

AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

OLD BUSINESS

- [1.](#) Approval of Minutes

AUDIENCE PARTICIPATION

PRESENTATIONS

NEW BUSINESS

- [2.](#) K-7 and Gilman Road Intersection Study
- [3.](#) Preliminary Plat - Richardson Replat

REPORTS - City Attorney, City Administrator, Department Heads, Councilmembers

PROCLAMATIONS

OTHER ITEMS OF INTEREST

ADJOURNMENT

Regular meetings are held on the first and third Thursday of each month. For information on how to view prior meetings, please visit our website at <https://www.lansingks.org>. Any person wishing to address the City Council, simply proceed to the microphone in front of the dais after the agenda item has been introduced and wait to be recognized by the Mayor. When called upon, please begin by stating your name and address. A time designated "Audience Participation" is listed on the agenda for any matter that does not appear on this agenda. The Mayor will call for audience participation. Please be aware that the City Council and staff may not have had advance notice of your topic and that the City Council may not be able to provide a decision at the meeting. If you require any special assistance, please notify the City Clerk prior to the meeting.

AGENDA ITEM

TO: Tim Vandall, City Administrator
THRU: Sarah Bodensteiner, City Clerk
FROM: Shantel Scrogin, Assistant City Clerk
DATE: June 18, 2021
SUBJECT: Approval of Minutes

The Regular Meeting Minutes of June 17, 2021 are enclosed for your review.

Action: Staff recommends a motion to approve the Regular Meeting Minutes of June 17, 2021, as presented.

AGENDA ITEM

CITY OF LANSING
CITY COUNCIL MEETING

REGULAR MEETING MINUTES
June 17, 2021

Call To Order:

The regular meeting of the Lansing City Council was called to order by Mayor McNeill at 7:00 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 and Don Studnicka

Ward 3: Jesse Garvey and Kerry Brungardt

Ward 4: Gregg Buehler

Councilmembers Absent: Ron Dixon

OLD BUSINESS:

Approval of Minutes: Councilmember Buehler moved to approve the Regular Meeting Minutes of June 3, 2021, as presented. Councilmember Garvey seconded the motion. The motion was approved with Councilmember Studnicka abstaining.

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:

Fence Request – 124 Meadow Lane: Councilmember Kirby moved to approve the Fence Request for 124 Meadow Lane. Councilmember Garvey seconded the motion. The motion was unanimously approved.

Executive Session – Economic Development: Councilmember Brungardt moved to recess into executive session to review economic development activities pursuant to the discussion of confidential data relating to financial affairs or trade secrets of corporations, partnerships, trusts, and individual proprietorships exception K.S.A. 75-4319(B)(4) for 30 minutes, beginning at 7:03 PM and returning to the Council Chambers at 7:33 PM. Councilmember Buehler seconded the motion. The motion was unanimously approved.

Councilmember Buehler moved to return to open session at 7:33 PM. Councilmember Garvey seconded the motion. The motion was unanimously approved.

REPORTS:

Department Heads: Department Heads had nothing to report.

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

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

Governing Body: Councilmember Kirby wished everyone a safe and happy summer. Be safe, enjoy it, we are finally getting back to normal.

Councilmember Majure stated he can't wait for the fourth of July activities and the planning committee has done a great job pulling it all together along with advertising for it. He is very excited for the event on July 3rd.

Councilmember Garvey asked if there is any code enforcement for six-foot privacy fences once they become old, unsightly, and start to fall.

- Community & Economic Development Director Matthew Schmitz stated this should be in the property maintenance section of the code and code enforcement can take a look at it.
 - Councilmember Garvey replied north of Ida, on Valley, up Fairlane and that area has quite a few, like Adams Acres. I'm looking out for the neighbors of these people.

Councilmember Buehler provided a fun fact, on June 19, 1865, General Gordon Granger was in Galveston TX and informed the people of Texas that in accordance with the Emancipation Proclamation, all slaves were free. That is how we came up with Juneteenth which is now a federal holiday.

ADJOURNMENT:

Councilmember Brungardt moved to adjourn. Councilmember Kirby seconded the motion. The motion was unanimously approved. The meeting was adjourned at 7:37 p.m.

