

Category	Name	City	State	ZIP	Date	Comment	Response
Airport	Patrick Majesky	Lee's Summit	MO	64063	4/14/2023	I object to any funds being allocated or spent to the expansion or renovation of the Lees Summit airport. This serves a small minority of our residents and contributes nothing to our economy.	The Airport has a much larger impact to the community and local economy than direct revenues of its operation. It brings business and jobs to the City with a significant return on investment. Refer to the ABP. Supported by the Strategic Plan, Chamber of Commerce, etc.
BSS	Laurie Brock	Lee's Summit	MO	64086	4/15/2023	I'd like to see the city consider roundabouts wherever possible to conserve costs and energy long term. The Chipman/Todd George interchange seems an ideal spot.	Roundabouts are considered in roadway projects. There are over 2 dozen roundabouts in Lee's Summit. A roundabout was considered for this location, but its property impacts were too extensive as an alternative.
non CIP	Karen Merrigan	Lee's Summit	MO	64082	4/14/2023	Could you please offer further information regarding development along the 150 corridor. We would like to have a few sit down restaurants. A real wish list would include a Trader Joes, A Costco, a community Center (like Legacy) and a Hyvee closer to the intersection of 150 and 291. Residents in Raintree, Greenwood, etc have a fair amount of driving to get to something other than a fast food restaurant or any upscale shopping. Perhaps the "Landfill" property could be annexed and developed. I was told years ago that 150 was the next area of concentration for development. Currently, we have fast food, a Walmart and many multi family units being built.	Not Applicable. City does not plan or construct specific private businesses.
non CIP	Donna Gordon	Lee's Summit	MO	64086	4/17/2023	<p>The 2024-2028 plan shows a spending increase of 25% over the 2023-2027 plan!! The city notes increases in revenue due to tax increases that about 12% of the population voted on in the 21, 22 & 23 April elections, and a small amount of grant funding. Not to mention the windfall from reassessments. Tax burden on residents is getting out of hand.</p> <p>The road excise tax as mentioned as a revenue source, but not detailed anywhere in the document and is a mere \$3.1 M in the FY 23 budget. Shouldn't development be carrying more weight?</p> <p>Would like to see project focus that benefits existing taxpayers rather than small interest groups and future development. (which is also getting out of hand) For example, Airport is 10% of the overall total. How much of that funding is local? What % of the LS population gets benefit from these airport improvements vs the growing need to address stormwater issues?</p> <p>Given the massive growth in multi-family developments, too many of which have been incentivized, where is the tipping point that the strain on roads, bridges, sewer and water exceeds the ability of the tax base to keep up? The 'but-for' case does not consider best interests of the community as a whole, it only assumes that ANY development is positive over not developing and keeping green space. Has there been an analysis of the net benefit of all of the incentives granted over the last decade? Is new development carrying its weight or are we voting on another new tax increase next April?</p> <p>How much do 'livable streets' elements add to construction costs? Given that many existing roads are not 'livable' due to not being able to handle the traffic volume now, traffic in LS is awful now, and more projects are making it worse. Is this essential or a 'nice to have' element?</p> <p>Glad to see 291 interchange on the list, long overdue! Also signal at Chipman and Todd George is needed as it's the end-around route to avoid the total mess of congestion at Langsford and 291, and left turns onto Todd George during peak times is hazardous. Where would funding come from for 3rd street interchange if funding were made available through MODOT? And if development happens (sadly -- I HATE that) on PRI land, what is MODOT going to do about widening 291? That is already hazardous and over-crowded now.</p>	<p>Spending increases coincide with cash flow of projects and timing of various project deliverables. It takes time to design and acquire easements, as much time as construction, but the early project phases are only a fraction of the construction costs. It makes sense that construction years have increased expenses compared to heavier design years of a project in the CIP. The CIP is not a reflection of changes or increased tax burden.</p> <p>The excise tax is described in the CIP and detailed where such funds are applied to certain projects. The funds from excise tax are small, usually average about \$650,000 per year, so few projects have excise tax funding. A more thorough review of excise tax is available in the annual License Tax Report. Perhaps the CIP description of excise tax can reference the annual report for more information. Development not only contributes to public improvements through the excise tax, property tax and increased sales tax; but development may also be required to make public improvements to mitigate its impact (e.g. construct turn lanes, install traffic signals, upsize sewer mains, etc.) and those public improvements associated with development are not included in the CIP as those improvements are conditions of a development through a separate public hearing process and implemented privately (not by City).</p> <p>The airport costs showing about 10% of the total CIP over five years includes State and Federal aviation grants. Many of the airport projects receive 95% of the funding from State and Federal sources, so the City is committing five cents on the dollar for capital improvements at the airport. The airport's economic benefit to the community is well studied as a value investment that brings industry and jobs to the City.</p> <p>Livable Streets is supported by the strategic plan and resolution; evidently supported by the community through ballot measures as well. Livable Streets includes sidewalks, bike facilities, lighting and typical amenities within the ROW expected by our residents.</p> <p>A 3rd Street Interchange Project is too costly without a MoDOT partnership and MoDOT has no priority or interest in improving that interchange at this time considering other system needs. Similarly, MoDOT has not prioritized or identified funds to widen M291/1470; but the City is seeking to escalate this project through MoDOT and Federal Funding opportunities.</p>
BSS	Dan Wiltshire	Lee's Summit	MO	64064	4/17/2023	Thank you for your continued commitment to user-friendly transportation in Lee's Summit, via OATS. Thank you for the steady increase in the budget years as represented in the Plan. Our friend Kerry has used for over 5 years and continues to use OATS 3 days a week to travel to and from Price Chopper to work. Kerry cannot drive, so OATS is an essential service for his ability to actively participate in the community.	Transit remains an important element of the City's transportation system. No plans to reduce funding or service. There remains a possibility of transit expansion to better connect the community to the region and enhance commuter service within the City of Lee's Summit; but contingent on regional partnerships.

