



# Downtown Area Infrastructure Improvements Continued Discussion

March Public Works Committee Meeting 2021  
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City Traffic Engineer



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# Agenda

## Continued Discussion:

- Review Previous Discussion Questions
- Summary of Previous Discussion Feedback
- Approach Presentation and Conversation
  - Plan Policy Guidance
  - Plan Prioritization
  - Plan Funding
- Next Steps and Conclusion



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# Previous Questions

## Greater Downtown Area Plan Goals “Vision”:

1. What is the boundary/area focus?
2. What needs or wants to be improved?
  - Infrastructure (Curbs, Sidewalks, Storm Sewer)
  - Issues (Accessibility, Complaints, Aesthetics)
  - Road Classifications (Local, Collector, Arterial)
3. How should it look?
  - Consistent or Variable Standards



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# Previous Feedback

## PWC Discussion Summary

### 1. What is the boundary/area focus?

- It's conditions prevalent in the "Greater Downtown Area"; but it is not only the "Greater Downtown Area". Include any and all local or residential collector corridor in similar condition.
- The subject streets/corridors are not generally identified in the Thoroughfare Master Plan or Capital Project Lists. Consider associated factors (Infrastructure Age and Condition) to elevate project prioritization in normal project selection processes.
- The boundary/area of focus is further clarified by feedback from the needs and wants discussion...



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# Previous Feedback

## PWC Discussion Summary

### 2. What needs or wants to be improved?

- **Focus on Transportation (Streets and Sidewalks).**
  - Address Storm Water, Sidewalk and Water/Sewer with Transportation Improvements
  - Water/Sewer Rehabilitation Program already underway
  - Storm Water Improvements Program pending Storm Water Study
  - Sidewalk Gap Program to follow City Council recent guidance on Sidewalk Gap Prioritization. *Gaps where street reconstruction required to be coordinated with Street Reconstruction Projects.*
- **Focus on “Needs” Projects rather than “Wants” Projects...We think we want all older infrastructure to be improved to look current...Infrastructure with Curbs, Sidewalks, Underground Storm Sewer. However, improvements to be prioritized based on need with limited funds and the wanted look may change considering unintended impacts and education about alternative designs.**



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# Previous Feedback

## PWC Discussion Summary

### 2. What needs or wants to be improved (Continued)?

- “Needs” Projects address failing pavement conditions, sidewalks where none exist, capacity where flooding occurs, and roadways where hazards are present (crash experience or too narrow for two-way traffic). Typically, residential corridors do not have a need for additional lanes. Needs are generally not aesthetics and there are likely misperceptions about safety and capacity based on aesthetics. Aesthetics are “Wants” Projects.
- Avoid complaint based or opinionated priorities. Priorities should be based on conditions, data, and critical factors using established planning processes.
- Must address safety first (Crash Mitigation Priorities)
- Target higher volume roads before others (e.g. Collectors then Locals)
- Then consider age of infrastructure.



# Previous Feedback

## PWC Discussion Summary

### 3. How should it look?

- Desire for all roads to meet current standards (“look alike”) based on public feedback, perceptions of equity and acceptable infrastructure.
- As the Needs Projects are addressed, rebuild to current standards.
- Consider maintaining existing unless or until safety, capacity or condition is an issue.
- Wants Projects to be determined later, project by project, and subject to reassessing acceptable alternative designs such open ditch.
- As project occur, minimize tree removals (except where damaging infrastructure) and maintain existing neighborhood character.



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# Discussion

## Developing the “Residential Street Reconstruction Program”

- **Plan Guidance**
  - Political desire for all roads to meet current standards (“look like new roads”) based on public feedback, perceptions of equity and acceptable infrastructure.
  - Focus on residential roads and create opportunities for these types of projects.
  - Address Needs as opposed to Wants
  - As Needs are addressed, rebuild to current standards where practical.
  - Maintain existing unless or until Needs improvement (e.g. safety, capacity or condition issue), then proceed with reconstruction for Wants.
  - Wants Projects to be determined later, project by project, and subject to reassessing acceptable alternative designs such open ditch.
  - As projects occur, coordinate various infrastructure improvements and and preserve existing neighborhood character.



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# Discussion

## Developing the “Residential Street Reconstruction Program”

- **Project Category and Project Identification**
  - **New Category of Projects “Residential Street Reconstruction Program”**
  - **Excluding projects subject to existing programs/plans and target historically excepted roadway infrastructure (e.g. residential corridors).  
Not to include...**
    - Arterial or Commercial/Industrial Collectors (TFMP and Non-TFMP Listed Projects)
    - Sewer/Water Rehabilitation Program Underway
    - Sidewalk Gap Program Initiated
    - Storm Water Program - Study Pending
  - **An inclusive citywide approach that considers age, condition and current standards, based on needs with safety foremost.**
    - All residential local streets and residential collector streets within the City.
    - Infrastructure age factors will elevate “Downtown Area” priorities.
    - Focus on Substandard (Not Current), uncurbed conditions, but curbed residential roads beyond maintenance included.



