

Category	Name	City	State	ZIP	Date	Comment	Response
Airport	Jez Davis	not provided			5/9/2024	comment not posted because address not provided	Address required to be entered into the public record.
BSS	Marc Solomon	Lee's Summit	MO	64082	5/1/2024	When is the expansion of Pryor from two lane to four from 150 hwy to Longview. I thought from prior plans it was to happen this year.	Pryor Road is moving forward in two phases. Phase 1 will improve Pryor Road from Hook Road to Longview Road. Right of way acquisition is complete, so the project will be ready to advertise construction bids in fall 2024. Construction is estimated to take place from Spring 2025 through fall of 2026. Utility relocation work for Evergy, Spire, fiber optics and telecom utilities will be underway for the remainder of 2024. Phase 2 will improve Pryor Road from M-150 to Hook Road. Design work is currently underway for his section. Construction is estimated to take place in 2026-27.
BSS	Katie Hawley	Lee's Summit	MO	64063	5/2/2024	As part of the Scherer reconstruction project, please look into safety improvements to Sampson Rd south of Scherer. This road has no shoulder and can't even accommodate simultaneous traffic in both directions.	Sampson Road south of Scherer is not in the current master plan improvements. However, this public comment will be part of the record when producing future thoroughfare master planning. These types of comments will be presented to the Public Works Committee when future roadway projects are discussed. If development takes place along Sampson, then City's Unimproved Road Policy would require the developer to improve the road along the frontage of the to the proposed development and all the way north to Scherer Road. In the meantime, the City has a design underway to replace the wood-decked bridge over Mouse Creek. The project will construct an elevated bridge with two full lanes for traffic plus space to receive a trail and sidewalk when Sampson Road is improved. As part of the April 2023 No Tax Increase Bond Issue, voters approved a bond issuance for improvements to Scherer Road. As part that project scope, the intersection with Sampson will be improved, to include replacing the small culvert approximately 120 feet south of Scherer.
BSS	Kelly Bride	Lee's Summit	MO	64082	4/19/2024	Thank you for adding Raintree spillway bridge deck. It is definitely in need of repair.	The Raintree spillway bridge deck, along with Lakewood spillway bridge deck, and Dick Howser Drive Bridge, were three locations evaluated for repairs as part of MoDOT's Bridge Engineering Assistance Program (BEAP). The studies were funded entirely by MoDOT to develop the scope of repairs, or replacement, needed to extend the life of the bridge decks. The City has sequenced the project so that Raintree bridge repairs will be under design in 2024 for 2025 construction.
Programs	Jan Sanderson	Lee's Summit	MO	64081	5/2/2024	Our city streets are in deplorable condition. Please don't wait to fix. Patching doesn't always work, please repave ASAP.	Residents are encouraged to call Public Works at 816-969-1800 to report potholes, curb issues or pavement condition issues. Public Works staff will initiate a service request, visit the site, and make an evaluation for the most appropriate repair method. Potholes are filled within one work day of being reported to the City (weather permitting). Long range maintenance is managed through the City's Pavement Maintenance Program. Information regarding upcoming work can be found on the City's website at <a href="https://cityofls.net/public-works/street-programs-maintenance/pavement-management-programs">https://cityofls.net/public-works/street-programs-maintenance/pavement-management-programs</a> . The City inspects pavement on a recurring basis to establish an overall Pavement Condition Index (PCI) in accordance with standard pavement management practices. Streets are programed for mill and overlay, surface seal-coating, or crack sealing based on the PCI for streets grouped within a neighborhood to minimize potholes, maximize pavement lift, and avoid roadway re-construction. Over the past ten years, the City's overall PCI has been improving and the number of potholes reported has been decreasing. These trends seem to indicate that, overall, the City's pavements are in better condition now than ten years ago. However, individual sections may need attention, so contacting Public Works about specific issues will help identify those specific locations that may need repair.
Programs	Terry White	Lee's Summit	MO	64064	4/30/2024	When looking at streets and roads please take a look at Fairway Drive from Lakewood Boulevard south to Edmonson. The asphalt is cracked and chipping, The curbs are failing. The intersection of Fairway Homes and Lakewood Boulevard to south is caving in, potholes and major cracks. It's as though it was never laid properly the first time. Thank you.	Currently, this section of Fairway Home Drive has a Pavement Condition Index (PCI) of 71 on a 100-point scale. This is generally considered "good" to "very good" condition and still within the PCI range for which preventive maintenance is still effective for the overall section. Some spot repairs may be needed, The City may need make spot repairs, such as full depth or partial depth, patching before 2027. City staff will conduct an inspection of Fairway Homes drive to validate the City's most recent data regarding the roadway condition and identify areas that may need more immediate spot repairs. Maintenance records indicate the street was resurfaced in 2003, and then surface sealed in 2011. Typically, the City expects an overlay will last 20 to 30 years. Looking forward, Fairway Home is currently estimated to have curb replaced in 2026 and followed by resurfacing in 2027. City initiated Service Request number 160516 to conduct a pavement inspection and evaluate potential work needed.

