

CITY OF LANSING

800 1st Terrace
Lansing, KS 66043
913-727-3233 Fax: 913-828-4579
www.lansing.ks.us

WORK SESSION AGENDA

January 30, 2020
Thursday
7:00 p.m.
Lansing City Hall

Call To Order:

- I. Oath of Office – Councilmember Ward 3
- II. Peripheral (Perimeter) Street Fee Discussion
- III. K-7/Gilman Traffic Signal Study

Adjournment



WORKSESSION ITEM

TO: Tim Vandall, City Administrator
FROM: Sarah Bodensteiner, City Clerk *SB*
DATE: January 27, 2020
SUBJECT: Oath of Office – Councilmember Ward 3

The Oath of Office will be issued for James "Jesse" Garvey, Ward 3 Councilmember.

WORKSESSION ITEM #

WORKSESSION ITEM

TO: Tim Vandall, City Administrator 
FROM: Matthew R. Schmitz, Director, Community and Economic Development *MRS*
DATE: January 30, 2020
SUBJECT: Peripheral (Perimeter) Street Fee Discussion

Perimeter Street Fees are charges assessed on new development to assist in paying for additional roadway capacity required to accommodate new development. According to the Unified Development Ordinance, Section 3.04, Item H.:

Peripheral Street Improvements. The applicant shall be responsible for one-half of all peripheral streets which may border the subdivision. The applicant's responsibility shall be limited to the dedication of one-half of the recommended rights-of-way as described in these subdivision regulations. The applicant shall dedicate and build its portion of the improvement, or put money for the cost of its portion of the improvement into escrow and waive the right to protest any future benefit district for the improvement.

1. *Money in Lieu.* In lieu of the actual construction of proposed perimeter streets prior to the filing of the final plat, the Governing Body may at its option, accept cash or a cashier's check into an escrow account for general street improvements, in an amount that will guarantee one-half of the construction costs, as determined by the City Engineer and Public Works Director, of the perimeter streets.

Staff would like to continue the discussion from August 29, 2019 about peripheral street fees. We have obtained additional data from surrounding cities and have a presentation to share with information about surrounding cities and their fee structures. We would like to garner feedback from the Council on what direction to take the individual Peripheral (Perimeter) Street Fees given this additional information.

Olathe was the only city that I spoke with which still charges Peripheral Street Fees (although in this case, they call them Street Excise Taxes). Olathe actually has three excise taxes that they impose on development:

1. Street Excise Tax - \$0.215 per square foot of land area – collected when final plat is filed, and arterial street or above is exempt.
2. Traffic Signal Excise Tax – varies by zoning, but \$0.0037 per square foot for residential – collected when final plat is filed, and arterial street or above is exempt.
3. Park Excise Tax – varies by development type, but \$520 per dwelling unit for residential – collected when building permit fees are collected.


The other cities I spoke with, Overland Park, Leavenworth, Shawnee, Merriam, and Basehor do not charge Peripheral Street Fees. Overland Park did indicate that when a traffic signal is required via a Traffic Analysis, that the signal is the responsibility of the developer to install.

Benefit districts are used more extensively in Johnson County to provide for the construction of major roads (i.e. arterials and above), but collector and residential streets are the responsibility of the developer to construct and then turn over to the city upon completion.

WORKSESSION ITEM

2

WORKSESSION ITEM

TO: Tim Vandall, City Administrator 

FROM: Mike Spickelmier, Director of Public Works *MWS 1/24/2020*

DATE: January 24, 2020

SUBJECT: K-7 & Gilman Traffic Signal Study

Public Works staff has reached out to the Kansas Department of Transportation and has the following to report:

1. KDOT is willing to consider this intersection for potential federal-aid safety funding. The City would need to provide the following current information:
 - a. Intersection Crash Data (City Provided)
 - b. Intersection Traffic Data (Consultant Generated)
 - i. 24-hour volume data in one-hour increments
 - ii. Turning movements in 15-minute increments
 - c. Engineering Analysis (Consultant Generated)
 - i. Engineering criteria
 - ii. Countermeasure analysis
 - iii. Conformance with K-7 Corridor Management Plan*
2. KDOT Process
 - i. Application to KDOT by July 2020
 - ii. Consideration for Federal Fiscal Year 2022-2023
 - iii. 90/10 Federal / Local match for construction only

*The current K-7 Corridor management plan identifies RCUT (Restricted Crossing U-Turn) as an interim safety solution under the plan. The engineering analysis will have to consider this option in the submittal. The final decision will have a cost/benefit analysis as part of the selection criteria.

WORKSESSION ITEM #

3