# Transportation Projects Lists

**Type Variety**  
 TFMP Projects  
 Non-TFMP Projects  
 Maintenance Projects

**Benefit Variety**

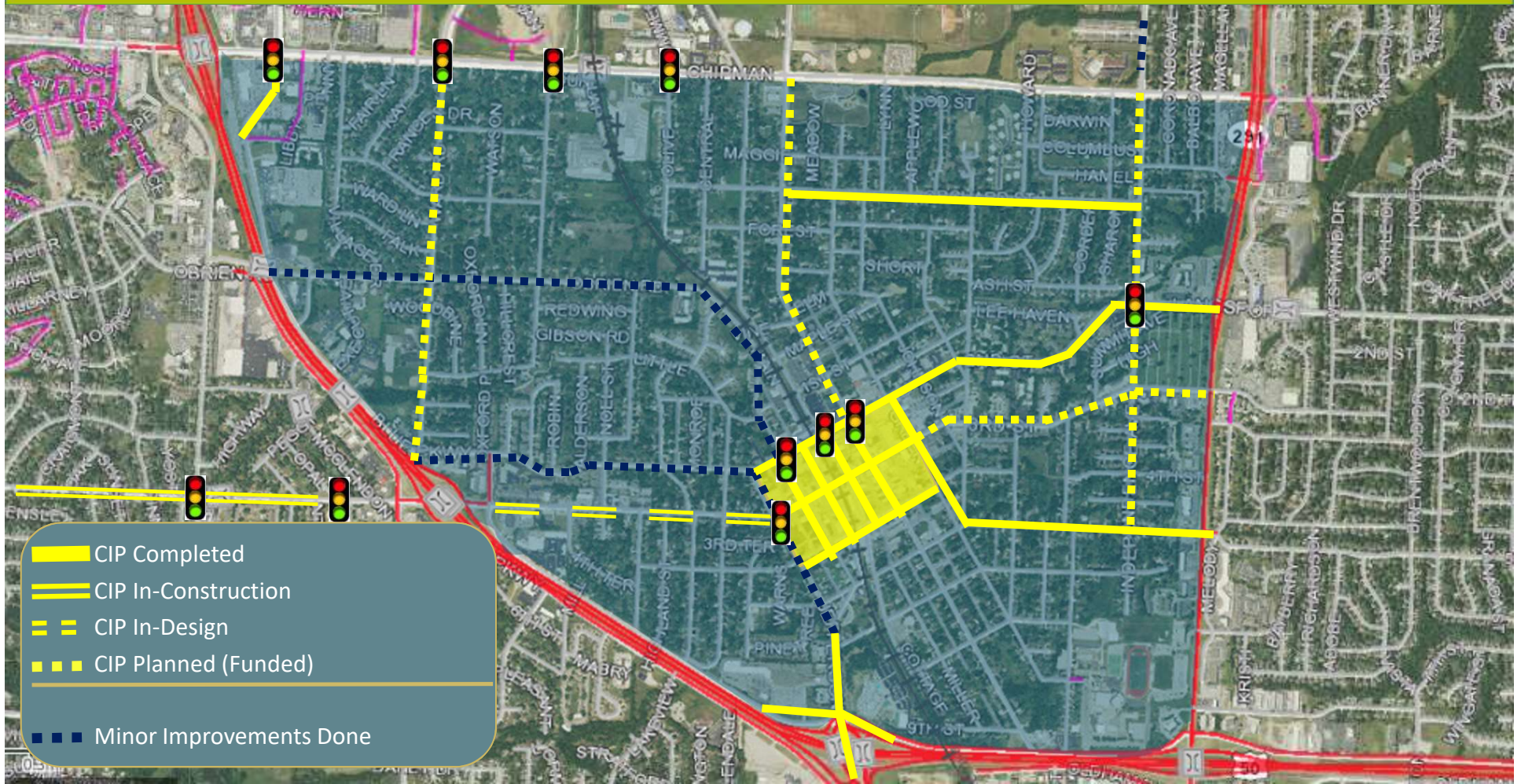
Council Recommended & Funded by 2007 Sales Tax Balance  
 Council Recommended & Funded by 2017 Sales Tax Renewal  
 Funded & Constructed by Development Activity

