

Sidewalk Gap Program



February 10, 2025

Public Works Committee Meeting

Erin Ralovo, PE, PTOE

Senior Staff Engineer

Discussion Agenda

- ❖ Sidewalk Gap FY24 Program Review
- ❖ FY25 Program Proposal

CIP included \$500K per year for 5 years

\$2.5M in 2017 CIP Sales Tax Renewal for Sidewalk Gap Program

\$5.0M in 2023 No-Tax Increase Bond Issue

Over \$100M in Sidewalk Gaps Exist

Defining a Sidewalk Gap

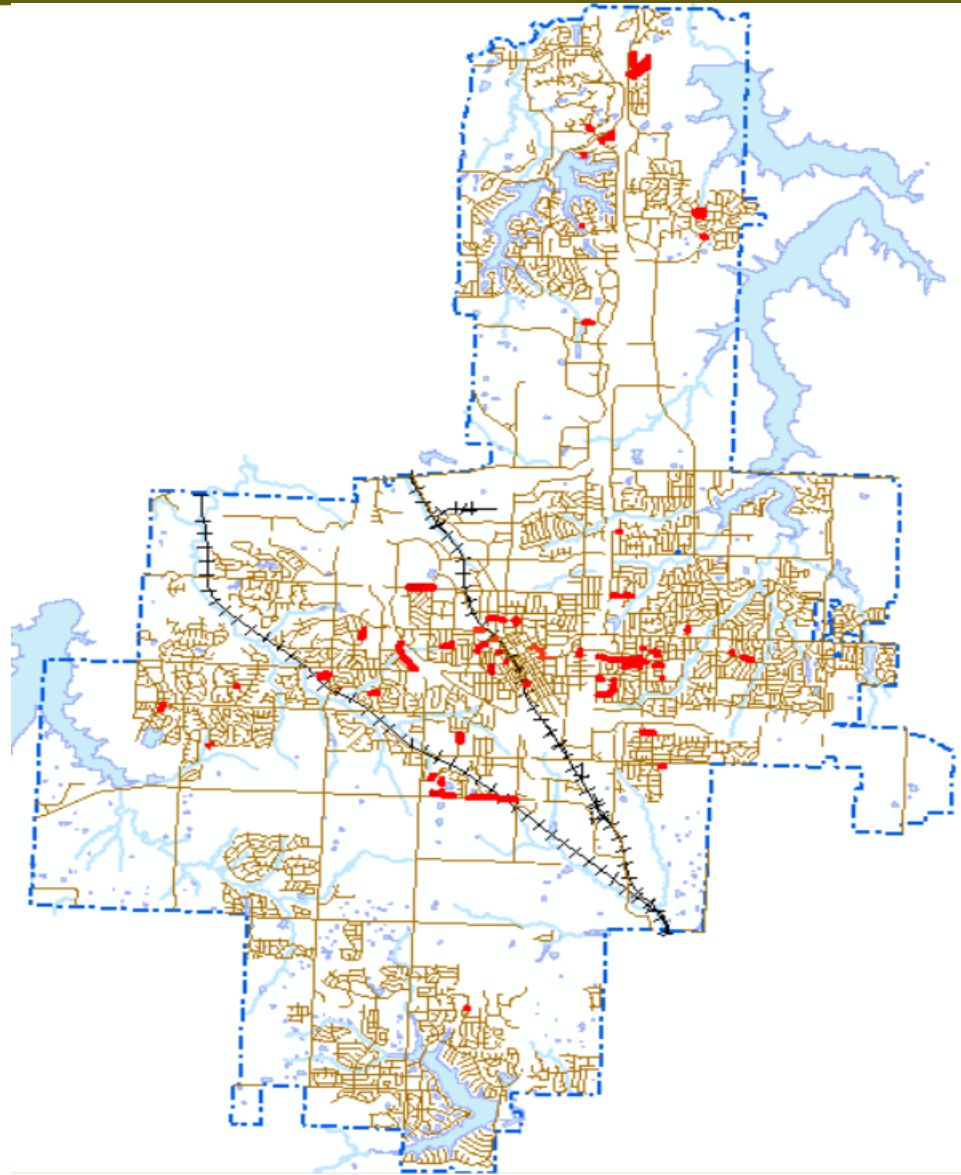
- ❖ A sidewalk gap considered for program purposes:
 - ❖ Break in continuous sidewalk.
 - ❖ Missing sidewalk in an area that generally has sidewalk.
 - ❖ The absence of sidewalk where required by standards except as provided below.