ATTEST:

Mayor, Anthony R. McNeill

City Clerk, Sarah Bodensteiner, CMC

AGENDA ITEM

TO: Tim Vandall, City Administrator
FROM: Mike Spickelmier, Director of Public Works *NEWS 6/23/2021*
DATE: June 23, 2021
SUBJECT: K7& Gilman Road Intersection Study

Policy Considerations:

In January 2020 the City Council authorized City Staff to conduct further analysis on the intersection of K7 & Gilman Road for potential safety funding for intersection improvements. Wilson & Company was contracted to perform this work, with direction to obtain traffic counts after the spring break holiday to better account for normal traffic flows. Shortly after this direction, the COVID-19 Pandemic erupted, and the full volume traffic conditions were not obtained. Traffic counts were performed utilizing video traffic counters in August of 2020. As such, the data was obtained during the COVID-19 pandemic. However, no adjustment factors were evaluated or applied as previous detail count informant was unavailable. It is not expected that an adjustment would make a significant impact on the analysis, but the traffic should be re-evaluated as conditions change.

Historical Note: In May 2011, Wilson & Company report performed similar analysis. That report showed meeting some of the warrants for a signal at that time. This information was discussed with the Kansas Department of Transportation. The result was that KDOT would authorize the City of Lansing to install a traffic signal, however 100 % of the cost for that improvement would be borne by Lansing.

Future Planning Factors: As Lansing continues to grow and develop, the necessity for a traffic signal will evolve with those changes:

- Lansing Industrial Activities on Gilman
- Completing of west leg of Gilman Road from Willow to DeSoto (147th Street)

Financial Considerations: The cost of this report was \$3000.

Action:

None recommended at this time

AGENDA ITEM

Memorandum



To: Michael Spickelmier, P.E.
Public Works Director / City Engineer
City of Lansing, Kansas

From: Michael E. Kramer, P.E.
Date: 5/7/2021
Re: K-7 (US-73, Main Street) and Gilman Road Intersection



Summary Conclusions and Recommendations:

The intent of this memo is to document and present the results of a traffic evaluation of the K-7/Gilman Road Intersection. The key goal was to determine the need for intersection signalization based on an analysis of signal warrants available in the 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD) as would be required by the Kansas Department of Transportation (KDOT) for signalization of the intersection.

Chapter 4C, Traffic Control Signal Needs Studies. The Traffic Signal Warranty Summary Table below shows that none of the nine warrants contained in the MUTCD are met for the intersection. Warrants 5, 6, 8, and 9 are not applicable and were not evaluated. Crash experience at the intersection, Warrant 7 crash experience is not met. Warrant 7 is discussed in further detail within this memo.

The warrant analysis indicates that a traffic signal is not currently warranted. It is recommended that the intersection continue to be re-evaluated in the future. The City may wish to consider temporarily increasing law enforcement to deter speeding in the area and increase driver awareness of the stop condition at the intersection, and that traffic on K-7 does not stop.

Traffic Signal Warranty Summary:

Warrant (MUTCD Section 4C)	Result
Warrant 1, Eight-Hour Vehicular Volume	Not Met
Warrant 2, Four-Hour Vehicular Volume	Not Met
Warrant 3, Peak Hour	Not Met
Warrant 4, Pedestrian Volume	Not Evaluated
Warrant 5, School Crossing	Not Evaluated
Warrant 6, Coordinated Signal System	Not Evaluated
Warrant 7, Crash Experience	Not Met
Warrant 8, Roadway Network	Not Evaluated
Warrant 9, Intersection Near a Grade Crossing	Not Evaluated

K-7 (US-73, Main Street) and Gilman Road Intersection
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Intersection Characteristics: The intersection of K-7 and Gillman is a four-leg intersection. K-7 runs north/south, and Gilman Rd runs east/west.

Intersection Approaches:

Major Approach:

- K-7 northbound - 2 thru lanes, and a single left turn lane.
- K-7 southbound - 2 thru lanes, a right turn lane, and a single left turn lane.
- K-7 is 4 lane divided grass median about 38 feet in width, shoulders varying width.