ID	Priority	Market Target	Route	From	To	Improvement Description	Benefit				Cost	Year	Notes
							Safety	Operation	Livability	Economic			
78	8	X	3rd Street	Downtown	M-291	Reconstruct 2/3-lane	○		●	○	\$\$		Livability
79	7	X	3rd Street	US-50	Downtown	Reconstruct 2/3-lane	○		●	○	\$\$		Livability
80	5 (16)		Blackwell Road	Shenandoah Dr	Langsford Rd	Livability/Median	○		●		\$		Livability
81		X	Blue Parkway	I-470	South of Colbern	Reconstruct divided 4-lane	○		●	○	\$\$		Economic/Livability
82		X	Douglas Street	Chipman Road	Tudor Road	Add Turn Lanes (5th Lane)	●	○		●	\$\$		Safety/Economic
83	4 (15)	X	Douglas Street	Downtown	Chipman Road	Reconstruct 2/3-lane	○		●	○	\$\$		Livability
84		X	Douglas Street	Downtown	Blue Pkwy	Reconstruct 2/3-lane	○		●		\$\$		Livability
85			Eastridge Street	Grand Street	2nd Street	Removal/Alignment	○	○			\$		Safety/Operations
86		X	Grand Street	5th Street	3rd Street	Reconstruct 2-lane	○		●		\$		Livability
87		X	Grand Street	Narrow Section between Bridge and Ash Street		Reconstruct 2-lane	○		●		\$		Livability
88		X	Grand Street	Ash Street	Orchard Street	Reconstruct 2-lane	○		●		\$		Livability
89	2 (11)		Hook Road	W. City Limit	Ward Road	Add paved shoulders	●		●		\$\$		Safety/Livability
90	10	X	Independence Avenue	5th Street	Chipman Road	Reconstruct 2/3-lane		○	●		\$\$		Livability
91			Lakewood Way	Bowlin Road	N. City Limit	Add paved shoulders	●		●		\$		Livability
92	9		Langsford Road	Blackwell Rd	E. City Limit	Partial Road Section & Sidewalk	●	○	●		\$\$		Safety/Livability

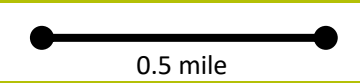




# Transportation CIP Road Improvements



- CIP Completed
- == CIP In-Construction
- - - CIP In-Design
- · · CIP Planned (Funded)
- - - Minor Improvements Done



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# New Category for Project List

## Type Variety

TFMP Projects

Non-TFMP Projects

Maintenance Projects

## Residential Corridor Reconstruction Projects

ID	Priority	Market Target	Route	From	To	Improvement Description	Benefit				Cost	Year	Notes
							Safety	Operation	Livability	Economic			
125	1	X	Orchard Street	Olive Street	Douglas Street	Reconstruct 2-lane	○		●	○	\$\$		
126	2	X	Olive Street	Chipman Road	Orchard Street	Reconstruct 2-lane	○		●	○	\$		
127	3					Reconstruct 2-lane	○		●		\$		
128	4	X				Reconstruct 2-lane			●		\$ or \$\$		
129	5					Reconstruct 2-lane	○				\$\$		
130						Reconstruct 2-lane					\$		
131													

