

Call To Order:

The regular meeting of the Lansing City Council was called to order by Mayor McNeill at 7:04 p.m.

Roll Call:

Mayor McNeill called the roll and indicated which Councilmembers were in attendance.

Councilmembers Present:

Ward 1: Gene Kirby and Dave Trinkle

Ward 2: Marcus Majure

Ward 3: Jesse Garvey

Ward 4: Ron Dixon

Councilmembers Absent: Kerry Brungardt, Don Studnicka and Gregg Buehler

OLD BUSINESS:

Approval of Minutes: Councilmember Dixon moved to approve the Regular Meeting Minutes of June 17, 2021, as presented. Councilmember Garvey seconded the motion. The motion was unanimously approved.

Audience Participation: Mayor McNeill called for audience participation on an item not on the agenda and there was none.

Presentations

COUNCIL CONSIDERATION OF AGENDA ITEMS:

K-7 and Gilman Road Intersection Study: Public Works Director Mike Spickelmier stated yes as you are aware, there was some, this has been an ongoing process. In 2011, the Council first considered the intersection of K-7 and Gilman. There was a study done then and there was some discussion between the Kansas Department of Transportation and the City of Lansing. Ultimately it had never really moved forward at that time. Some things had changed, and we revisited it in 2020. There was a Work Session with the City Council; there was direction given to the Public Works department to commission another study to look at the warrants for the installation of a traffic signal at the intersection of K-7 and Gilman. Unfortunately, between the January 2020 and the discussion during that where we wanted to wait until after Spring Break, so we got the most advantageous traffic counts is when the Covid-19 pandemic hit. So, we have not really, we're not really sure where our traffic counts are in relationship to what a new normal would be at this point, but the study proceeded on just to analyze the intersection with what we currently have. The results of that finding have been presented inside the memorandum that has been presented to the City Council and to the City of Lansing. The bottom line is at this time, the intersection does not meet the warrants for the installation of a traffic signal there. Now that being said, that doesn't mean at some point in the future something might precipitate a change. This is a likely location for a traffic signal. I think everyone realizes there is a lot of things that will play into that too. One, our Industrial Park and the transfer station are east of there with a lot of south bound turning movements that need to happen so if that was to grow, we would start seeing that potentially occur. The other one is the completion of the Gilman Road corridor is something on mid term horizon for the City of Lansing. So, when the Gilman Road corridor is completed and if we see further development around the high school, there's also potential for a change in traffic pattern which will require further analysis at that time. Just be aware though that the K-7 and Gilman interchange does present some challenges to the installation of a traffic signal. One, the K-7 corridor plan would need to be complied with since this is a Kansas Department of Transportation highway so there would be a lot of oversight from KDOT. Second is as you are aware, there is a bridge immediately south of that intersection. So, when you go to put an intersection, you put acceleration and deceleration lanes and stuff like that to meet current modern geometries. The proximity of the bridge may pose some additional challenges that would need to be addressed as we move forward on that. The bottom line is the study showed that we are not quite there yet. That's not to say if the city wanted to undertake the project at some point in the future, Kansas Department of Transportation might not entertain that. They've indicated in the past that if it was 100% city funded project, they would be willing to look at that but be aware that the K-7 plan would need to be addressed as well as the funding for that. This could be as I described with the challenges with geometry, a significant cost.