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Stormwater	Morgan Jones	Lee's Summit	MO	64063	5/13/2024	I would like to see improvements to the downtown infrastructure, specifically as it relates to stormwater drainage. It would also be nice if the stormwater run off from Lea McKeighen Park would be addressed as it is causing erosion and damage to the properties on the 600 block of Meadow Lane and Green.	Based on limited funding, the City has established a level of service for stormwater programs that only addresses structural flooding or repairing failed infrastructure. The City's operations and maintenance budget is dedicated to cleaning or repairing pipes that have clogged, formed sinkholes, or cleaning culverts to reduce the risk of roadway flooding. If residents desire for the City to mitigate stormwater issues in privately owned yards, channels, or open areas then, additional funding will be required. However, this public comment will be part of the record when producing future thoroughfare master planning. These types of comments will be presented to the Public Works Committee when future stormwater projects are discussed. Future opportunities to address level of service or infrastructure concerns in the downtown area may be forthcoming as part of potential stormwater user fee discussion, future sales tax elections, bond issue elections, improvement districts, or other strategies. In the meantime, if there are clogged culverts, sinkholes, or roadway flooding, please contact Public Works at 816-969-1800 to initiate a stormwater service request so that City staff can investigate specific concerns.
non CIP	Julie Arth	Lee's Summit	MO	64081	4/20/2024	I'm fine with paying taxes for infrastructure, but the roads and parking lots are garbage. I'm fine with paying for law enforcement, but not when the cop's job is pulling only white people over and giving them tickets for bogus nonsense. LSPD is disgusting. Take your racism someplace else. btw, I will not pay for the Marxist piece of crap Lee's Summit school district, nor will I pay for Mid-Continent Public library, for the same reason. I see Section 8 housing being built in the Westvale neighborhood. That is disgusting as well. Come pick up the trash the druggies left at the end of Westvale Circle. I'm tired of looking at trash bags. You call yourself a city, yet Lee's Summit does not have a Half Priced Books store? We need a Half Price Books. Put it where Target is, or Ulta, or Old Navy. These stores suck. The government is so corrupt, I have a very hard time supporting it.	This capital project comment solicitation is not the appropriate forum to discuss these issues described. Some of the comments are related to issues that the City has no control or authority to govern. The City provides a very broad spectrum of services that are handled by departments and personnel specializing in those various fields. The issues raised here can be discussed by contacting the appropriate department to review or investigate specific concerns.
non CIP	Donna Gordon	Lee's Summit	MO	64086	5/3/2024	So, it says the Capital Improvements Sales tax will be used to fund 'stormwater infrastructure projects' throughout the city. (p. 4) Does this mean you are not going to ask for a stormwater tax?! The only way I am going to vote for that is if the developers, whose projects exacerbate these issues, stop getting incentives. We are taxed enough already and it adds insult to injury when these entities, who are not creating jobs and/or are stretching the definition of 'blight' to build apartment complexes we don't want or need at this point are given generous incentives while we see our tax bills continue to grow. How much do these 'livable streets' elements p.21 add to the cost of the projects? Are these 'New Urbanism' ideals just adding costs without adding the value that these additions cost? I have never heard a cogent argument for a cost/benefit analysis - but may have missed it. Page 39 lists the signal addition at Chipman and Todd George as '2024' but the 'cost' page on p. 40 & p.67 says FY 25 - so does this mean after July 1 2024. Why does a traffic signal cost over half a million dollars? Seems excessive.	The City's current, 15-year stormwater CIP Sales Tax is restricted to capital improvements that will mitigate known structure flooding caused by a lack of public infrastructure or failed public infrastructure. This existing tax cannot be used on-going operations and maintenance of infrastructure, permitting compliance requirements, and other stormwater related activities. The City has no intention of asking for stormwater tax. The City did conduct meetings with a citizen's Stormwater Advisory Council (SWAC), as directed by Council, to evaluate potential way to fund on-going stormwater operations and maintenance. The SWAC recommended a stormwater user fee. A user fee if the City wants to change the current stormwater level of service from a more costly, re-active level of service that responds to infrastructure failures as they occur; or change the level of service to a more proactive, preventative maintenance program that significantly reduces the risk of catastrophic infrastructure failures, such a sinkholes near existing structures or roadways. Based on the popular demand for walkable and bike-friendly streets, livable streets elements have been included on roadway projects since 1999. The City Council formally adopted a Livable Streets Policy in 2011. Livable streets have also been cited as elements to promote quality of life in the City's LS360 Strategic Plan and the iGNITE 2012 Comprehensive Plans. The typical cost for livable streets elements (sidewalks, bike path or bike lane, street lights) cost a fraction of the total construction cost on a roadway project. As a rule of thumb, this would equate to about \$600,000 to \$1.0 million per mile. As a specific example, Colbern Road livable streets elements will cost about \$1.4 million. There is not a standard cost-benefit method. However, the City applies for numerous state and federal transportation grants for construction. Livable streets elements are required to be included on projects to be eligible for grant money. The City has been awarded \$45 million in state or federal grants for roadway projects over the past two years. Colbern Road received \$11.6 million in grants, which far exceeds the \$1.4 million spent on livable streets. Another benefit to livable streets is the national publicity brought to Lee's Summit in the "best places to live" surveys. Bicycle amenities, pedestrian facilities, traffic congestion, safety, etc. are elements that go in to assessing a community's quality of life. A direct, monetary benefit cannot be attributed to positive publicity, but there are indications businesses and people are attracted to, or relocated to, Lee's Summit based on the positive quality of life and livable streets impacts. Project budgets are developed using recent construction cost data. The City, Consultants, MoDOT and other agencies have construction bid data that are used to develop the estimated construction costs. The budget shown in the CIP is the entire project budget and is intended to authorize enough money to complete the work. The project budget includes a small contingency to cover inflation, design, right of way acquisition, utility work, inspections, construction costs, and all other costs necessary to complete the project.