- ❖ Not a sidewalk gap considered for program purposes:
 - ❖ Developing Residential Lot pending sidewalk
 - ❖ Funded Projects in the Capital Improvement Plan pending sidewalk
 - ❖ Unimproved and Interim Standard Arterial Roads pending future Urban Standard
 - ❖ Corridors requiring reconstruction/storm sewer system installation.
 - ❖ An apparent capital improvement project of much larger scale and scope.

Areas Lacking Sidewalks

Sidewalk Gaps

- 247 Miles of Gaps in Original Study.
- 3 Miles of Gaps constructed with Phase One of Sidewalk Gap.
- 244 Miles remain to be addressed.



Sidewalk Gap Program (Review)

❖ Sidewalk Gaps Inventory

- ❖ Previous Inventory Updated 2021 (Continuously thereafter)
- ❖ Gaps exist in the absence of Standard Locations based on requirements. (UDO)
- ❖ Limited to Public Streets (excluding Private Streets)
- ❖ Citizen reported gaps and requests
- ❖ New construction assumed to comply with Standard Locations (no new gaps)

❖ Sidewalk Gap Phase 1 (Based on Final Construction Amounts)

- ❖ 20,137 Linear feet (3.81 miles)
- ❖ Estimate 94 ADA curb ramps
- ❖ Total Project Cost \$2,292,211.20

Sidewalk Gap Program (Review)

