the small town feel of Smithville with a walkable community and roadways that fit the scale of a small town, not a large suburb. Recommendations for new development areas are contingent upon the market and future development opportunities arising. This plan identifies where future roadways will be needed to make connections based on predicted development patterns however the primary way right-of-way for these roadways will be acquired will be through land dedication if and when adjacent property owners decide to sell/subdivide their