Market Target includes Proposed Activity Centers



# Discussion

## Developing the “Residential Street Reconstruction Program”

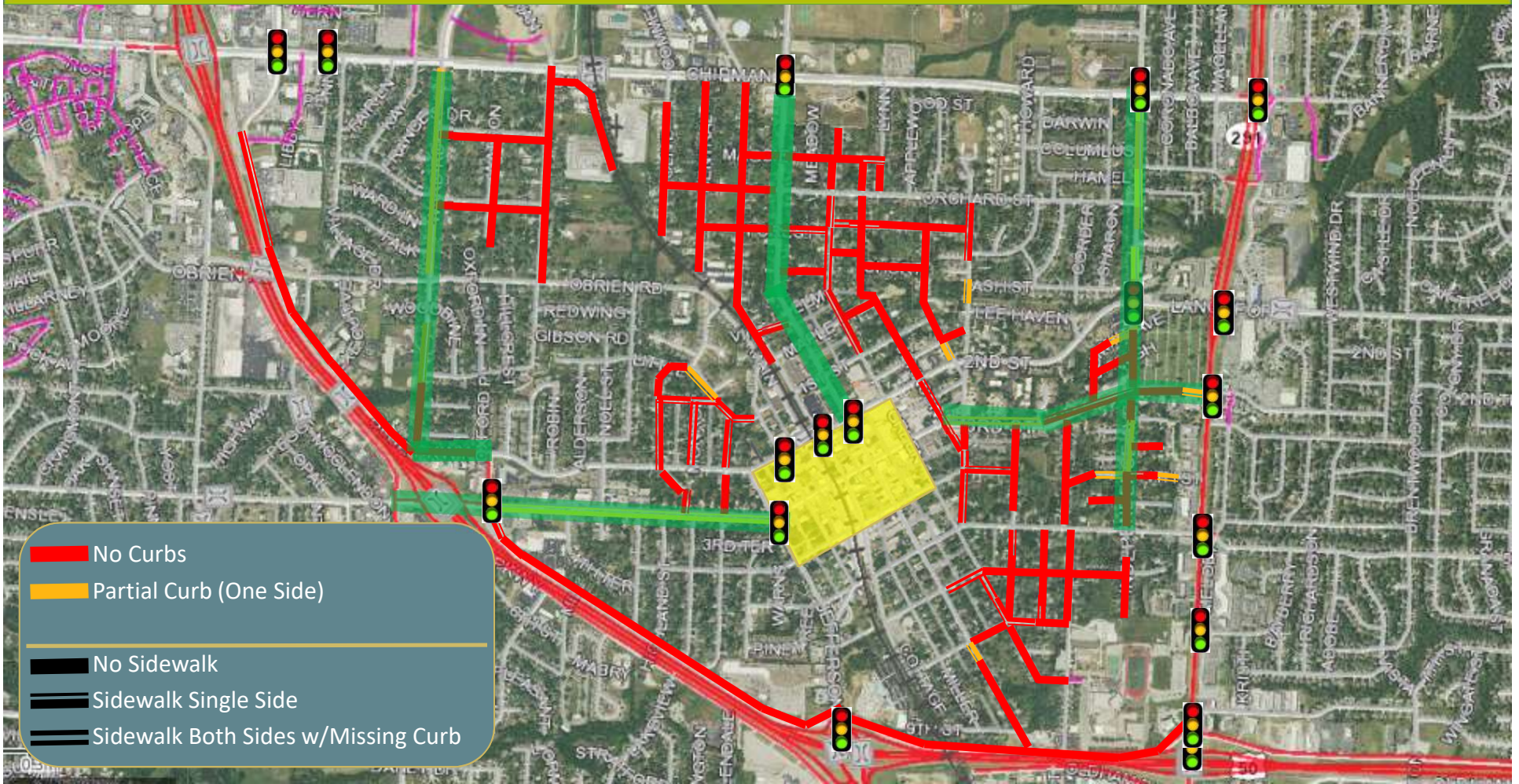
- **Category List and Prioritization Guidance**
  - **Create Project List for new category of targeted Residential Corridors**
    - Roads in needing hazard (safety) mitigations
    - Roads needing reconstruction due to condition/deterioration
    - Roads needing capacity
  - **Prioritize the Project List**
    - Safety (1), Condition (2), Capacity (3) and Street Classification Prioritization Factors
    - Age Factor added, as lower weighted factor, with existing factors for Project Selection: Economic Activity, Livability, Etc.
    - New Factors (Age and Condition) similar to other “Consumer Reports” style representing severity, extent, scale or impact
  - **A comprehensive method for maximizing efficiencies.**
    - Coordinated infrastructure (water/sewer/storm/sidewalk) with road reconstruction.
    - Consider maintenance life cycles.







# Street Standards



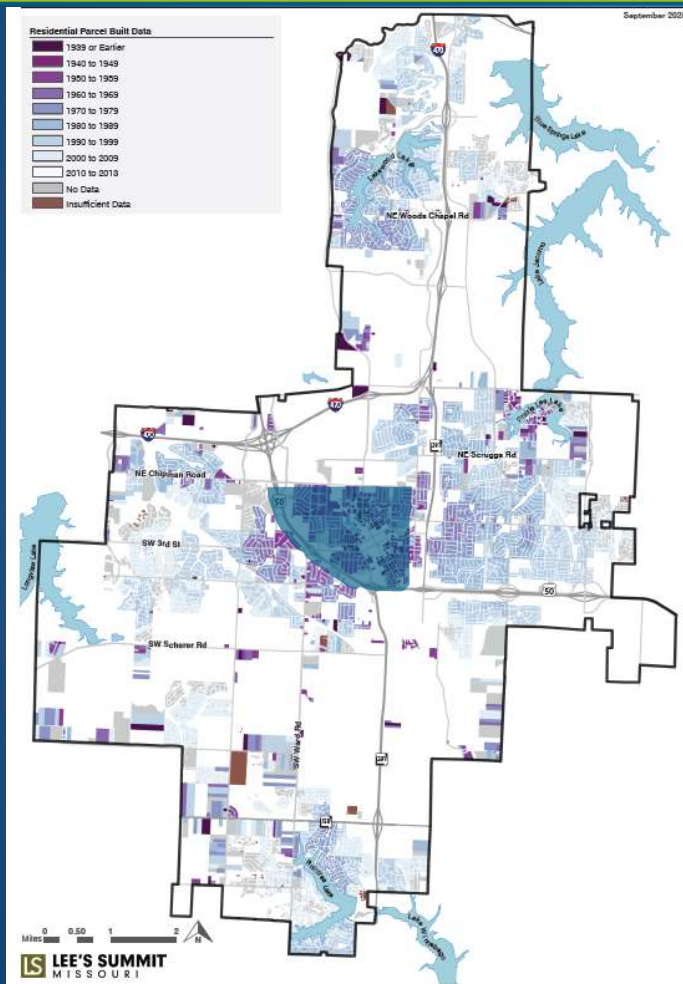
Green Highlight – Improvements

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# Infrastructure/Development Age