Minor Approach:

- Gilman Rd. eastbound – 1 thru lane, a right turn lane, and a single left turn lane.
- Gilman Rd. westbound – 1 right turn lane, and a thru/left lane.
- Gilman Rd. approaches are stop controlled, and the median is yield controlled.

Roadway Access:

Driveways access K-7 on the east and west, with a median crossing approximately 875 feet north of the intersection.

Driveways access Gilman Rd. on the eastbound approach approximately 350' west of the intersection, and on the north side of Gilman Rd. approximately 175' east of the intersection.





Traffic Data:

Traffic counts were performed utilizing video traffic counters in August of 2020. As such, the data was obtained during the COVID-19 pandemic. However, no adjustment factors were evaluated or applied as previous detailed count information was unavailable. It is not expected that an adjustment would make a significant impact on the analysis, but the traffic should be re-evaluated as conditions change.

Gilman Rd & K-7 - Peak Hour Traffic Count Summary Table														
Location: Lansing, KS														
Intersection: Gilman Rd & K-7														
Date: Thursday August 6th, 2020														
Time	SB K-7			WB Gilman				NB K-7			EB Gilman			
	R	L	Total	R	T	L	Total	R	L	Total	R	T	L	Total
Peak AM Counts														
07:00	1	0	1	0	0	0	0	0	0	0	4	3	4	11
07:15	2	0	2	0	0	0	0	0	1	1	5	10	0	15
07:30	7	0	7	0	1	0	1	0	1	1	6	10	2	18
07:45	9	0	10	0	0	0	0	0	1	1	7	8	1	16
Peak AM Hour Total	19	0	20	0	1	0	1	0	3	3	22	31	7	60
Peak PM Counts														
16:00	15	0	15	0	2	0	2	0	0	0	3	5	0	8
16:15	13	0	13	0	5	0	5	0	0	0	2	11	0	13
16:30	13	0	13	0	5	0	5	0	1	1	4	11	0	15
16:45	16	0	16	0	7	0	7	0	3	3	10	13	0	23
Peak PM Hour Total	57	0	57	0	19	0	19	0	4	4	19	40	0	59

R=right turns, T=thru traffic, L=left turns

*Intersection Total, NB/SB thru traffic data collected but not summarized in the peak hour table, NB/SB thru traffic is assumed, based on KDOT counts of 22100 ADT (traffic count map published November 2020); estimate a total of both directions greater than 640 VPH for Warrant 1, 920 VPH for Warrant 2, and 1100 VPH for Warrant 3. A greater VPH on K-7 would not affect the signal warrant analysis, as the minor approach is the controlling factor due to the low traffic volumes on Gillman Rd.

Signal Warrant Analysis:

A warrant is a condition that an intersection must meet to justify a signal installation. The Manual on Uniform Traffic Control Devices (MUTCD) specifies "traffic control signal needs studies", known as warrants. However, "The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal." (MUTCD, 4C.01) The final decision is made based upon the traffic engineer's judgment.

Unwarranted signals in addition to having significant monetary impacts in installation and maintenance, have the potential to increase rear-end accidents, increase delays at intersections, and increase the risk of drivers ignoring the signal at the studied intersection and other locations.

The need for intersection signalization was evaluated based on an analysis of the applicable warrants available in the 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD), Chapter 4C, Traffic Control Signal Needs Studies. The following table summarizes the results of this warrant analysis; none of the nine warrants contained in the MUTCD are met for the intersection. Warrants 5, 6, 8, and 9 are not applicable and were not evaluated. Crash experience at the intersection, Warrant 7, is not met. Each warrant evaluation is discussed in greater detail in this section of the report. It should be noted that for all relevant warrants, a 50 percent reduction in right turning vehicles from the side street were made since there are right turn lanes provided. This reduction is consistent with KDOT signal warrant evaluation practice.

