



City Administrator's Report

February 10, 2022

Personnel Update

Several new employees have been hired over the past several weeks.

- Cody Manville started on December 21, 2021, in the Utilities Department as an O&M Technician.
- Kale Black started on December 27, 2021, in the Parks Department as a Parks Maintenance Worker I.
- Kole Kennedy started on January 18, 2022, and Dominic Bristol started on February 3, 2022, both as Police Recruits. Kole and Dominic started the Kansas City Police Academy on February 8, 2022.

Three positions have been posted on Indeed since the approval of the new compensation schedule. Increased beginning pay rates seem to have had a positive effect on the number of application submissions. Since the adoption of the schedule, staff has received 30 applications for the Parks Maintenance position, 11 for the Wastewater Plant Operator position, and six applications for the Public Works Maintenance Worker position.

Snow Event Evaluations

January 15, 2022

The city had a team of six staff members present to provide the winter response, including a utility inspector and all street crew available. The contractor used one truck. Staff worked 9 overtime hours on Saturday and used approximately 70 tons of salt. One staff member came in on Sunday for four overtime hours.

The City did not receive complaints on this response. During the event, there was blowing snow which caused drifting in some areas. Due to the cold temperatures, there was some refreezing that occurred. A few residential yards were hit just over the curb, but no major incidents occurred. Repairs to these areas will occur as weather permits.

February 2, 2022

The City had a team of six staff members present to provide the winter response, including a utility inspector and all street crew available. The contractor used one truck. Staff worked 7.5 hours and used approximately 45 tons of salt.

The winter event was light snow, with an estimated accumulation of approximately two inches. Sunshine during the helped with the removal. Staff were able to respond to this event during regular hours. The Street Division received new Enterprise trucks, which helped with the overall response. The City received one complaint in Rollins Landing about a cul-de-sac not being completely cleared of snow.

The Street Division currently has sufficient supplies of de-icing and snow treatments available.

Right-Of-Way Maintenance

At the December 7 Board of Aldermen meeting, Code Section 210.130 Maintenance of Right-Of-Way (ROW) by Abutting Owner or Occupant was enacted. The revised ordinance now requires the property owner or occupant to be responsible for maintaining vegetation from the edge of pavement to the property line within the City. In an effort to educate the public on the new requirement for mowing and maintaining the ROW, staff has prepared letters to be sent to the affected property owners. This letter is attached to this report. Residents that cannot maintain/mow the ROW due to physical features or obstructions should complete a ROW Maintenance review form on the Public Works web page explaining why the area cannot be maintained. If property owners cannot access the form, they can contact Gina Pate at 816-608-1322. Staff developed a page ([Maintenance of Right-Of-Way - Smithville MO](#)) on the website to explain the new Ordinance.

Development Updates

Construction continues on a number of projects throughout the community. Below is an update on several projects.

- *Herzog Foundation* is still making progress towards completion. The Herzog Cabins are also under construction but appear to be lagging behind the main building progress.
- *Diamond Creek* subdivision (Sixth & Manzanola) is under construction, with underground utilities being installed now. Anticipated streets will go in sometime in May and be ready for houses.
- *Smithville Townhomes* (319 E. Main St.) is under construction with 8 townhomes between Main and Meadow.
- There are three lots on the same block of Meadow that will likely be either new single family and a fourplex as infill as well.
- West of Downtown, the Lowman property on the north side of Second Creek Road has recently sold and is in design for a new single family residential subdivision, with at least 50 lots.
- The *Eagle Ridge* subdivision has recorded its final plat, and five buildings (10 units) have been issued permits. Foundations are under construction now.
- Public infrastructure construction plans for *Richardson Street Plaza* are nearly complete. Construction work for the three new lots is anticipated to start this spring.
- *Kozak's* is finalizing construction plans and will likely start this spring.

- Construction continues on the *CPC of Missouri* facility in the industrial park. A May opening is currently anticipated.
- Staff is working with the new owner of the land at the northeast corner of *169 Highway and 144th Street*. This project will include commercial/retail on the highway frontage and housing east of the power line easement. They have tentatively scheduled their submission to the Planning Commission for April. Land clearance is underway.
- The third *KCI RV* storage building is now complete and the owner plans on the RV park portion to begin grading in the spring.
- Two unconditioned buildings at *Smithville Attic Storage* are complete and occupied. The main building is permitted. Plans for the waterline extension under 169 Highway have not yet been finalized. Once those plans are finalized, construction can begin on both and the line.

GFL Update

GFL has provided Smithville's 2021 Solid Waste Report. Smithville is served by locally based GFL hauling, operations, billing and customer service staff. Beginning November 1, 2021, the City of Smithville and GFL entered into a new contract term for residential collection of trash, recycling and yard waste. The City received a reduced rate for services, a new cardboard recycling program to be implemented in the downtown area, senior citizen discount rate, a shredding & e-waste event, two bulky item pick-up events, and the overage sticker program. To date, 382 accounts have been enrolled in the senior discount program.