- Councilmember Kirby asked if there is chance at some point KDOT would be more willing to pony up.
 - Public Works Director Mike Spickelmier replied there is always the potential that KDOT will participate. K-7 corridor funds are available. They are currently allocated for the R-cut that is being installed at Parallel Road. So that is where KDOT is currently spending their K-7 corridor funds now, but K-7 is a vital corridor in the state of Kansas so they will continue to fund projects on that corridor into the future. Again, we did discuss using highway safety funds however, the accident crash data although it is there, it is not at the level that would automatically qualify it for funding as other intersections in Kansas.
 - Councilmember Trinkle asked is there still any pick up in it. This is not the first time that intersection has been looked at. Is there any kind of an increase in it, anything. Will they tell you that.
 - Public Works Director Mike Spickelmier responded the unfortunate thing is it's the exact opposite that has occurred because they study was commissioned after the traffic patterns shifted with the Covid-19 pandemic. So, there is actually different traffic than there was even in 2011. At some point we're going to want to study it again once we achieve more of an equilibrium.
 - Councilmember Trinkle asked so a year from now it might be back where it was at.
 - Public Works Director Mike Spickelmier replied yes, and I think traffic counts in of themselves would be a pretty good indicator and that's something we could commission fairly easily if that was something we just kind of wanted to snapshot. I know the county also did traffic counts during the interim to help with some of the projects they were working on. In KDOT, every two years does another snapshot and if KDOT's snapshot was to show us something we thought might be beneficial to the city, we would certainly want to execute on that information.
 - Councilmember Majure stated is there, I know the speed limit and I read the report and I appreciate everything you are doing on that Mike. Does it qualify for a yellow flashing light during busy times. Maybe it's not a stop light but at least it's something to caution there is a heavy amount of traffic trying to cross during certain hours versus a yellow flashing light all the time. I don't know but I am just trying to identify the fact until that Gilman Road goes all they way through to the high school that you indicated is still a project. I think traffic is going to pick up, but I don't think you are going to see the large amount of traffic that we use to have prior to Covid. There's a lot of changes if you are looking at traffic as a study as the majority traffic work in Ft Leavenworth. That's the majority of the traffic passing through to get to Leavenworth and passing back. That's where a lot of that traffic is. I don't think we are going to see those days anymore. A lot of changes have gone into that.
 - Public Works Director Mike Spickelmier responded I would concur that there is definitely a change in traffic patterns

associated with recent events however, I will say we are experiencing growth, some commercial growth right now. At some point we are hoping to receive more residential growth and as traffic patterns modify and change, we would anticipate that we would definitely want to look again. To say that a signal at this intersection is never going to happen would be really short sided. I don't think it's not a question of if but a question of when. And when the warrants meet it and when the development and traffic justify it then I think we need to be prepared to consider that project. Again, solicit for funding as we can because we always like to work with our partners to help offset the cost and get a joint effort.

- Mayor McNeill asked would a J-cut there even be a potential or possible.
- Public Works Director Mike Spickelmier replied if KDOT would want to fund this they would require us to consider a R-cut. Now again I've outlined some of the geometric challenges at this location because of the proximity to the bridge and also McIntyre was a pretty good candidate because it's a mile south. And because the projected traffic has more right turns, there's a lot of people that would come off of K-5 and go into Lansing. Or a lot of people would come off of McIntyre and go south with the Industrial Park there, there is a lot of traffic that comes out of the Industrial Park and also goes south. So, maybe. It would require a further analysis, but it is a solution that KDOT would want us to analyze as a potential interim solution.
- Councilmember Garvey stated there is a lot of truck traffic too because you have transfer trucks leaving the transfer station. You got Linaweaver trucks his area in the Industrial Park. So, there is a lot of truck traffic that would have to go up, cross over and come back which would be pretty tough.
- Public Works Director Mike Spickelmier stated Penny's Concrete may or may not ever get up to full capacity again. I know they have talked about putting asphalt out there too. I mean, yes.
- Councilmember Kirby stated just so we are clear, this is not just lights or anything. We could be looking at having to redo the bridge.