Traffic Signal Warrant Summary Table

Warrant (MUTCD Section 4C)	Result
Warrant 1, Eight-Hour Vehicular Volume	Not Met
Warrant 2, Four-Hour Vehicular Volume	Not Met
Warrant 3, Peak Hour	Not Met
Warrant 4, Pedestrian Volume	Not Evaluated
Warrant 5, School Crossing	Not Evaluated
Warrant 6, Coordinated Signal System	Not Evaluated
Warrant 7, Crash Experience	Not Met
Warrant 8, Roadway Network	Not Evaluated
Warrant 9, Intersection Near a Grade Crossing	Not Evaluated

Warrant 1, Eight-Hour Vehicular Volume (Not Met)

As stated in the MUTCD (Section 4C.02), “the Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.”

The MUTCD (Section 4C.02) also states that “the Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.”

The turning movement count data was used to conduct the evaluation. The K-7/major street speed limit is posted as 50 mph, so the evaluation used the reduced volume thresholds for the analysis.

For Condition A, the volume warrants on the major and minor streets of the intersection were not met for any of the study hours. Because the minimum vehicular volumes must be satisfied for eight hours or more, Condition A was not met.

For Condition B, the minimum vehicular requirements was met for 1 hour, the PM Peak study hour. Since the minimum vehicular volumes must be satisfied for at least eight hours in a day, Condition B was not met. For the combination of Conditions A and B, the minimum vehicular requirements were not satisfied.

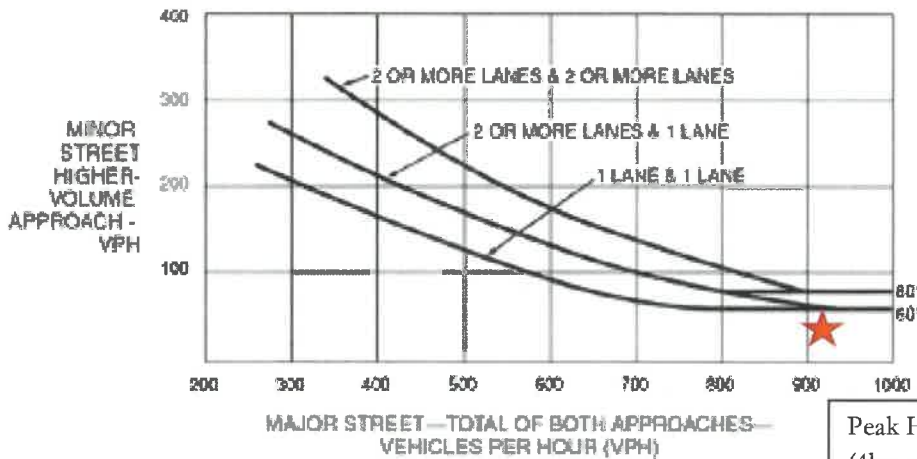
Warrant 2, Four-Hour Vehicular Volume (Not Met)

As stated in the MUTCD (Section 4C.03), “the Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.”

The 70 percent factor table was used for the Warrant 2 evaluation because the major street posted speed limit is 50 mph. Figure 4C-2 summarizes the evaluation and indicates that none of the four highest hourly traffic conditions at the intersection meets or exceeds the trend line (a minimum of 80 vehicles per hour on the side street is required for four hours out of the day). Warrant 2, Four-Hour Vehicular Volume is not met for the study location.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

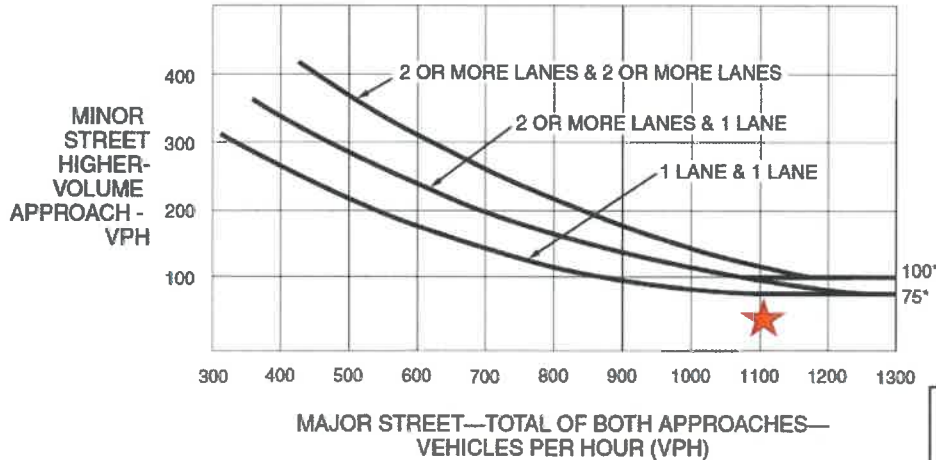
Peak Hour Volume (4hr would be less on minor):
K-7, 920 VPH
Gilman Rd., 50 VPH