Smithville households are serviced through automated collection, which provides for enhanced collection efficiency and greater workplace safety. In 2021, Smithville saw nearly a 10% increase in trash volumes. GFL serviced 3,625 households in 2020, and 273 households rented a second trash cart. Trash averaged 298.47 tons per month, and recycling averaged 58.61 tons per month for 2021. Fiber recycling made up 67% of the total recycling. A concern is that 22% of the recycled materials were trash. GFL will launch an updated 2022 public education plan aimed at reducing contamination in the residential recycling stream.

GFL provides City staff with weekly reports of customer contacts. The City will start to track those contact numbers for 2022 to provide a context for the amount of Smithville contact calls. The numbers provided in the annual report are not reflective of only Smithville calls. GFL handles all the customer questions and concerns. When residents contact City Hall with questions or concerns, we forward them to GFL's customer service.

During 2021, approximately 1,325 tons of yard waste were collected from Smithville households. The yard waste collection program allows 10 items per week for 40 weeks of the year. Residents can opt into this service by calling GFL. Please see the attached report for further information.

The City will be hosting an E-Waste/Shredding Event on April 23 at Smithville High School from 9 a.m. to noon. Please see the attached flyer for the fee schedule for specific items.

Spring Bulky Item Pick-Up has been scheduled for the week of June 6. (The city-wide garage sale is planned for the weekend prior and will be coordinated by the Smithville Main Street District.) Residents will have the opportunity to discard up to five large and bulky items with their regular trash collection. Items such as appliances, washers, dryers, refrigerators and freezers with compressors and Freon removed, furniture, sinks, toilets, cabinets as well as rugs and carpet cut into 4-foot lengths will be accepted. All items must be stacked and bundled for collections. The following items are not accepted: glass items, e-waste (televisions, computers, monitors, etc.) tires, automobile parts, construction materials, tanks, oil drums, railroad ties, chemicals, or household hazardous waste.

GIS Update

SAM, LLC (SAM) will begin surveying the week of February 14. Crews will start with surveying the sanitary sewer infrastructure. After the data is collected, city staff will review the maps with SAM to ensure accuracy. SAM will meet with utilities division staff at the beginning and end of each week to discuss the work. Staff developed a landing page for the project updates, which is linked [\(Geographic Information Systems \(GIS\)\)](#).

Staff emailed HOA presidents notifying them that the surveying work would be beginning soon and provided them with a letter to residents. Staff has placed an order for yard signs for the crews to place at neighborhood entrances when they are working in the area. We will try to notify HOAs when crews will be in the neighborhood. We anticipate that this project will be completed by the end of August 2022.

Large Format Plotter/Printer

SumnerOne installed the large format plotter/printer and scanner on February 8, 2022. This equipment will greatly improve the operations of the Development and Public Works Departments.



APWA Award Applications

The Public Works Department submitted two applications for the 2022 American Public Works Association (APWA) KC Metro Chapter Awards. Staff prepared applications for the Streetscape Phase II Project and the Main Street Trail Project. The winner of the Project of the Year for Small/Rural Communities will be submitted for the national award selection process. Applications are attached.

RTP Grant Application

Public Works, Parks & Recreation, and the Finance Department collaborated on the application process for the 2022 Recreational Trails Program (RTP) grant application.

The City submitted an application for Phase I of the Diamond Crest Trail.

The Diamond Crest Trail Phase I will initiate a long-term community vision of providing better access to our current trail amenities and connecting three neighborhoods to a local elementary school. This project will include a 2,230 ft 10' wide multi-use trail for walking, biking, running, and wheeling. The all-weather concrete trail will provide ADA accessibility to the trail. The trail will have a 4' wide lime screen running trail, adjacent to the 10' wide concrete path. The trail would allow for residents and visitors to safely access Diamond Crest Park by walking, running, wheeling, or biking. Amenities included in this project would be 2 benches, a water bottle filling station, and a pedestrian counter.

The City would construct this project if the RTP grant is awarded. If the grant is not awarded, the trail will be constructed at another time. It is currently a pending project in the 2022 – 2026 Capital Improvement Plan.

Betty White Challenge – Contributions to Megan's Paws and Claws

Megan's Paws and Claws received \$1,000 in cash donations, \$1,400 worth of Amazon wish list items, bags of food and blankets as a result of a national/global social media campaign recognizing Betty White's 100th Birthday by contributing to local animal causes.

MML Westgate Dinner

As you are aware, MML rescheduled the West Gate dinner originally scheduled for January 27 at White Iron Ridge. The new date is Thursday March 24. Please RSVP to Linda Drummond by March 15 if you plan to attend.

Dear Property Owner,

We are writing to notify you about the revised Section 520.130 of the City Code. The Maintenance of Right-Of-Way (ROW) by Abutting Owner or Occupant was enacted at the December 7, 2021, Board of Aldermen Meeting. The revised ordinance now requires the property owner or occupant to be responsible for maintaining the vegetation from the edge of pavement to the property line within the City.