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BSS	Lawrence Clarke	Lee's Summit	MO	64081	3/9/2023	Regarding the Street Improvements slated for Sheerer Road between Ward Road and Jefferson Street that is slated to commence in 2026, I and others in our Pine Meadows subdivision would like to see this project prioritized. With the opening of the Rock Island trail, we have seen a growing use of Sheerer Road by bicycle enthusiasts and others to access the trail. At the same time we have noticed an increase in vehicular traffic on Sheerer partly due to the opening of the road from Jefferson Street to 291 Highway. Since that time there has been an increase in traffic on Sheerer particularly large truck traffic with Cement Trucks and Semi Tractor-trailers speeding up and down this "new thoroughfare". The city saw fit to improve Hook Road from Ward Road to the 291 Highway and there is no residential traffic along that corridor and certainly no pedestrian traffic there. We implore the city planners to consider speeding up the timetable for this project for the safety of those using this roadway. Thank You	Brief reply regarding change of scope and resources available to carry out the project on an accelerated schedule; but the request will be noted in discussion with City Council PWC. Hook Road, prior to widening, was similar to Scherer and experiences more traffic than Scherer. It may not have adjacent subdivisions, but is a critical route for residents and students across the community (reference ADT).
BSS	Bruce Hattig	Lee's Summit	MO	64081	4/21/2023	1. Scherer road from Sampson to 291 was approved in the recent bond election. The 2024 to 2028 CIP does not include the entire project. Please comment on schedule plans for the remaining sections. 2. Longview extension to Scherer (Sampson) was included was in the recently approved bond election but is not in the 2024 to 2028 CIP. Please comment on schedule plans for this roadway.	The schedule and sequencing of road projects included in the NTIB will be discussed with City Council later this year for programming in future CIP. The project schedules depend on available resources to complete the work, other project priorities and available bond funds (when is the best time and amount to issue debt).
BSS	Mia Faith	Lee's Summit	MO	64063	4/15/2023	The downtown core roads and sidewalks are in need of updating. For a city to truly be pedestrian and bike friendly these updates should be integrated into the CIP.	Sidewalks are integrated into the CIP as guided by the City's Livable Street Policy, iGNITE Strategic Plan, and iGNITE Comprehensive Plan. Much of the City's sidewalk improvements are constructed as part of the larger roadway projects. The Independence Avenue, Douglas Street, Olive and Orchard, and the two 3rd Street projects listed in the CIP include sidewalk construction along these arterial and collector streets in the downtown area. The SE Douglas Street project approved by voters as part of the April 2023 no tax increase bond issue will include sidewalks. Curb ramps for ADA accessibility are installed as part of the annual curb program to ensure access to existing sidewalks. The Sidewalk Gap project is small part of the 2017 CIP Transportation Sales Tax that will sunset in 2032. The sidewalk gap program was discussed at Public Works Committee February 14, 2022, January 4, 2021, and December 7, 2020 (https://lsmo.legistar.com/LegislationDetail.aspx?ID=5448666&GUID=5321C319-CFFC-4914-9BD6-E492AD8A1A91); The downtown infrastructure issues were discussed at and Downtown infrastructure issues topics were discussed at Public Works Committee on March 1, 2021. (https://lsmo.legistar.com/LegislationDetail.aspx?ID=4807104&GUID=206E29E8-945B-471C-955B-68FF9CD3D771). Understanding that the needs and demands change, coupled with elected officials interest in these programs, these issues will be periodically re-visited with the Public Works Committee.
non CIP	Richard Ralph	Lee's Summit	MO	64063	4/24/2023	Please stop spending our city into oblivion with money we don't have. We the tax payers are already taxed to death. I want this to be a nice city which it is but you the leaders have to learn to live within our means. I know you will continue on your spending frenzy and it's pointless to make comments begging you to stop or at least slow down, but I'll try anyway and my opinion matters. I understand maintenance costs and upkeep but please put the brakes on the pie in the sky spending and give us tax payers a break for a little while. You get every damn bond passed that you sell as "no tax increase" and I'm personally sick of endless taxes. We didn't need 3 fancy libraries to be taxed on. Please find some common sense. Not everyone here is a progressive spend thrift. We have a voice too and we vote.	The NTIB passed. It did not raise the tax rates. The CIP does not raise taxes, lower taxes or determine taxes. The CIP is a financially constrained document for projects using existing funding sources. The City does not build libraries.