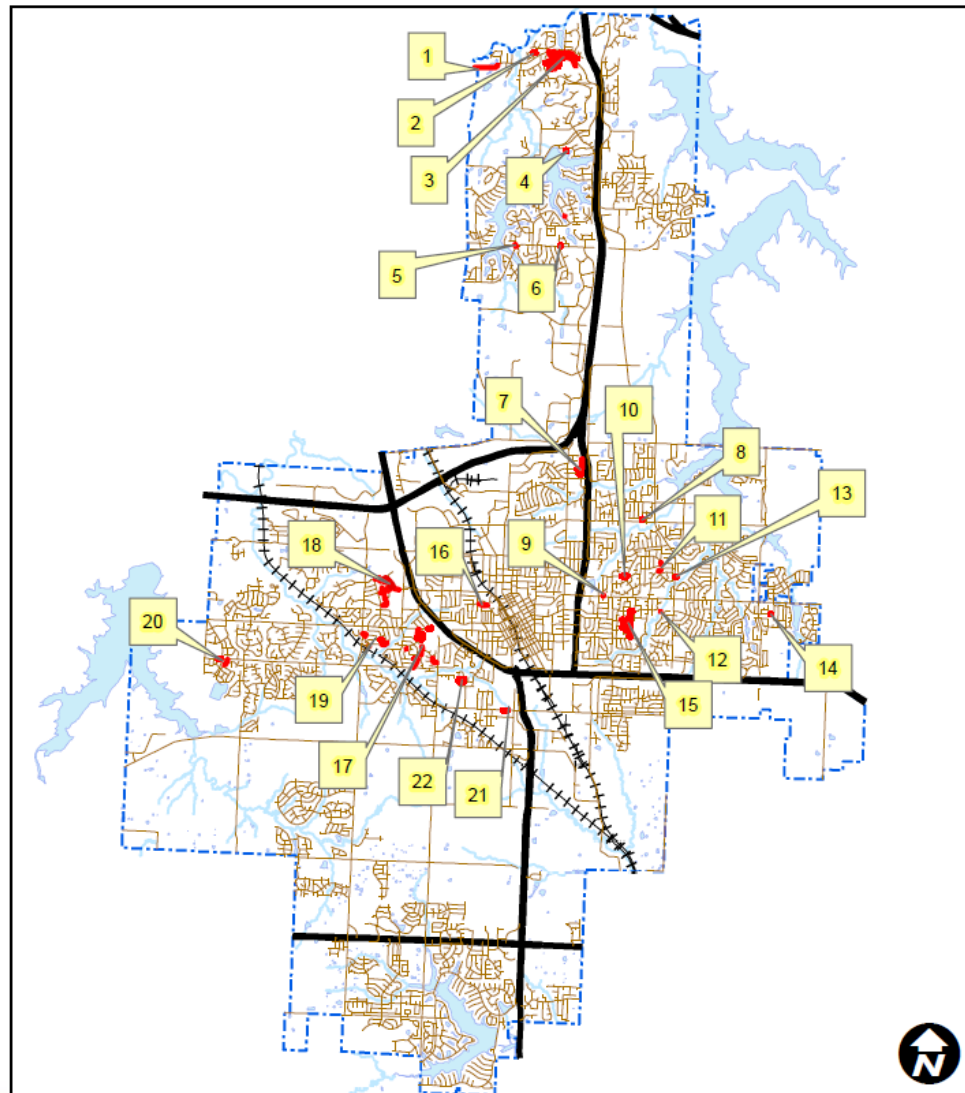
❖ Program Funding

- ❖ Sidewalk inclusive of Capital Projects (e.g. Road Reconstruction)
- ❖ Minor Sidewalk Gap/Ramp Construction included in Curb Program
- ❖ Sidewalk Maintenance and Small Gaps (by Operations) not in Program
- ❖ 2017 CIP Sales Tax provides \$2.5M in Sidewalk Gap Program funds.
- ❖ 2023 No-Tax Increase Bond Issue provides \$5M in Sidewalk Gap Program funds.

❖ Priority Sidewalk Gap Construction

- ❖ PWC Recommended Staff Priority Factors
- ❖ Staff followed Priority Factors for 1st Program Bid Package
- ❖ Identified Locations easiest to address with minimal conflicts or engineering
- ❖ Focused mainly on true gaps rather than missing segments.
- ❖ FY22-23 Construction \$1.83 M (3.8 Miles)

Sidewalk Gap Program Phase 1

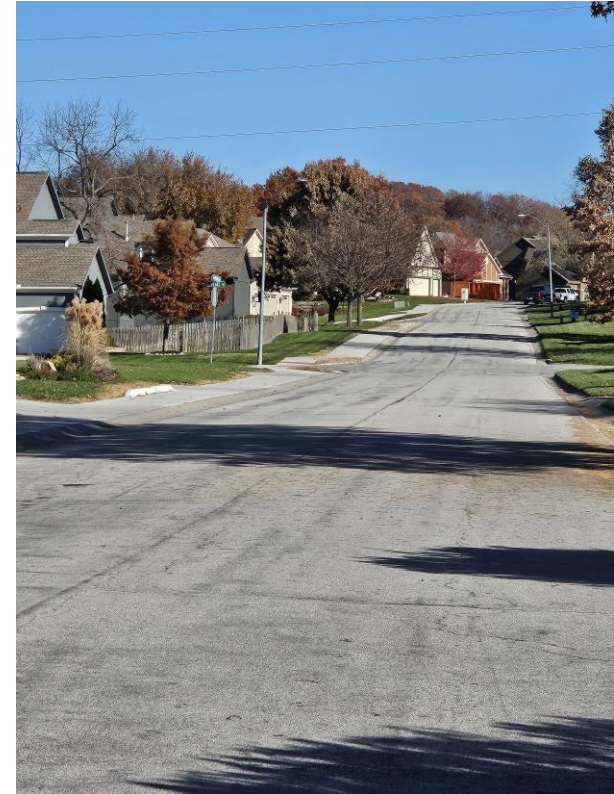


Increased Community Connection



SE 3rd Terrace connecting to
Miller J. Fields Park

NE Anderson Dr connecting to
Lees Summit Road and access to
the Little Blue Trace Trail



NE Emerald Dr providing a safe
route to Voy Spears Elementary

Sidewalk Gap Prioritization (Example)

❖ Other Factors for Consideration (With Tiered Approach)

❖ Priority A

- ❖ Along at least one-side of Arterial
- ❖ Commercial
- ❖ High Density Residential
- ❖ Publicly Supported Areas
- ❖ Connects Network (Block or Lot)
- ❖ Over 20 Years Old

❖ Priority B

- ❖ Along at least one-side of Collector
- ❖ Along both sides of Arterial
- ❖ Medium Density Residential
- ❖ Extends Network (Neighborhood)