Section 520.130 Maintenance Of Right-Of-Way By Abutting Owner Or Occupant

A. It shall be the duty of all persons owning or occupying any real property fronting upon any street or public place to:

1. Not allow grass, weeds or other vegetation in excess of seven (7) inches to grow in the right-of-way from the street curb and/or edge of pavement where no edge is present to the property line within the City or any area between the property lines of the lot or parcel, and the curb line or edge of any adjacent street, and the centerline of any adjacent alley, including, but not specifically limited to, sidewalks, streets, alleys, easements, rights-of-way and all other areas.
2. Maintain sidewalk area by the abutting owner or occupant which includes, but is not limited to:
 - a. Not allow the sidewalk to be or remain above or below the established grade of the sidewalk and keep the sidewalk in front of or alongside of the property in good order and free from obstructions and vegetation.
 - b. Remove from any such sidewalk all ice, snow, earth, weeds or other obstructions or substance that in any way obstructs or renders the sidewalk, curb and gutter dangerous, inconvenient or annoying to the traveling public.

In the past, the Public Works Department mowed and trimmed weeds in the ROW. The City does not have the resources to continue the maintenance of these areas. Moving forward, the property owner or occupant is now responsible to maintain and mow the ROW area. For the property owners that have already been maintaining the ROW area, the City appreciates your efforts in maintaining an attractive Smithville.

If you have any questions or concerns about the maintenance of your property, please visit the City Website www.smithvillemo.org. Residents that cannot maintain/mow the Right-Of-Way due to physical features or obstructions should complete the ROW Maintenance review form on the Public Works web page explaining why the area cannot be maintained. If you cannot access the web page, please call Gina Pate at 816-608-1322.

Thank you for your compliance,

City of Smithville Public Works Department



SMITHVILLE 2021 SOLID WASTE REPORT

OVERVIEW OF GFL

PROVIDING ENVIRONMENTAL SOLUTIONS



Founded in 2007, GFL has grown to become the fourth largest diversified environmental services company in North America

GFL employs 15,000 people in nine Canadian provinces and 27 states in the United States

As of January 1, 2021, GFL had 195 collection operations, 150 solid waste transfer stations, 88 landfills, 28 MRFs and 15 organic facilities

Smithville is served by locally-based GFL hauling, operations, billing and customer service staff

CHANGES COMING IN 2022

NEW CONTRACT REDUCES RATES, INCREASES SERVICES

Beginning November 1, 2021, the City of Smithville and GFL Environmental Inc began a new contract term for the weekly collection of residential trash, recycling and yard waste.

New features include:

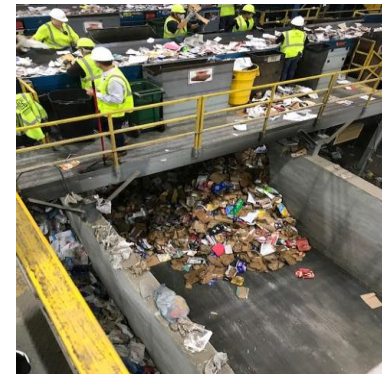
- Price reduction
- Cardboard recycling program
- Senior discount rate
- Shredding & e-waste event
- Overage sticker program



OPERATIONAL OVERVIEW

WEEKLY WASTE COLLECTION, RESPONSIBLE MANAGEMENT

- Smithville households are serviced through automated collection, which provides for enhanced collection efficiency and greater workplace safety
- Trash and recycling carts are generally collected at the curb, but GFL provides houseline service for elderly residents and residents with physical challenges
- Smithville materials are transported to GFL's Kansas City transfer station
- Solid waste is transferred to the company's Sedalia landfill
- Recyclables are hauled to the company's Materials Recovery Facility in Harrisonville
- Residential yard waste is hauled to a Missouri Organics processing facility