Warrant 3, Peak Hour Volumes (Not Met)

As stated in the MUTCD (Section 4C.04), “the Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.” Typically, Warrant 3 is only applicable to intersections adjacent to large businesses that generate considerable amounts of traffic for short periods of time (e.g. at shift changes), or similar land uses. Since the area around the intersection is typical commercial and office land and residential uses, the current land uses serviced by the

intersection are not consistent with the types that would generate the traffic described by this warrant. Therefore, this warrant is not applicable to the study location. Additionally, as shown in figure 4C-4 the Warrant is not met.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak Hour Volume
K-7, 1100 VPH
Gilman Rd., 50 VPH

Warrant 4, Pedestrian Volume (Not Evaluated)

As stated in the MUTCD (Section 4C.05), “the Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.” Pedestrian volume was not evaluated as part of this analysis. The intersection has not been reported not have any significant pedestrian crossing activity. As such, Warrant 4, Pedestrian Volume is not applicable to the study location.

Warrant 5, School Crossing (Not Evaluated)

As stated in the MUTCD (Section 4C.06), “the School Crossing signal warrant is intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic control signal. For the purposes of this warrant, the word ‘school children’ includes elementary through high school students.” There are no schools located near the intersection and school crossings are not the principal reason a traffic signal is being considered. As such, Warrant 5, School Crossing is not applicable to the study location.

Warrant 6, Coordinated Signal System (Not Evaluated)

As stated in the MUTCD (Section 4C.07), “progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.” There are no other nearby signals along

K-7 (US-73, Main Street) and Gilman Road Intersection
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K-7, therefore, signal progression is not a concern. As such, Warrant 6, Coordinated Signal System is not applicable to the study location.

Warrant 7, Crash Experience (Not Met)

As stated in the MUTCD (Section 4C.08), “the Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.”

The MUTCD also states that this warrant is only met if “five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period.”

Accident data for the intersection was evaluate for the years 2015 through 2020. There were 17 total reported accidents in the five year span examined, with 10 of those accidents being intersection related. Angle-Side Impact Crashes, potentially one of the most severe types of crashes, accounted for 7 of the intersection related crashes.

Intersection Related Crash Data 2015 through 2020

Year	Date	Accident Location	TYPE	# of Deaths	# of Injuries	Light Conditions
2016	09-Apr-16	Intersection	Angle - Side Impact	0	1	Daylight
2017	12-May-17	Intersection-related	Head On	0	0	Daylight
2017	22-Jun-17	Intersection	Angle - Side Impact	0	0	Daylight
2017	25-Oct-17	Intersection	Angle - Side Impact	0	2	Daylight
2018	30-Oct-18	Intersection	Angle - Side Impact	0	0	Daylight
2019	04-May-19	Intersection-related	Backed Into	0	0	Daylight
2019	07-Aug-19	Intersection	Angle - Side Impact	0	0	Daylight
2019	12-Aug-19	Intersection	Angle - Side Impact	0	0	Daylight
2019	12-Aug-19	Intersection-related	Rear End	0	0	Daylight
2019	04-Nov-19	Intersection crossover	Angle - Side Impact	0	2	Daylight

Six crashes occurred during the period from October 30, 2018 to November 4, 2019 (roughly 1 year). One of these was a rear end, and another was a backed into, therefore the total number of crashes susceptible to correction by a traffic control signal is reduced to 4. The warrant is not met.

A total of 7 angle–side impact crashes were reported during the years 2015 thru 2020. However, they were distributed throughout the study period, with greater numbers in the years 2017 and 2019. As such, it is difficult to draw any conclusions from the data that a signal would correct/improve the intersection related crashes. Additionally, the MUTCD also states that the following criteria must be met: “Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency”. Applicable alternative improvements were not included as part of the analysis.