- Public Works Director Mike Spickelmier responded well the bridges would have to be taken into consideration when we look at a solution at this intersection just because of the location. My concern would be if we needed additional deceleration capacity coming from the north bound traffic. You run into that bridge pretty quick.
 - Councilmember Trinkle asked does that mean the bridge would have to be moved north south or just widened.
 - Public Works Director Mike Spickelmier replied I would think the bridge would have to be widened more or less. I don't think you can really move a lot. It's pretty much over the channel as it exists.
 - Councilmember Trinkle stated I didn't know; I mean you have to have a certain from the center of the intersection to the center of the bridge had to be a certain amount.
 - Public Works Director Mike Spickelmier responded no; I think you decelerate upon the bridge surface. Again, I don't know the age of those bridges so some of that would come into KDOT's calculation. You know usually bridges are a 75–100-year investment.
 - Mayor McNeill asked so what are the other safety options besides the traffic signal. I mean Marcus had mentioned the flashing yellow during times of high volume. Anything else.
 - Public Works Director Mike Spickelmier responded we could maybe stripe some what they call lane guides. Have you seen those in intersections so when you get into the center median to make your turn you kind of have lanes shown where people are supposed to go.
 - Mayor McNeil stated you might have to.
 - Public Works Director Mike Spickelmier stated yep and that is something we can consider. That is a pretty cost effective, you know pavement marking is a very cost-effective safety solution.
 - Councilmember Trinkle asked does that still fall back on whatever we do to that intersection and changing the outlook of it, are we going to have to involve KDOT. Are they going to say hey no you can't paint that, yes you can put the flashing light there? Are they still going to dictate to us what we can do at that intersection right?
 - Public Works Director Mike Spickelmier replied yes KDOT will ultimately have control over that since it is Kansas Highway 73. I think it's still US 73.
 - Councilmember Majure stated I tell you what, we have a business park there, we have businesses, but I feel for them. Between the hours of 6:30 and 8 trying to come out and go south, it's not happening. I mean those trucks just stack up and they just hope and pray that the light is timed about right from.
 - Councilmember Garvey stated Leavenworth Road.
 - Councilmember Majure responded is it Leavenworth.
 - Councilmember Garvey stated Fairmont is the first light.

- Councilmember Majure replied is it Fairmont, the next light. Yeah, that light to the north light there on 7. Between those lights and all that traffic, that traffic coming off of Gilman from the Industrial Park and everything trying to go south. They are trying to time it. About the only time they can get across because it is nonstop traffic coming north. Then from 3:30 to 5:30 in the afternoon from north going south, it's just bumper to bumper going south.
 - Mayor McNeill stated I would suggest we look at whatever safety things we can do. I mean if we're not going to immediately be able to put a traffic signal in. Then what other things can we do and come up with an idea on that and try to get it through KDOT. That is my suggestion.
 - Councilmember Kirby stated it's a good idea.
 - Councilmember Garvey stated whatever KDOT approves.
- Councilmember Dixon asked is there a timeframe set for re-evaluation.
 - Public Works Director Mike Spickelmier replied we don't have one set now but what we will do is continue to monitor KDOT's traffic counts because they publish those every two years and then they share those with us. If we see something or if something were to precipitate a change, we could execute a further refinement of this.
 - Councilmember Trinkle stated we're awful lucky that some of the traffic counts didn't involve some of the other projects we had going on too.
 - Public Works Director Mike Spickelmier replied yes.
 - Mayor McNeill asked didn't we do one for Eisenhower when they did that, prior to us getting approval to redo Eisenhower at the end of the corner there.
 - Public Works Director Mike Spickelmier responded yes.
 - Mayor McNeill asked so they did traffic counts. How did that compare. Do you know.
 - Public Works Director Mike Spickelmier replied I think that one was a very volume metric traffic count. It didn't look at turning movements on Gilman but what it did show there was I think there was a lot more traffic in 2018, 2019 than we are currently experiencing.
 - Mayor McNeill stated I was just wondering.
 - Councilmember Garvey stated people are working from home more now.
 - Mayor McNeill asked any other questions.
 - Councilmember Kirby stated thanks Mike.
 - Councilmember Majure stated thanks Mike.
- Mayor McNeill asked anybody here in the audience want to talk on that subject. Please come up to the microphone and state your name and address.
 - My name is Maralee Thompson, and I live in Rock Creek just like you do. We are going to start a neighborhood watch in our community. I was just wondering do you want me to get into contact with USAA and find out how many accidents have been in that median. Because I have had friends that have moved, and they have almost totaled their cars lying in that median. So, putting some lanes in there so people know what to do go to the right-hand lane, go to the left would be very beneficial. Unfortunately, this was done during Covid, but I wonder with CGSC coming in and football coming in if October a timely time to redo this again. Because I can guarantee we will have more traffic.
 - Mayor McNeill responded Mike you can find out what the scheduled timeline that KDOT does right so we can kind of see if there is going to be a huge gap between then and when we could do it again.
 - Maralee Thompson stated not that there is any housing available where I live.
 - Mayor McNeill replied true. Not right now is there.