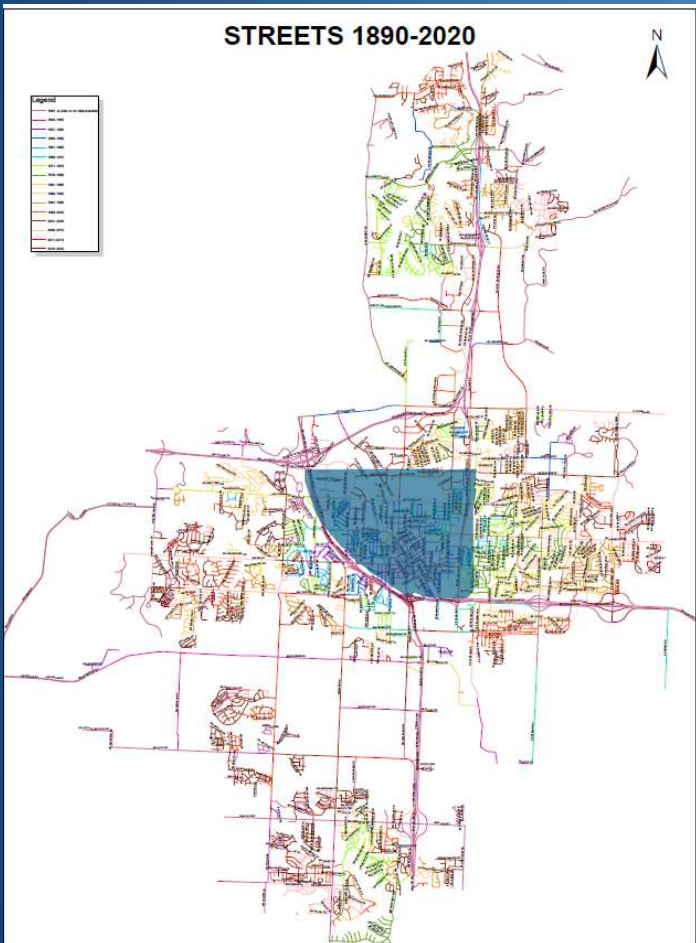
## Greater Downtown Area



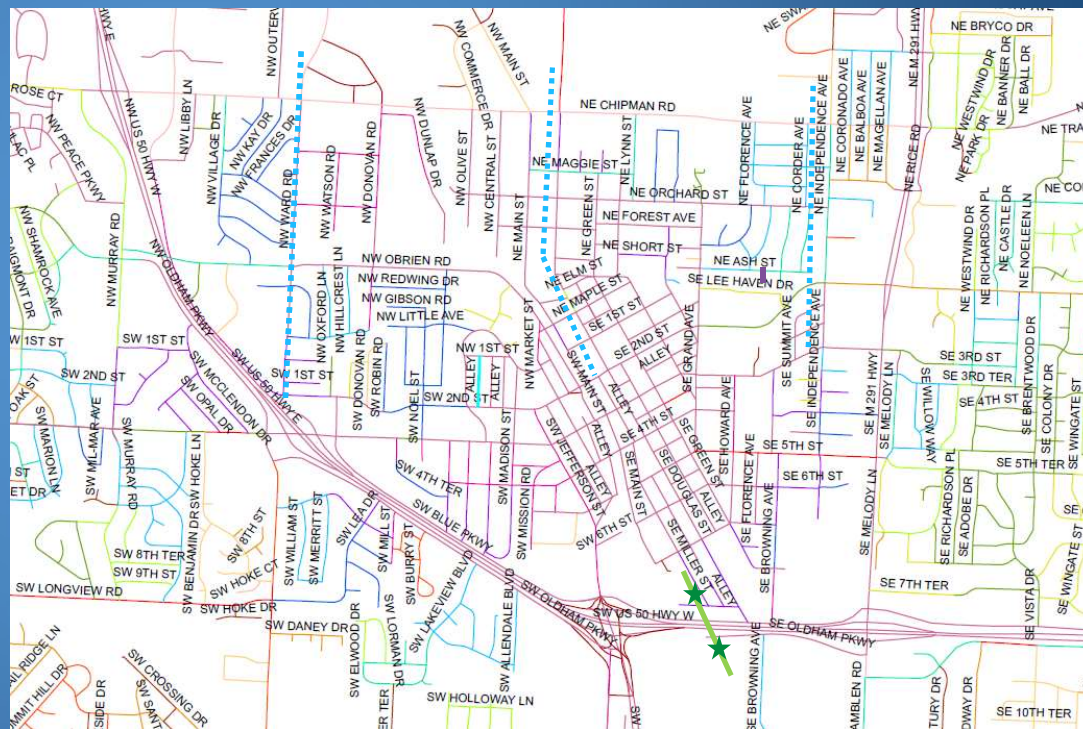
← Age of Residential Housing



# Road Age



## Greater Downtown Area



← Road Construction Date (Age)