RESIDENTIAL VIEW

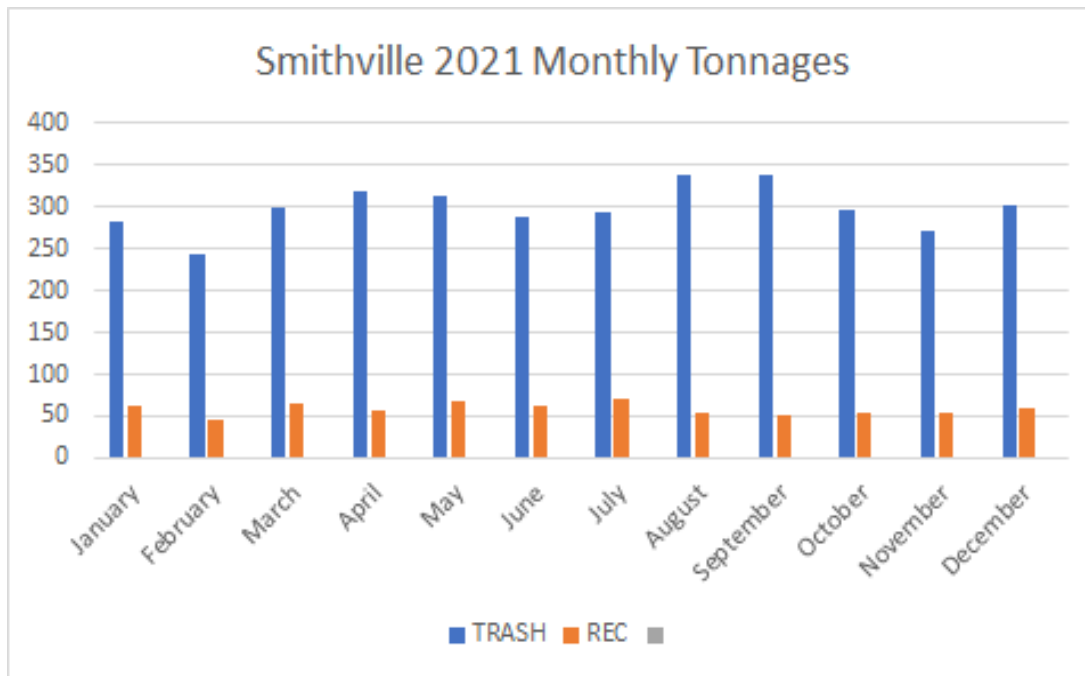
STATS FROM THE CURB

- Trash volumes increased nearly 10 percent (3,582 tons in 2021; 3,200 tons in 2020)
- Residential diversion increased (703 tons in 2021; 626 tons in 2020)
- GFL serviced 3,625 households in 2020
- 273 households rented a second trash cart
- Overage stickers are now available for households that occasionally generate excess trash



2021 TRASH, RECYCLE TONS

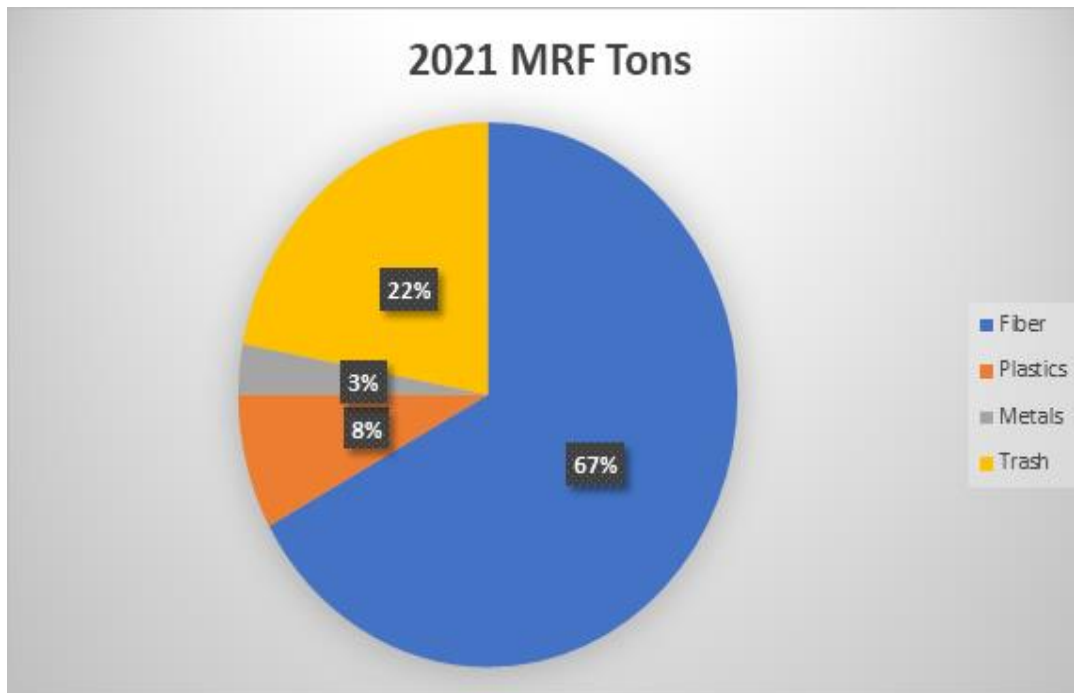
SMITHVILLE'S 2021 DIVERSION RATE CLIMBS



	MSW	REC
January	282.26	62.11
February	242.81	45.27
March	299.1	65.87
April	318.35	56.04
May	313.24	67.63
June	289.19	61.66
July	293.06	71.11
August	338.01	53.93
September	338.27	49.73
October	295.74	55.07
November	270.59	54.89
December	300.98	60.06
TOTAL	3581.6	703.37

2021 MRF STATS

CONTAMINATION REMAINS A PROBLEM



Smithville 2020-21 MRF tons		
	2021	2020
Fiber	31,581	30,866
Plastics	3,665	3,920
Metals	1,514	1,656
TOTAL	47,078	46,439
Trash %	22%	19%

The volume of materials delivered to the GFL MRF increased in 2021, primarily because of higher cardboard volumes

Recycling contamination increased, reversing a two-year downward trend

GFL will launch an updated 2022 public education plan aimed at reducing contamination in the residential recycling stream

2021 CUSTOMER SERVICE

STAFF FACED ILLNESS, VACANCY CHALLENGES

	Avg Hold	Abandon	Avg Hand	# of Calls
January	1:21	9%	4:27	10625
February	1:38	13%	3:28	27279
March	1:22	9%	3:59	12350
April	1:30	11%	4:31	13552
May	1:24	9%	4:24	6212
June	1:29	10%	3:58	15963
July	1:33	12%	4:41	16880
August	1:43	13%	5:01	18816
September	6:03	29%	8:27	9584
October	5:27	38%	8:48	8309
November	3:31	17%	7:05	8124
December	3:23	16%	6:37	5873