It is recommended that the intersection continue to be re-evaluated in the future. The City may wish to consider temporarily increasing law enforcement to deter speeding in the area and increase awareness of the stop condition at the intersection, and that traffic on K-7 does not stop.

Warrant 8, Roadway Network (Not Applicable)

As stated in the MUTCD (Section 4C.09), “installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network.” The Roadway Network warrant is only applicable at the intersection of two major roadways. Warrant 8 is not applicable to the study location.

Warrant 9, Intersection Near a Grade Crossing (Not Applicable)

As stated in the MUTCD (Section 4C.10), “the Intersection Near a Grade Crossing signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.” The intersection is not adjacent to any rail or light rail grade crossings. As such, Warrant 9, Intersection Near a Grade Crossing is not applicable to the study location.

AGENDA ITEM

TO: Tim Vandall, City Administrator
FROM: Matthew R. Schmitz, Director, Community & Economic Development
DATE: July 1, 2021
SUBJECT: Richardson Replat Preliminary Plat

Explanation: The attached preliminary plat was reviewed by the Planning Commission at the June 16, 2021 meeting. It was approved by a 4-0 vote.

This is an informational item, and no action is required or requested from the council by Staff. The final plat, after review and recommendation from the Planning Commission will come to a future City Council meeting.

Policy Considerations: None.

Action: None required or requested, this is for information only.

AGENDA ITEM

RICHARDSON REPLAT

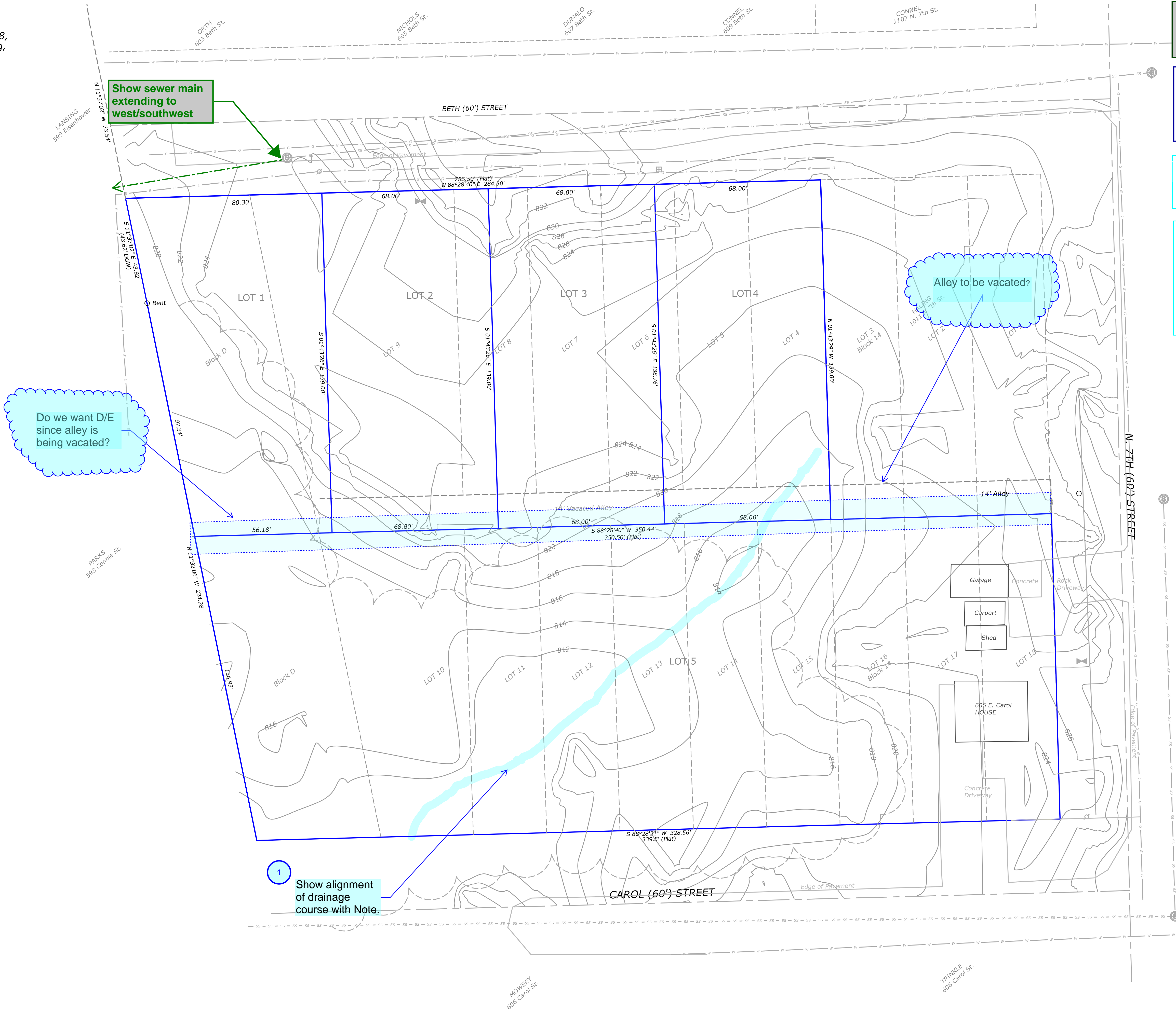
A Replat of Lots 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18,
and Part of Tract D, Block 14, Town of Richardson, City of Lansing,
Leavenworth County, Kansas.
PRELIMINARY PLAT

