

Transcript

Liberty Dr. Sidewalk Project – Virtual Public Meeting

November 21, 2024 6:00-7:00 pm

Joshua Martinez:

Hello, everyone. Thank you for joining tonight's public virtual meeting on the Liberty Drive sidewalk project. As this is a virtual meeting and I'm assuming people are getting home and trying to log on, if no one's opposed, we're going to give it about five minutes, for any stragglers to jump on before we get started with the presentation.

So, we will start the actual presentation right at 6:05. Like I said, just to give individuals an opportunity to jump on.

(Several Minute Pause While Waiting for Attendees)

Joshua Martinez:

And just a reminder for anyone who's just jumped on, we're going to start promptly at 6:05. Just giving any stragglers a few minutes to jump on before we get rolling.

(Several Minute Pause While Waiting for Attendees)

Joshua Martinez:

All right so it is 6:05, we're going to kick things off. Thank-you guys for your patience while we waited there. So, this is, today's, public meeting about the Liberty Drive sidewalk project. Our meeting tonight will consist of a short presentation which generally details the project's scope and schedule, followed by an open session in which you can ask questions of staff.

We do ask that you hold your questions until the end of the presentation, as there might be some of that information you're looking for throughout its length.

Before we get rolling though, I did want to point out a couple of key functions that zoom has, which is the platform that we're using tonight. And also note that this is being recorded and will be made publicly available on the city project website after the fact. The hyperlink to the City Project website can be seen on the current screen and you can also follow up with project staff after the fact. I will be the main point of contact, I'm the capital project engineer and project manager for the project, and my email is both on the city website and on this slide, which will be made available after the fact.

Some important zoom functions to go over before we really get rolling. So the questions, like I said, will be taken at the end of the presentation. If you look at the lower left-hand side of your screen, there should be a question tab. Again, we ask that you wait until the end of the presentation, but that's how you're going to input those questions so that we can answer them.

If you need closed captioning that is available and it's going to be a couple, tabs over to the right from that question tab.

Joining us for tonight's presentation, we have individuals from three different entities. Representing the City of Liberty, we have Sherri McIntyre on the call who is our Director of Public Works, John Findlay, our City Engineer, Claire Rogers, our Assistant Director of Public Relations, and myself, the Capital Project Engineer, Joshua Martinez.

Representing our design consultant, VSM Engineering, we have Valerie McCaw, principal for VSM Engineering, Matt Combs, the lead Design Engineer for this project from VSM Engineering and representing MoDOT, we have Katie Jardieu the Senior Transportation Planner with MoDOT, who is overseeing this project.

All right. Let's dive in. So, what is our project and what are we trying to accomplish with it?

The City of Liberty has partnered with MoDOT and VSM engineering in designing ADA compliant sidewalk improvements along Liberty Drive between Midjay Drive and Red Oak Lane. The intent of this project is to infill an existing gap in the sidewalk network along Liberty Drive. As you can see, in the provided image, our project, which is designated in red, will connect an existing sidewalk network, which is pretty extensive, along Liberty Drive, which is designated in the image in yellow. Our missing link will provide for connectivity along Liberty Drive all the way from South Withers Road in the north to South Liberty Parkway in the south. The end result of our project will be an almost three-mile-long stretch of sidewalk along Liberty Drive that will provide pedestrian access to three public schools. That's Alexander Doniphan, South Valley middle school, Discovery Middle School, several churches, multiple residential subdivisions, commercial centers, and other various amenities.

This image here is a, more micro, image of the actual project extents. As you can see, our project will be on the south side of Liberty Drive between Wilshire Boulevard and Red Oak Lane. In the image again, yellow lines are existing sidewalk and or trails, that are already in place, whereas the red lines are the improvement limits associated with our project.

As you can see, our project will be connecting extensive existing pedestrian networks both along Liberty Drive and along streets such as Flintlock Road, Midjay Drive, Wilshire Boulevard, Red Oak Lane, and Oakleaf Drive. The project will also include pedestrian crossings at both Midjay Drive and Wilshire Boulevard, which will connect pedestrians on both the north and south side of Liberty Drive.

So we've, you know, talked about all these extensive networks and, you know, providing an extensive network. But what exactly are we installing? So, we're going to have two typical sidewalk sections that are both ADA compliant as part of this project. They're going to vary from 5-ft to 7-ft in width. This variance in width is dependent on their proximity to the edge of Liberty Drive.

Where five-foot sidewalk panel section is used. There will be a green space buffer between the edge of the road and the edge of the sidewalk. Where the sidewalk is seven foot the sidewalk will be back of curb, which is directly adjacent to Liberty Drive. If you see in the two, typical cross sections that we have here, that seven-foot-wide section is also providing, curb and guttering in those areas where it is directly adjacent to Liberty Drive providing additional comfort to the pedestrians and storm drainage function. As we mentioned in the previous slide, the project will also include pedestrian crossings at both Midjay Drive and Wilshire Boulevard. These crossings will include pedestrian crossing and flashing signage and pavement markings to appropriately define them.