Department was short staffed several months and dealt with illnesses throughout the year

City staff receives a report each Monday morning that details all customer contacts from the previous week

A new customer service tool, kccustomer@gfenv.com was introduced

The locally-based GFL customer service team remains in Harrisonville

2021 YARD WASTE UPDATE

ORGANICS DIVERSION INCREASED

- Yard waste collection is provided to Smithville residents as a subscription service by Compost Connection.
- The program provides collection of up to 10 items per week for 40 weeks of the year. Weekly collections are conducted from mid-March through mid-December, and materials are collected once each during the months of January and February.
- Compost Connection reports that the number of missed collections each week is negligible.
- During 2021, Compost Connection estimates that 5,235 cubic yards, or approximately 1,325 tons, of organic material were collected from Smithville households, a significant increase over 2020 volumes.





www.secureecycle.com

3052 S. 24th Street Kansas City, KS 66106

913-871-9040

Equipment Description	Event Fee
Accessories (cables, mouse, keyboard, power supplies)	no charge
Batteries (AA, AAA, C, D, etc.)	no charge
Calculator	no charge
Cameras	no charge
Computer (desktop, laptop) inc. destroying hard drive	no charge
Computer (desktop/laptop) inc. hard drive wipe	no charge
CRT Monitors (bulky size)	\$ 20.00
Desktop All-in-One (w/monitor)	\$ 20.00
DVD/VCR players	no charge
Game consoles	no charge
Hard drives (loose) destroyed	no charge
Hard drives (loose) wiped	no charge
Large Misc. (i.e. Vacuum, etc.)	no charge
LCD monitors	\$ 20.00
Microwave	no charge
Network equip (router, switches, modem, hub)	no charge
Phone-cell (inc. wipe data)	no charge
Phone-desk & answering machine	no charge
POS Systems	no charge
Printer (desk), copier, fax, typewriter	no charge
Printer toner cartridges	no charge
Printer--enterprise (on wheels-large size)	no charge
Projector--overhead/slide	no charge
Recording devices--Audio, DLT tapes, VHS Tapes	no charge
Recording devices--CD/DVD/Floppy Disk (12"x 10" box)	no charge
Satellite receiver	no charge
Server Base Price	no charge
Server charges base plus each hard drive destroyed	no charge
Server charges base plus each hard drive wipe	no charge
Server cabinet	no charge
Small/Med Misc. (i.e. timeclock, paper shredder, etc.)	no charge
Stereo & stereo speakers	no charge
Tablet inc. hard drive wipe	no charge
Televisions - Any size	\$ 40.00
UPS backup/ Surge Protectors	no charge

STREETSCAPE PHASE II

CITY OF SMITHVILLE, MO

JANUARY 28, 2022



APWA 2022 Public Works Project of the Year for Small Cities / Rural Communities

Contact:

Charles F. Soules, P.E.

Public Works Director

csoules@smithvillemo.org

(816) 532 - 3897



INTRODUCTION

Located on the northern edge of the Kansas City Metropolitan Area, the City of Smithville is experiencing growth and investment. According to US Census Data (2020) Smithville's population size is 10,406.

Main Street is the entryway from US Highway 169 to Smithville's historic downtown business district and is a primary gateway to Smithville Lake, a regional recreational amenity. For most of the corridor's history, it was under the jurisdiction of MoDOT, previously designated as Highway DD, and was overdue for revitalization and accessibility improvements. A ballot issue for the project was proposed and authorized in April 2018.

In order to provide appropriate funding and planning for this project, the project was divided into three phases, which are outlined below.

Phase I was completed in April 2019 and improved eight city blocks in the heart of the downtown commercial district. The improvements were located on Main Street from Hwy 169 to Commercial Street, and Bridge Street from Meadow Street to Church Street. The project consisted of approximately 7,400 square yards of asphalt mill and overlay, 4,300 linear feet of concrete curb and gutter, 25,000 square feet of ADA compliant concrete sidewalk, 12,200 square feet of brick sidewalk, 1,800 linear feet of 15-inch through 36-inch storm sewer, 35 storm structures, 57 decorative streetlights, traffic signs, and landscaping.

Phase II extended the Streetscape theme of new sidewalks, lighting, improved pedestrian crossings, curb and gutter, and mill and overlay the pavement on Main Street from Commercial Street to Liberty Road. Substantial completion was in December of 2021. Phase II included the construction of approximately 13,000 square yards of asphalt mill and overlay, 650 linear feet of concrete curb and gutter, 11,000 square feet of ADA compliant concrete sidewalk, 1,000 square yards of brick sidewalk, 15 decorative streetlights, traffic signs, landscaping, a new concrete alley, and a post-tension concrete basketball court.

