



City Administrator's Report

February 24, 2022

APWA Award Applications

As noted in the last report, staff submitted applications for the 2022 American Public Works Association (APWA) KC Metro Chapter Awards. We are pleased to announce that the Streetscape Phase II project application was selected as the Chapter Level Award Winner for the Small Cities/Rural Communities Transportation Category! The KC Chapter will submit this application for consideration for National APWA awards.

The City will be recognized at the May KC Chapter APWA Public Works Week event for this accomplishment. Thanks to public works staff, HDR Engineering and Sands Construction for their efforts on this project and award submission (the application materials are included in the packet.)

Winter Weather Event Update – Thursday, February 17

The snow event started at approximately 5:30 a.m. A team of five street division staff responded to the event. In order to cross-train other employees, three utilities staff also helped plow snow during the event. This provided a total of eight staff members responding during the event. R&S Lawn and Sprinkler provided one truck for the two residential neighborhoods they service.

Staff provided a winter response for a total of 11.25 hours on February 17 and 6 hours on February 18. Crews used approximately 50 tons of salt and the salt/sand mix. The City received some concerns from residents on this event. The concerns were addressed in a timely manner and the residents were appreciative of the quick response from City staff. The additional help for plowing snow allowed staff to be more responsive to problem areas. Some cul-de-sacs were missed on the first day of the snow event, but they were treated the next day. The street division has prioritized training for the next snow event since department staff are interested in learning how to operate the snowplows.

Household Hazardous Waste Update:

Mid-America Regional Council (MARC) has provided the 2021 Household Hazardous Waste (HHW) data. The HHW Mobile Event held on September 11, 2021 had a total of

195 cars participate in the collection event, which resulted in the collection of 21,197 pounds of hazardous waste. 61% of the participants were new clients, and 39% were repeat clients. Most participants were Smithville residents, but we did have participation from surrounding communities.

Throughout the year, residents of Smithville have been utilizing the permanent Kansas City drop-off facility and other mobile events. At the end of the fourth quarter, 321 cars have dropped off materials at a mobile event or the permanent drop-off location in Kansas City. This resulted in a total of 36,895 pounds of HHW materials collected.

2021 City of Smithville HHW Participation	Mobile Events Car Total	Mobile Events lbs. collected	KC Permanent Facility Car Total	KC Permanent Facility lbs. collected
1 st Quarter	0	0	30	3,384
2 nd Quarter	5	651	47	5,086
3 rd Quarter	135	15,236	63	7,889
4 th Quarter	7	792	34	3,857
Totals	147	16,679	174	20,216

For the overall HHW program, it was a remarkable year for the region. The material intake increased by 52% compared to the 2020 data. The mobile events were well attended and participation at the facilities went up from the previous year.

The renewal agreement was approved at the October 19 BOA meeting. This will extend the City of Smithville's participation in the regional HHW program for 2022. This year, Smithville will not host the mobile collection event since the host sites alternate each year. MARC will be releasing the 2022 mobile event schedule in the coming weeks. Staff will advertise the brochure on the website, social media and at City Hall.

STREETSCAPE PHASE II

CITY OF SMITHVILLE, MO

JANUARY 28, 2022



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

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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.

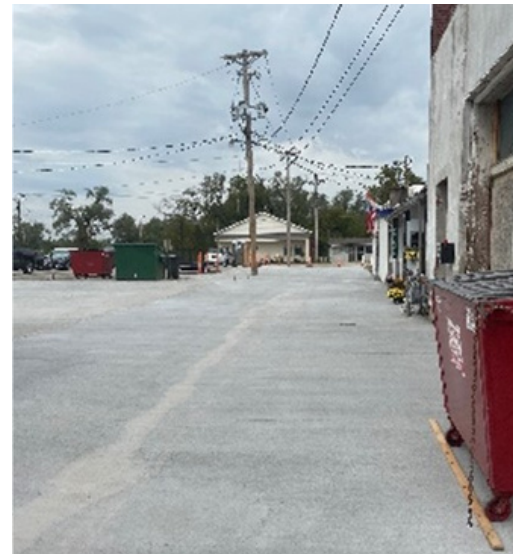
The City of Smithville is excited for the opportunity to apply for the APWA Public Works Project of the Year for Small Cities / Rural Communities for the APWA KC Metro Chapter.

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.