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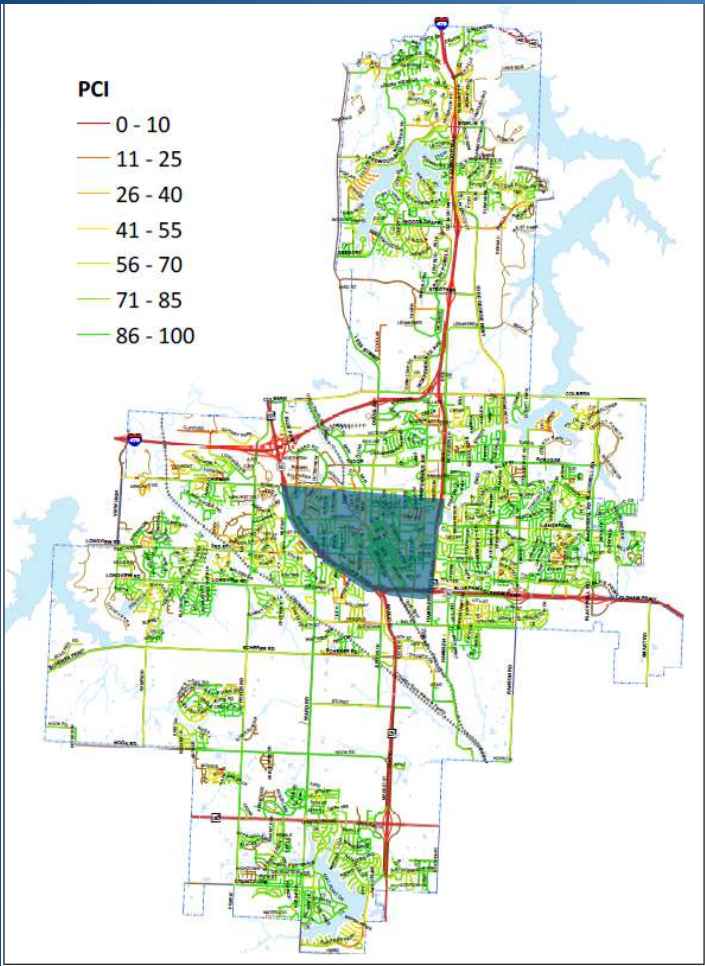


# Road Condition

## Greater Downtown Area

PCI

- 0 - 10
- 11 - 25
- 26 - 40
- 41 - 55
- 56 - 70
- 71 - 85
- 86 - 100



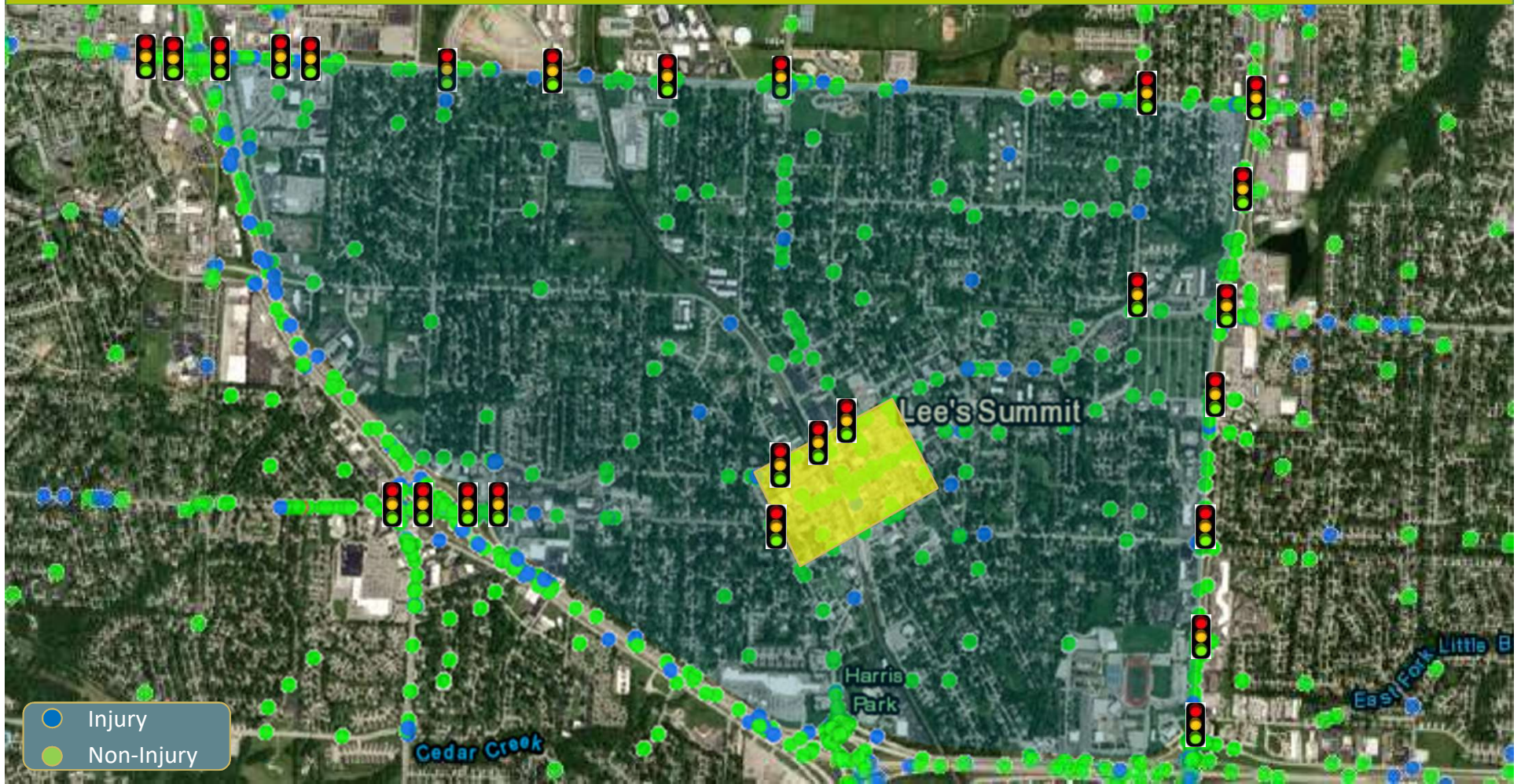
← Pavement Condition Index (PCI)