Phase III will include pedestrian and bicycle improvements on Bridge Street from Church Street to First Street. The final phase will consist of asphalt mill and overlay, full sidewalk replacement, installation of crosswalk, signs, pedestrian lighting, brick accents, stormwater improvements, decorative rail on bridge, bike arrows and "Share the Road" signage. Phase III engineering design will begin in 2022.

This application will focus on Phase II of the Streetscape Project. The project cost was \$1,457,956. The City contracted with HDR Engineering and Sands Construction for Phase II.

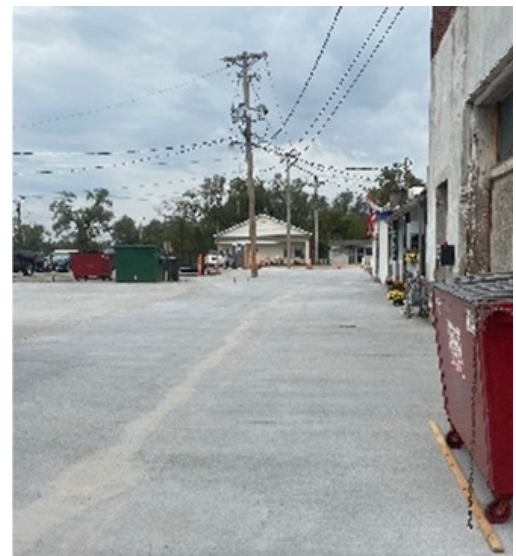
The City of Smithville is excited for the opportunity to apply for the APWA Public Works Project of the Year for Small Cities / Rural Communities for the APWA KC Metro Chapter.

NEED OF THE COMMUNITY

In the City of Smithville's Comprehensive Plan, a community priority of strengthened business and economic development emerged during the process. A key driver to the success of this priority is a vibrant downtown Main Street. The downtown streetscape project concept developed a vibrant, safe, and desirable downtown that attracts visitors and generates additional business investments. The Downtown Streetscape project was a ballot issue voted on by the public and authorized in April 2018.

The improved corridor provided a safer, more accessible, and bicyclist-friendly street which was sought after by the community. The existing two-way road was around 50-ft wide, which gave the impression of a highway to vehicle traffic going through the historic downtown. A "road diet" of the corridor was implemented reducing the linewidths to slow down traffic going to Smithville Lake. The reduced road allowed for a wider ADA-compliant sidewalk. The existing road had a double curb with no ramps and steps at many of the business entrances. The project added ADA compliant ramps and removed the business access barriers. The corridor also added shared bike travel lanes with added pavement markings.

In order to improve the area further, the City proposed additional improvements during Phase II which were approved by the Board of Aldermen. The City improved the Alley west of Bridge Street between Main and Church Streets. This alley had stormwater issues in the past which resulted in flooded local businesses. The new pavement has an inverted crown to allow drainage from properties to the street. The other addition to this project was a new basketball court at Heritage Park. This is a post-tension concrete court that will provide a very durable and long-lasting recreational activity in the Downtown area.



COMMITMENT TO SUSTAINABILITY



Instead of a full depth replacement of the street, the City opted to mill and overlay the portion of Streetscape Phase II. The City upgraded the traditional streetlights to LED lights. The switch allows the City to extend the life of the streetlights along the Streetscape. Additionally, the LED lights are more efficient by using less electricity than the traditional bulbs.



During the course of the project, rip-rap was installed on the north and south side of the streetscape project. This addition to the scope now helps to direct the water flow and runoff, preventing erosion in the area.

UNIQUE PROJECT ACCOMPLISHMENTS

Main Street east of Meadow Street to Wilkerson Creek Bridge showed some fatigue, due to the beginning of alligator cracking and potholes. The City extended the original project scope to extend the overlay to Wilkerson Creek Bridge.



ECONOMIC CHALLENGES

During the entire construction process, the changing health and safety protocols due to the COVID-19 virus were implemented. The contractor followed all masking and social distancing requirements while working on this project.

Due to the scale of this project, the City utilized multiple revenue sources to fund this project. The City used the Transportation Sales Tax, General Fund, CIP Sales Tax, Capital Project Fund, and the Parks & Stormwater Sales Tax. The Public Works Department worked closely with the Finance Department to plan for the appropriate funding for this project.

The City's Public Works Director collaborated with a local business to share the cost for the alley way repair. City staff and the Engineering firm met with the business owner to discuss the design of the alley way, and worked together to approve the final design. The City worked with the other businesses to minimize the disturbance to their operations. Additionally, the City allowed for a local business to utilize the bid pricing to reconstruct parking areas.



CREATIVE PROJECT APPROACH

In the original planning of the project, an alley way and basketball court were not in the original design. Staff proposed the two additional ideas to improve the area even more. Due to the poor draining in the alley way, it would have caused stormwater issues in the new streetscape. This addition to Phase II of the project will help to alleviate stormwater issues in the downtown area.

Streetscape Phase II extends the newly constructed Main Street Trail, which connects the downtown corridor to Smith's Fork Park. Visitors of downtown can easily access the park, because of the improved sidewalks and pedestrian crossings. The improvements to Main Street allow pedestrians to have safer access to the downtown restaurants, shops, and parks. Additionally, the new bike sharrows allow for road users to share the road with bicyclists. Before this project, there were no dedicated bike lanes for cyclists. The dedicated bike lanes have improved the visibility of cyclists and messaged all road users to share the road.