PREPARED FOR:
Russell L. & Audeana M. Connel
600 Beth Drive
Lansing, KS 66043
PID # 094-18-0-30-02-014

Chad M. & Christina N. Clark
605 Carol Street
Lansing, KS 66043
PID # 094-18-0-30-02-015

AREA:
PLAT - 80,045 Sq.Ft
LOT 1 - 9485
LOT 2 - 9452
LOT 3 - 9452
LOT 4 - 9452
LOT 5 - 42205

Agenda Item 3.



Show sewer main extending to west/southwest

Do we want D/E since alley is being vacated?

Alley to be vacated?

1 Show alignment of drainage course with Note.



Reviewed By WW Dept
05/20/2021 10:03:23 AM
By T Zell

Reviewed By CED
No Comments
06/08/2021 8:36:50 AM
By mschmitz

Reviewed By PW
06/08/2021 10:49:15 AM
By mspickelmier

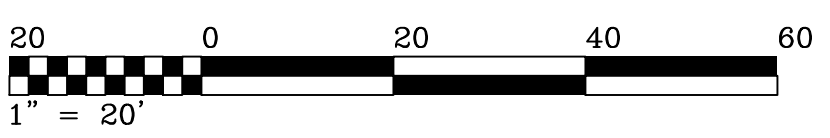
PW Comments:
1. Add Drainage course line / call out
PW Questions:
1. Should we add a D/E to replace the alley?

- LEGEND:
- - 1/2" Bar Set with Cap No. 1296
 - - 1/2" Bar Found, unless otherwise noted.
 - - Concrete Base to be Set around Point
 - () - Record / Deeded Distance
 - B.S.L. - Building Setback Line
 - BM - Benchmark
 - - Power Pole
 - G - Gas Line
 - E - Overhead Power Lines
 - T - Underground Telephone/Fiber Optic Line
 - ◇ - Gas Valve
 - ⊠ - Water Meter/Valve
 - ⊞ - Telephone Pedestal
 - W - Water Line - location as per district
 - SS - Sanitary Sewer
 - ⊙ - Manhole



Scale 1" = 20'

Job # K-21-1418
May 17, 2021
J. Herring, Inc. (dba)
HERRING SURVEYING & COMPANY
315 North 5th Street, Leav., KS 66048
Ph. 913.651.3858 Fax 913.674.5361
Email - survey@eamcash.com



I hereby certify that this survey was made by me, or under my direct supervision, on the ground during the dates of February thru May 2021 and this map or plat is correct to the best of my knowledge.

Joseph A. Herring
PS # 1296