



October 3, 2023

Ms. Leslie Herring  
City Administrator  
City of Westwood, KS

RE: 50<sup>th</sup> & Rainbow Development – Westwood, Kansas

Dear Ms. Herring,

As requested, Priority Engineers, Inc. has reviewed the traffic impact study prepared for the 50<sup>th</sup> & Rainbow Development project dated September 29, 2023. Overall, the study addresses previous comments and ongoing changes to the project. However, while sight distance was measured for the drives accessing Rainbow Boulevard, the sight distance for the drives onto 50<sup>th</sup> Street and onto 51<sup>st</sup> Street has still not been field verified as requested in the scope provided at the beginning of the project. The sight triangle exhibits provided are helpful, but we still recommend that the sight distance be field verified to ensure that there are not vertical alignment, landscaping, or other unexpected obstacles present.

The following comments and observations are for documentation only, and do not require a response.

- Figure 1 illustrates the existing traffic volumes as counted on September 6<sup>th</sup> with school in session. Existing traffic volumes (Figure 1) were combined with development traffic volumes (Figure 7) to generate the traffic volumes illustrated in Figure 8 as those to be used for the proposed development scenario. The Rushton School traffic volumes were to be subtracted out of this scenario. However, it appears that only those vehicles utilizing the drive opposite Adams Street were subtracted. The drive opposite Booth Street actually has a higher utilization. While this parking area will remain post-development, it is clearly being used for school traffic at this time. These vehicles could be subtracted from the intersection of 50<sup>th</sup> Street and Rainbow. The intersection operates well as modeled, and the analyzed conditions can be considered to be conservative.
- On page 10, in the second paragraph, the proposed driveway movement described as a westbound left-turn should be eastbound.
- Left turn lanes are warranted on northbound Rainbow at both the Church Drive and 51<sup>st</sup> Street. These movements operate well without the turn lanes. Absence of turn lanes should be verified by City staff as consistent with regional goals and plans for the Rainbow corridor.
- KDOT may have comments regarding the trip generation rates used. The decision not to apply internal capture reductions or pass-by trip reductions should offset minor changes to the trip generation rates utilized and are not expected to impact the overall results of the study.

Please let me know if you have any questions or require additional information. I can be reached at (816) 738-4400.

Sincerely,

PRIORITY ENGINEERS, INC.

A handwritten signature in blue ink that reads "Kristin L. Skinner". The signature is written in a cursive, flowing style.

Kristin L. Skinner, P.E., PTOE