❖ Priority C

- ❖ Along at least one-side of Local
- ❖ Single Family Residential
- ❖ Industrial
- ❖ Publicly Opposed Areas
- ❖ New Network (Not Connected)

❖ Priority D

- ❖ Along both sides of Collector
- ❖ Along one-side of Access
- ❖ Challenging Topography/Cost per L.F.
- ❖ Less than 20 Years Old

❖ No Priority

- CIP Project {
- ❖ Unimproved/Interim Arterials
 - ❖ Where Street Reconstruction Required

Sidewalk Gaps by Priority

Low Priority: 37%

56,913 Linear Feet
(11 Miles)

\$2.42 M

Medium Priority: 44%

66,424 Linear Feet
(13 Miles)

\$2.83 M

High Priority: 19%

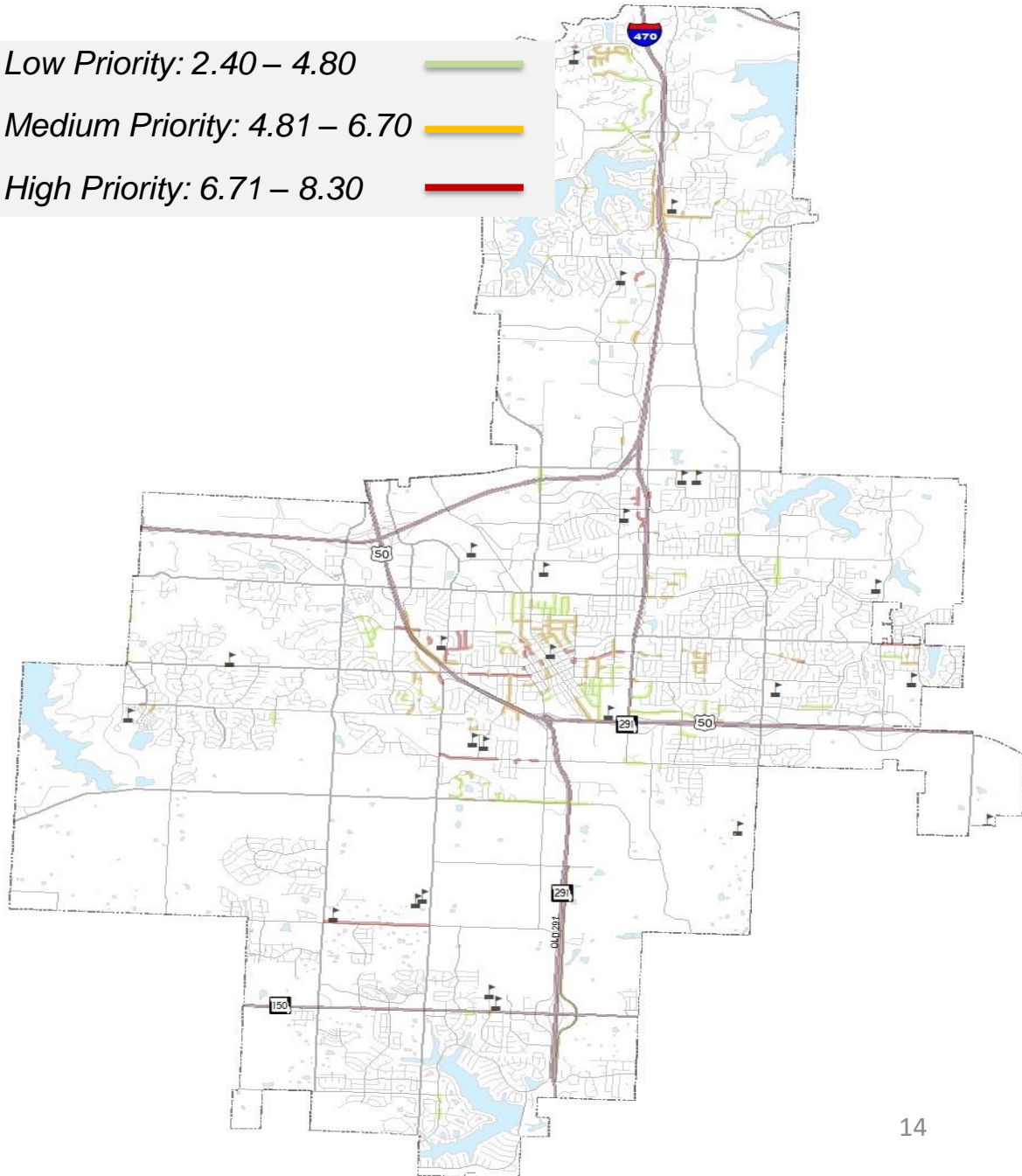
28,341 Linear Feet
(5 Miles)