- Maralee Thompson stated I was just wondering about that if they could do that. Because I would hate to see some teenager get hurt in that median.
 - Councilmember Trinkle stated that has been an intersection of controversy since I've been on the Council. We have tried, every different set of Councilmembers up here, has tried to get somebody to do a light. It's KDOT and they come back with the same story every time.
 - Maralee Thompson responded I know but we'll see what happens with football season this year.
 - Mayor McNeill replied and like we said we'll look at other ways to try and make that intersection safer without trying to push for a signal.
 - Maralee Thompson stated but the terrain needs to be adjusted also because I've noticed that south of here the median is all mowed. But when you get into Lansing, it's not. It's where I got hit by a deer. They go in the middle of the median, they come up in the tall grass and they come and get you where you don't think they are going to come and get you. So that terrain is very difficult, and I don't think the mowers want to go out there when it's wet. It's too precarious but that would be good if they could do that in October when we have more things going on. Well thank you.
 - Mayor McNeill stated thank you.
- Councilmember Garvey stated thank you.

Preliminary Plat – Richardson Replat: Community & Development Director Matthew Schmitz asked whatever questions you have.

- Councilmember Trinkle asked what are we going to do with the water. Everybody that lives around all that. It's always been controversial ditch that runs down the middle of that property. Now we're splitting it. They are talking about building houses on both sides of it. Where are we going to put the water?
 - Community & Development Director Matthew Schmitz replied the only part of this that will be buildable would be these four northern tracts. This tract on this side will become part of this property owner's property.
 - Councilmember Trinkle asked he can't add anything to that.
 - Community & Development Director Matthew Schmitz responded he can put a building in if he wants to.
 - Councilmember Trinkle asked he can add a garage right.
 - Community & Development Director Matthew Schmitz asked sorry.
 - Councilmember Trinkle asked he could add a garage.
 - Community & Development Director Matthew Schmitz replied correct but there

- wouldn't be any additional housing on that lot.
 - Councilmember Trinkle stated well alright, that takes that into consideration. Who is going to have to carry the water. Who's property. I'm trying to understand the drawing.
 - Community & Development Director Matthew Schmitz stated there is a natural channel that runs down through here. It's kind of hard to see because it's marked in cyan, but it runs down through this area. On the final plat that they've already submitted to us, they do have an easement that's associated with that, a drainage easement they are going to give us. So then at that point the city would have the ability to maintain that channel.
 - Councilmember Trinkle asked so it's going to be an open channel.
 - Community & Development Director Matthew Schmitz responded there's no public improvements plan with this plat. So, there wouldn't be any storm sewer or anything like that included with this.
 - Councilmember Trinkle asked so it'll still be an open ditch like it is now.
 - Community & Development Director Matthew Schmitz replied right.
 - Councilmember Trinkle asked are they going to move the ditch in any way.
- Community & Development Director Matthew Schmitz replied not to my knowledge. This is purely an action to create buildable lots.
 - Councilmember Trinkle stated some of the questions, the guy that had purchased it was asking me. I didn't think, they didn't talk like they were going to go tubing or anything. The water still, everything that comes up off the Richardson side clear up around the old school, it all drains right on that side of Carol Street. That's why I was wondering if all the water still goes to the same ditch.
 - Community & Development Director Matthew Schmitz responded yeah.
- Mayor McNeill asked any other questions. I had one question on that. How wide these lots are. That says 68 feet. Is that the minimum for the UDO or something?
 - Community & Development Director Matthew Schmitz replied so this property is zoned R-2 if my memory serves. It should have the zoning on there. If it's not on the preliminary, it'll be on the final. I believe it's R-2 which allows for a 60-foot lot width. R-1 requires a 75-foot lot width.
 - Mayor McNeill stated alright.
 - Councilmember Trinkle asked what can they build on R-2.
 - Community & Development Director Matthew Schmitz replied a 60-foot lot so they're smaller lots.
 - Councilmember Trinkle stated I mean just a house.
 - Community & Development Director Matthew Schmitz responded single family homes.
 - Councilmember Trinkle stated single family homes. That is the limit.
 - Community & Development Director Matthew Schmitz responded yeah.
 - Mayor McNeill stated alright. Thanks. You might as well stay up here.