Now, we've talked about what the project actually is and where it's going, but how much is it going to cost and how are we paying for it?

Our engineering estimates, that VSM put together, pegged the project at a total cost of \$512,000. The city intends to pay for this construction through two separate taxes. The Capital and the Transportation Sales taxes. To help offset the cost to the city staff, earlier in the life cycle of this project, applied for carbon reduction program funding.

CRP funding is a relatively new funding source available for projects such as ours that lead to increased environmental sustainability. Our application was successful, and we were awarded \$250,000 in CRP funding. That funding will be put towards construction of this project. So, towards that \$512,000.

It should be noted that while we do have that \$250,000, it is a reimbursable program. So, the city will still have to front 100% of that money. But as the project goes along, we're eligible for

reimbursable cost up to 80% of eligible cost, up to a maximum of the dollar limit of award. So that \$250,000. So huge savings to the city.

So, when is this happening? Our schedule has us beginning right-of-way acquisition later this winter. So, in the next month or so. And this acquisition involves, a small temporary construction easement along one property which is necessary to construct the project. We do not anticipate or show any permanent, right of way or easement acquisition with this project. After we've obtained right of way and received approval from MoDOT we will move forward with project advertisement, we're anticipating that later, this winter. And then, of course, after advertisement, we'll solicit the contract, put that together, and, move out for construction in the spring or summer of 2025. With this schedule, we anticipate the project being completed, and fully accepted by the city council, either in the fall or winter of 2025.

With that, our presentation, will come to a close. I will note, for anyone that may have jumped in late that we will be doing this presentation again once I have addressed any questions that we have in this current session. With that said, if you have questions, please feel free to throw them in the chat.

(Several Minute Pause While Waiting for Questions)

Joshua Martinez:

So not seeing any questions. I'm going to give it maybe five minutes and then I'll restart the presentation for anyone that may jump on in the interim.

So, we had one question come in, that asks...

Question:

“Do you have a plan in place to get existing sidewalks Ada compliant?”

Joshua Martinez:

So that is not included in this project scope. Our project scope only is looking at installing new sidewalk within those project limits. I'm going to jump back a couple slides so you guys can see those limits again within those new limits. With that said, the city code does address ADA compliance and those are things that the city is considering in the future.

We had another question come in:

Question:

“Was the safe route to schools Grant applied for? Just wondering, since it's close to schools.”

Joshua Martinez:

In my tenure with the City of Liberty, it was not applied for. However, it may have been in the past. I'll have to follow up to see if ever there was a safe route to schools. Grant applied for this specific project.

Sherri McIntyre:

I can answer that, no, we had not applied for Safe Routes to School grant. For you know, any improvements going to the schools at this time.

Joshua Martinez:

Thank you. Sherri.

Another question:

Question:

“Has there been any discussion around adding, school zone speed along the space with the sidewalk? There are a number of kids that are in Wiltshire that would use the crossings, and cars tend to move very quickly along this route.”

Joshua Martinez:

So, I can take that one. As part of our project, we had, VSM engineering assess those crossings at Midjay and Wilshire. What we found was that with the pavement marking and appropriate signage, like the pedestrian flashers. Let me go back to that slide real quick. That the crossing would be, adequate. I don't know if that's the proper word to use. But with that said, additional signage is something that we could take into consideration.

Another question has come in:

Question:

“Have you considered the flashing lights in the road for the crosswalks?”

Joshua Martinez:

I'm not too sure. If you could clarify, when you say flashing lights, do you mean, the flashing lights, like that shown in the slide where there are flashing lights on the actual signage, or are you talking about something else?

Sherri McIntyre:

We have not considered anything in the roadway because a lot of times we're concerned in the winter that we're just going to plow those up. I don't know. Just that anywhere in the region.

John Findlay:

I will add that those ones on Mill Street malfunction pretty frequently. They're kind of a maintenance issue being in the pavement. There's subject to the elements.

Joshua Martinez:

John was trying to say.

John Findlay:

So, we really decided to abandon them. And...

Joshua Martinez:

So, John, you're cutting in and out. But what John was trying to say is that, no, we have we have not considered flashing lights actually, in the roadway for the crosswalks. They're pretty hard to maintain, and they haven't seemed to be the best option for crossings like this moving forward for the city. Both from a usability and sustainability standpoint.

(Several Minute Pause While Waiting for Questions)

Joshua Martinez:

There's. Okay. I'm going to give it, five, and then we will restart the presentation unless more questions come in.

(Several Minute Pause While Waiting for Questions)

Joshua Martinez:

All right. And I'll be restarting in just about a minute. Here. For anyone that's just jumped on.