\$1.21 M

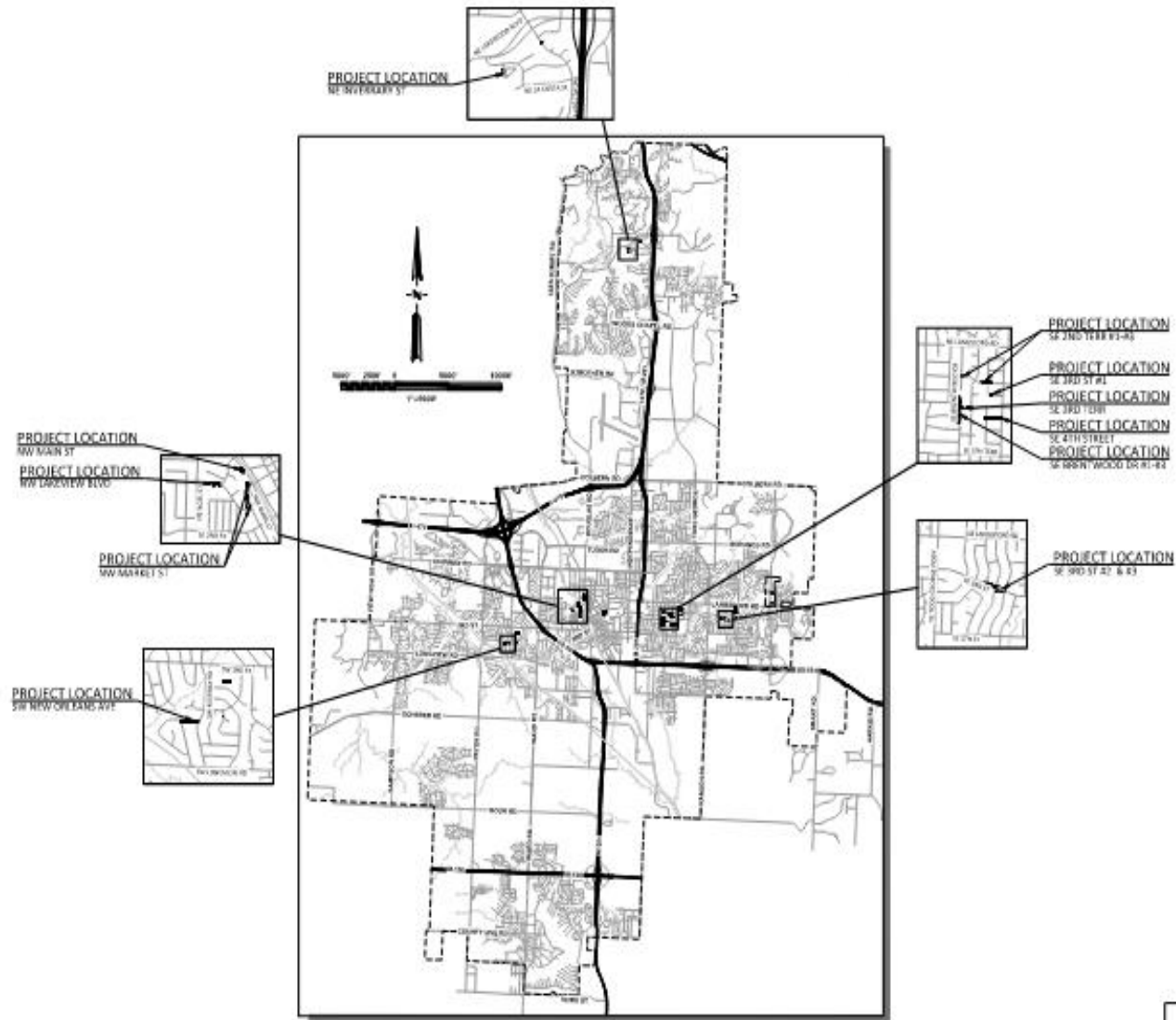
Low Priority: 2.40 – 4.80

Medium Priority: 4.81 – 6.70

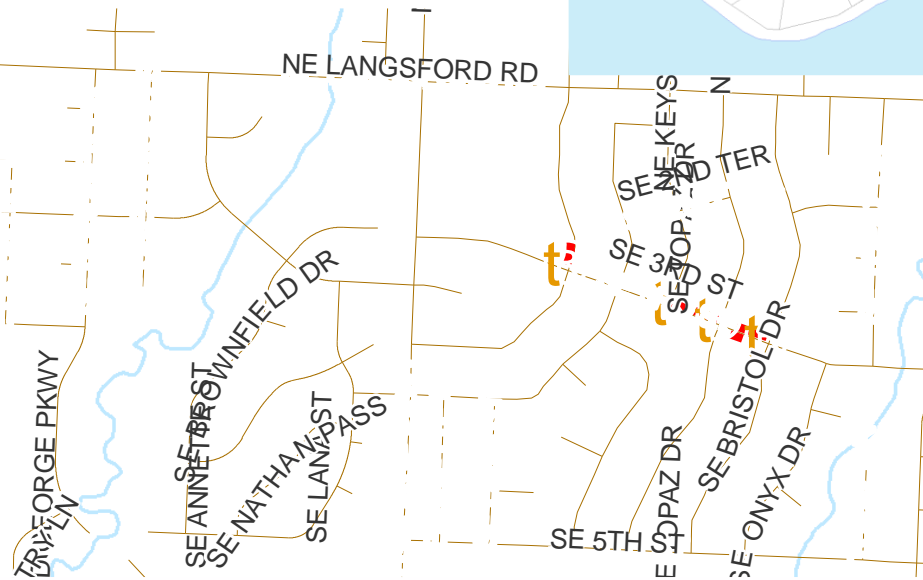
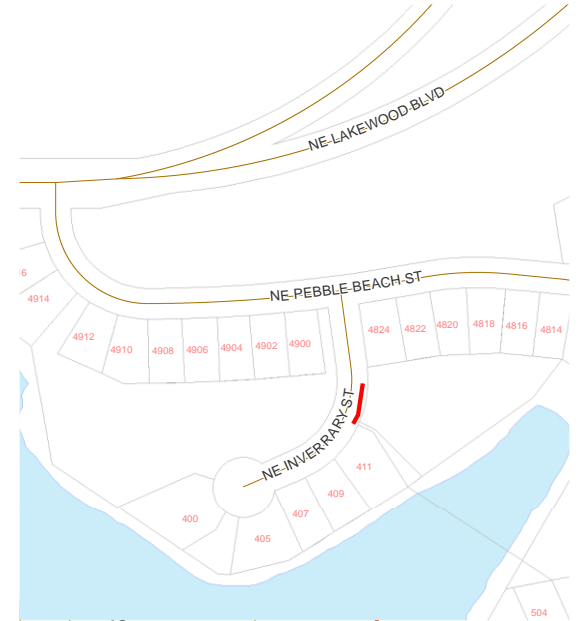
High Priority: 6.71 – 8.30



Sidewalk Gap Phase 2



Area 1
North



Phase 1 vs. Phase 2

	ADA Ramps (EA)	Sidewalk (LF)	Driveways (SQFT)	Integral Retaining Wall (CYD)	% Gaps Addressed	Total Project Cost	
Phase 1	94	20137	57555	20	2%		
Phase 2	17	2676	6973	633	0.21%		
Item Costs Phs 1	\$ 240,545.68	\$ 1,030,335.09	\$ 598,566.80	\$ 42,000.00		\$ 2,292,211.20	(Final)
Est. Item Costs Phs 2	\$257,500.00	\$2,266,133.76	\$481,012.00	\$481,012.00		\$3,506,578.36	(Estimated)

*Phase 2 costs are an Estimate based on the average of the Phase 1 Bids

- Fewer areas
- More Up front Engineering
 - Survey of areas prior to design
 - Layout of driveways and grading
- More grading and Driveway work required due to the grades encountered.
- Total Project Estimate \$3.5M

Erin Ralovo, PE, PTOE
Senior Staff Engineer
Erin.Ralovo@cityofls.net
816.969.1800