REPORTS:

Department Heads: Community & Development Director Matthew Schmitz updated the City Council on the July 3rd event. Due to all the rain, the field is very wet. The setup has been repositioned with everything on hard surfaces. There will be no public parking on site so we've added buses and shuttles will begin running at 12pm instead of 5pm.

- Councilmember Garvey asked what can be brought on the buses.
 - Community & Development Director Matthew Schmitz replied chairs, blankets, coolers. Alcohol cannot be brought to the park due to state laws. There will be an alcohol vendor on site.
- Councilmember Garvey asked if the fireworks will be shot from the same area.
 - Community & Development Director Matthew Schmitz responded you will be able to view the fireworks from where you view the concert. The on-ground fireworks will be shot from behind the stage area and the big arial fireworks will be back in the field.
- Councilmember Kirby asked if they aren't going to let anyone in after 9pm.
 - Community & Development Director Matthew Schmitz replied the busses will run until 9:30pm. The busses will stop running during the fireworks.
- Councilmember Garvey asked if the fields got sprayed.
 - Community & Development Director Matthew Schmitz responded they had started to spray for bugs but when we shifted the location of everything, they stopped since we wouldn't be in the field.
- Mayor McNeill asked if the playground and fields around the playground are assessable.
 - Community & Development Director Matthew Schmitz replied the playground and surrounding fields are available for people to use.
- Mayor McNeill asked what they plan was for letting people know there is no parking out there.
 - Community & Development Director Matthew Schmitz replied information has been put out on social media. Blaine's management team will be putting info out on their social media as well. Route maps are available, so people know which busses are associated with which schools. A message board will be placed on 4-H Road with instructions including no parking at Bernard Park.
- Councilmember Majure asked if the busses will be making u turns at the park.
 - Community & Development Director Matthew Schmitz responded they will come in and basically make a 3-point turn with the loading area near the bridge.

City Attorney: City Attorney Greg Robinson had nothing to report.

City Administrator: City Administrator Tim Vandall had nothing to report.

Governing Body: Councilmember Majure thanked Mike and Matt for their hard work. He also thanked Police Chief Steve Wayman and all the first responders as they enter a heavy time of year. Councilmember Majure is looking forward to the July 3rd event.

Councilmember Garvey asked if there is anything we can do to clean up the medians on Main Street.

- City Administrator Tim Vandall responded he and Public Works Director Mike Spickelmier can coordinate on it.

Councilmember Garvey stated he appreciates all the work that has been done for the 4th of July event and wished everyone a Happy 4th of July.

Councilmember Dixon thanked Mike and Matt on their presentations and wished everyone a Happy and Safe 4th of July.

Councilmember Trinkle thanked Matt and the staff for pulling another event off. He stated it has rained once the event has started before and we've had to cancelled so good luck this year.

Councilmember Kirby thanked everyone for the work on the event at Bernard Park. It's been a trying time but it's been a team effort across the city.

ADJOURNMENT:

Councilmember Kirby moved to adjourn. Councilmember Garvey seconded the motion. The motion was unanimously approved. The meeting was adjourned at 7:36 p.m.

ATTEST:

Mayor, Anthony R. McNeill

City Clerk, Sarah Bodensteiner, CMC