The project greatly improved the sidewalks in the area, which has increased the safety of our pedestrians. In Smithville's Parks and Recreation Master Plan, citizens prioritized the need for more usable sidewalks. The new sidewalks are ADA accessible and create better access to our local downtown amenities.

CONSTRUCTION PROCESS

Throughout the construction process, the City notified residents when crews would be working in the area. The City required traffic control plans during construction. Public Works regularly provided the Board of Aldermen with progress updates to keep them informed of the construction timeline. These updates were available for the public to view and provide public comment on.

Throughout the duration of the project, the City communicated with the downtown business district. The coordination allowed the businesses to stay open during the construction. In order to minimize the impact, the construction was phased to work with property owners to utilize alternate entrances and the timing of storefront replacements.

The construction occurred during the peak seasons for local community events. The Public Works Department coordinated closely with the Main Street District to be aware of the timing of events throughout the construction. The City developed a construction schedule to allow for downtown events, parades, community runs, and car shows to still take place. This took substantial coordination with the contractor to not disrupt the plans for these valuable community events.

Additionally, Streetscape Phase II provided the opportunity to construct ADA compliant entrances to historic buildings in the area.



ENVIRONMENTAL PRESERVATION

The City installed new stormwater infrastructure to help improve the drainage in the area. The City provided additional erosion control to help alleviate potential stormwater issues in the future.



ADDITIONAL EFFORTS

The City utilized Streetscape Phase II to improve the way of life of our community. The goal of the project is to make the downtown area more accessible for all road users whether they are driving, biking, wheeling, jogging, or walking. The Streetscape project prioritized ADA accessibility during the construction. The City provided ADA accessibility to historic buildings that were not accessible prior to the improvements.



Curb bulbs were constructed to provide a shorter pedestrian crossing distance and slow vehicle speeds in the area. A Rapid Flashing Beacon (RFB) was installed at the pedestrian crosswalk on Main Street to allow visitors and residents to safely cross the road at a busy intersection. A raised pedestrian crosswalk was installed at the end of the downtown business area and the beginning of Heritage Park. The raised crosswalk allows for better pedestrian visibility as well as controls the traffic speeds in the area.



The City acquired more maintenance responsibility that was originally provided by Evergy due to the construction of LED streetlights. The City capitalized on these improvements to make strides in the City's sustainability goals. In 2021, staff started to maintain the streetlights on the Streetscape, and responds to any lighting concerns from the public. This new effort has required coordination between the Public Works and Parks & Recreation Departments.

MAIN STREET TRAIL

CITY OF SMITHVILLE, MO

JANUARY 28, 2022



APWA 2022 Public Works Project of the Year for Small Cities / Rural Communities

Contact:

Charles F. Soules, P.E.

Public Works Director

csoules@smithvillemo.org

(816) 532 - 3897



INTRODUCTION



Located on the northern edge of the Kansas City Metropolitan Area, the City of Smithville is experiencing growth and investment. According to US Census Data (2020) Smithville's population size is 10,406.

The Main Street Trail accomplished a long-term community vision of connecting the historic Main Street corridor with the Smithville Lake trails, creating a unique recreational route for citizens and visitors. The project is an 8-foot wide, 1.3-mile, multi-use paved trail on Main Street from Liberty Road to Litton Way to facilitate pedestrians and bicyclists from downtown Smithville to Smith's Fork Park adjacent to Smithville Lake. The project was completed on April 11, 2021.

The City's voter-approved 2018 bond issuance anticipated construction of the Main Street Trail. To leverage this funding, the City applied for a State of Missouri Department of Natural Resources Recreational Trail Program (RTP) grant which will provided a 20% match to cover construction costs and amenities. Amenities included bike fix-it stations, bike racks, water fountains, water bottle fillers, a pet fountain, a smart solar bench, and a Rapid Flashing Beacon pedestrian activated crosswalk. The Main Street Trail is the first multi-use pathway in the City of Smithville.

The City of Smithville is excited for the opportunity to apply for the APWA Public Works Project of the Year for Small Cities / Rural Communities for the APWA KC Metro Chapter.

OVERVIEW OF CONSTRUCTION DETAILS

The Main Street Trail created 1.3 miles of trail that connects a multi-use pathway to downtown streetscape improvements from Liberty Street to Smith's Fork Park. This trail allows for access to 31.2 miles of trail surrounding Smithville Lake.

The project is generally described as: construction of approximately 7,360 square yards of concrete trail and associated ADA ramps, 1,415 linear feet of curb and gutter, 1,145 linear feet of 12-inch through 48-inch storm sewer, 15 storm structures, site restoration including asphalt surfacing, and all associated appurtenances. Side roads and entrances will be replaced, and trailhead amenities installed. The total project cost was \$1,431,184. The City was awarded \$291,102 from the 2019 RTP Grant. The City contracted with CFS Engineers and Amino Brothers for the completion of the Main Street Trail.