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# Transportation Crash History & Congestion



- Injury
- Non-Injury

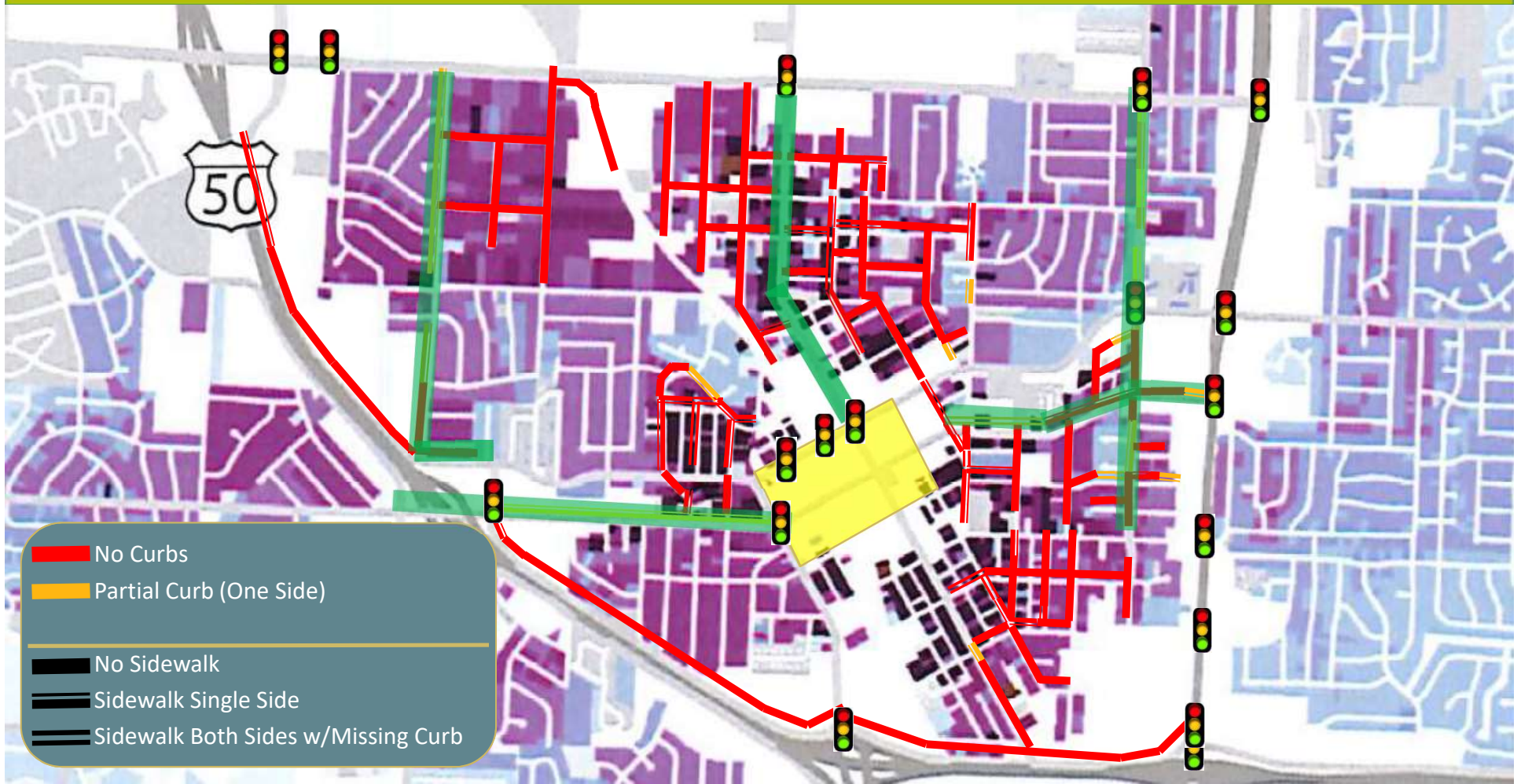


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# Project Identification and Priority