NEED OF THE COMMUNITY

The Main Street Trail accomplished a long-term community vision of connecting the historic Main Street corridor with Smithville Lake trails, creating a unique recreational route for citizens and our many visitors. The project is an 8-foot wide, 1.3 mile multi-use paved trail on Main Street from Liberty Road to Litton Way to facilitate pedestrians and bicyclists from downtown Smithville to Smith's Fork Park adjacent to Smithville lake.

Curb, gutter, and retaining wall sections were installed along the trail path. The improvements will create an opportunity to connect citizens and visitors to downtown, three parks, campgrounds, and residential neighborhoods.

Trails and recreation continue to be a part of the community's vision for the future of Smithville as highlighted in the Parks and Recreation Master Plan.

The City installed a pedestrian counter in September 2021. The first 60 days after the pedestrian counter was installed, the trail had 2,593 users. The City expects the overall use to increase during the spring and summer months in 2022.



COMMITMENT TO SUSTAINABILITY



Bicyclists who currently ride around the lake now have a safe, modern pathway to travel to downtown Smithville. Before the trail was installed, there was no way to access downtown Smithville from the Lake other than by vehicle. With the opportunity to travel by bike or foot, this will hopefully lessen the number of vehicular trips between downtown amenities and the Smithville Lake.



The City received a grant to install bike fix it stations, bike racks, water bottle fillers and a pet water fountain, smart solar benches and a crosswalk to provide support to residents and visitors.

UNIQUE PROJECT ACCOMPLISHMENTS

Smith's Fork Park is a 250 plus acre park that the City leases from the United States Army Corps of Engineers (Corps) for park purposes. During this process, the City went through a project review with the Corps for the Main Street Trail, since clearances were necessary to construct the trail.

This project was completed with 20% funding through the RTP Grant, a federally funded program. The City followed the standards for environmental review, real property acquisition (Uniform Act), and Buy America provisions.



ECONOMIC CHALLENGES

The City was initially limited in the types of amenities the trail would have based on the funds that were issued in the 2018 voter-approved bond.

In 2019, The City applied for the Missouri State Parks RTP grant to potentially receive additional funds that would enhance the overall trail project. The City of Smithville was awarded \$291,102.

The RTP grant allowed the City to purchase bike fix it stations, bike racks, water bottle fillers and a pet water fountain, smart solar benches and a crosswalk to provide support to residents and visitors. The City hosted public information meetings for public feedback on the proposed amenities.



CREATIVE PROJECT APPROACH

In 2018, voter-approved bond funds were dedicated to the completion of this trail. The City received grant funds that allowed the City to enhance the trail beyond the voter approved project and create a greater economic development impact through potential tourism. Smithville Lake hosts 1.5 million visitors each year and is the site for many events in the community including the Smithville Gravel Grinder Bike Race and Eagle Days.

There were investments through multiple public and private entities near the trail route. MoDOT upgraded the Wilkerson Creek Bridge on Main Street in Fall 2018, providing a safer connection for vehicles and paving the way for the installation of the trail. Additionally, the City is completing an estimated \$2.3 million streetscape project to upgrade the infrastructure on Main Street.

The project was desired by the community and all easements (temporary and permanent) were all donated to the City. The City provided new driveways for residents along the trail.

During the entire construction process, the changing health and safety protocols due to the COVID-19 virus were implemented. The contractor followed all masking requirements while working on this project.

CONSTRUCTION PROCESS

The City of Smithville worked with the contractors to minimize the impact to the community and residents throughout the construction process. Most of the construction was outside of pavement and street areas.

As with all construction projects, there are always items that are discovered during the process. Several storm sewers were completely plugged and rotted/rusted out and needed to be replaced across Main Street.

Street closings were planned and information was sent to the public via social media through Facebook, NextDoor, and the City's Website. Updates were continuously provided to the Governing Board. The Contractor kept strong communication with the Police Department, Fire Department, School District, and the Post Office directly throughout the construction process.

The contract specifications also listed several community events with dates the contractor was required to make sure the project site was secure and cleaned up which included street sweeping and parking equipment offsite.



ENVIRONMENTAL PRESERVATION

During the engineering process, an environmental engineer reviewed potential environmental factors for the trail. The trail addressed drainage issues and erosion control. The environmental factors were considered as the trail was designed to help minimize any potential degradation.



ADDITIONAL EFFORTS

The Main Street Trail is the first multiuse facility constructed in the City of Smithville. The project included solar benches that have wireless cellphone chargers available, bike fix it stations, and drinking fountains with water-bottle fillers and a pet drinking fountain.



The project also included several hundred feet of segmented block retaining wall to keep back slopes maintainable.

During the design and construction phases, the City worked to keep as many trees as possible.

The entire trail is ADA compliant, and a Rapid Floating Beacon (RFB) was installed at the pedestrian crosswalk on Main Street.



Nyloplast drainage basins were installed along the trail. These inlets cost less and are easier to install. The basins include a “mud/trash trap” that allows for pollutants to settle in the bottom of the structure and can be vacuumed out and disposed of so they do not reach the receiving streams.