Green Highlight – Improvements

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# Program Planning

Road Classification	No Curbs No SW	Partial Curb No SW	No Curbs Full SW	Curbed Street Reconstruction Required (Failed Conditions)
Residential Collector	0.67 mi	0.72 mi	0.27 mi	TBD (Inventory Pending)
Residential Local/Access	7.68 mi	0.42 mi	1.74 mi	TBD (Inventory Pending)

*\*Only a representative inventory of roadway sections in the Greater Downtown Area*



# New Project Priority List

Add Age Factor

Project/Program	Improvement Description	Prioritization Factors											Cost	
		Urgency	Safety	Condition	Health Hazard	System Capacity	Public Impact	EcoDevo	Livability	Public Demand	Maintenance Savings	Cost Sharing		
3rd Street M-291 Hwy to Green	Reconstruct 2/3-lane		○	◐				○	○	●	○	○		\$\$
3rd Street US 50 Hwy to Jefferson	Reconstruct 2/3-lane		○	○				◐	○	●	○	○		\$\$
Colbern Road - Blue Pkwy to Douglas	Improve to Urban 4/5-Lane Road	◐	●	◐			●	●	●	◐	◐		●	\$\$\$\$
Douglas Street - 2nd St to Chipman	Reconstruct 2/3-lane			○				◐	○	●	○	○		\$\$\$
Downtown Parking Garage	Parking Structure	○					◐	◐	●	○	●		◐	\$\$\$
Independence Avenue - 5th St to Chipman	Reconstruct 2/3-lane		○	◐				○		●				\$\$
Pryor Road - Longview to M-150 Hwy	Improve to Urban 4/5-Lane Road	○	○				●	●	◐	◐	◐		◐	\$\$\$\$
RIRC Trail Heads	Trail Head Improvements									○				\$
Scherer Road - Sampson to Jefferson	Interim 2-lane		◐	◐				○	○		○		○	\$\$\$\$
Ward Road - Chipman to 2nd/Blue Pkwy	Reconstruct 2/3-lane		◐	◐				○		●	○	○		\$\$
Curb Replacement Program	Arterial, Collector & Local Curbs	◐		●							●	●		\$\$
Sidewalk Gap Program	Sidewalk Construction		◐					○		●	◐			\$\$
Storm Water Program - CMP Replacement	Trail Head Improvements	◐		●							◐	●		\$\$\$
Storm Water Program - Streambank Stabilization Projects*	Streambank Stabilization*	●		●			○					●		\$\$\$
Storm Water Program - Structure Flooding Projects	Structure Flooding Mitigations	●		◐	●					○	●			\$\$\$
Street Light Program - Lakewood Way Lighting	Street Lighting		○								◐			\$
Street Light Program - Shenandoah Dr. Lighting	Street Lighting		○								◐			\$
Street Light Program - System Improvements	LED Upgrades & Expansions			○								◐		\$
State Highway Improvements Cost Sharing Opportunity Fund	Misc.													\$\$\$



# Discussion

## Developing the “Residential Street Reconstruction Program”

- **Plan Implementation and Funding**
  - **Add the New Category of Projects to the Unfunded Infrastructure Improvement List (e.g. TFMP Projects, Non-TFMP Projects)**
    - Applied in with other project considerations of funding opportunities
  - **New Residential Street Reconstruction Program funded by Transportation Sales Tax**
    - Program for the prioritized list of New Category of Projects
    - Similar to other Transportation Sales Tax Programs (e.g. Overlay, Slurry, Crack Seal, Transit, Curb, etc.)
    - Availability of collected and unassigned Use Taxes in Fund
  - **Avoid waivers to Unimproved Road Policy for development. Residential roadway improvements by development as applicable.**
  - **Coordinate with Comprehensive Plan**
  - **Public and Political Education of Acceptable Design Alternatives**



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# Conclusion

## Next Steps:

- ✓ **Define Applicable Scope, Conditions, and “Vision”**
  - Inventory/Quantify, Guidelines, Priorities
- **Determine Improvement Approach/Plan**
  - Work within existing and emerging programs (Sidewalk Gap Program, Sewer/Water Rehabilitation Program, Storm Water Study)
  - Coordinate Infrastructure Improvements to address multiple conditions
  - Coordinate with Comprehensive Plan
  - Apply Unimproved Road Policy for Development (ReDevelopment)
  - Inclusion in Capital Project Lists with Additional Factors for Priority
  - Program for Residential Street Reconstruction
- ☐ **Funding**
  - CIP Adoption “Residential Street Reconstruction Program”
  - Future Bond Issues, Sales Tax Issues, Etc. for Project Considerations



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