



CITY of Leawood

Governing Body-Regular Session Packet Memo

Meeting: Governing Body-Regular Session - Nov 17 2025

Staff Contact: David Ley, Public Works, 913-663-9131, davidl@leawood.org

AGENDA ITEM

Referral from Bike/Walk Committee – The Bike/Walk Committee recommends that the City Council review the 83rd Street Improvements project and consider the feasibility of incorporating additional pedestrian safety enhancements as part of the project.

SUMMARY

The Bike/Walk Committee has expressed concern that the planned improvements for 83rd Street may not adequately address pedestrian accessibility and safety. The Committee requests that City Council review the project scope and design to determine whether additional considerations or modifications should be made to better support pedestrian needs.

83rd Street Summary:

Existing 83rd Street was reconstructed in 1995 and includes 4 foot sidewalks where they are separated from the curb and 5 foot sidewalks where they are directly against the back of curb.

The 2026 83rd Street Improvement project follows the recommendations of the Self-Propelled Leawood plan, developed with input from consultants, the Bike/Walk Committee, local schools, and the public. The design proposes to improve safety in the following areas:

- Remove approximately 550 feet of 4 foot sidewalk and replace it with 5 foot sidewalk.
- Remove approximately 975 feet of 4 foot sidewalk and replace it with 8 foot sidewalk on the south side from the west city limits to the north leg of Wenonga.
- Replace existing 5 foot sidewalks located against the curb with 6 foot sidewalks against the curb, except for approximately 300 feet near State Line Road constrained by existing retaining walls.
- Install a Rectangular Rapid Flashing Beacon (RRFB) crossing 83rd Street at the north leg of Wenonga.
- Striped Bike Lanes from Wenonga to Meadow.
- Modify the signals at 83rd & Lee to restrict left turning vehicles while the pedestrian signal is activated. This requires replacing the left turn signal head with a flashing yellow left turn.
- Replace the signals at 83rd & State Line to include restricting left turning vehicles while the pedestrian signal is activated.

Sidewalk Width Comparison Between Existing and Proposed 2026 Project:

S/W Width	Existing	2026 Project	% Change
4' wide	65.4%	48.2%	17.2% reduction
5' wide	34.6%	20.4%	14.2% reduction
6' wide	0%	20.4%	20.4% increase
8' wide	0%	11.0%	11.0% increase

Back of Curb 36.8% 25.5% 11.3% reduction

While the proposed project reduces the percentage of 4 foot sidewalks, nearly half of the total sidewalk length along 83rd Street will remain 4 feet wide. Current City standards require a minimum 5 foot sidewalk for new street construction.

Option to Widen All Sidewalks:

To achieve a minimum 5 foot sidewalk width throughout the corridor (except for the planned 8 foot segment west of Wenonga), the roadway would need to be narrowed from its existing 32 feet back-to-back to 29 feet back-to-back. The 29 foot roadway width is the minimum recommended by Staff to allow vehicles to pull to the side during emergency responses which maintains adequate space for fire vehicles to pass. Narrower widths of the roadway would require more maneuvering and could slow emergency response times. For comparison, 89th Street (Mission Rd to Lee Blvd) was narrowed to 29 feet in the 1990's and a sidewalk added on the north side with a 3 to 4 1/2 foot grass buffer.

Schedule and Cost Implications:

Revising the current project design to narrow the roadway, design storm sewer modifications and design the removal and replacement of all sidewalks could delay construction until 2027. Staff could explore a design/build-style approach which would include:

- Staff would prepare a layout and coordinate directly with a contractor to identify cost-effective modifications to the roadway, storm sewer, and 5' wide sidewalk design.
- A preliminary cost estimate could be available in January 2026.
- These costs are expected to exceed the current \$5.3 million estimate for the 83rd Street project.

If City Council is interested in the design/build-style Staff recommends developing two alternatives to maintain flexibility:

- 1.Continue with the current consultant-led design which would leave approximately 50% of the sidewalks at 4' width.
- 2.Pursue a design/build alternative with a contractor that would narrow the roadway, modify the storm sewer structures, install 5' wide sidewalks anticipating some areas will have a 2' buffer between the back of curb and the sidewalk and some areas will have a 1 1/2' buffer due to retaining walls and R/W limitations). In locations where the sidewalks are not against the back of curb the distance between the sidewalks and back of curb would be 1/2' wider while providing a 1 foot wider sidewalk.

Both the design/build cost estimate and the engineer's construction cost estimate would be presented to the Governing Body at a future meeting for direction. If the design/build option is selected, the Governing Body would need to waive the public bid process and approve an agreement with the contractor. If it is decided to proceed with the consultant design staff expects to have those plans ready to bid by the end of March 2026.

COMMITTEE INFORMATION

Bike/Walk Leawood - November 5, 2025:

The committee recommended 4-0 approval of this item.

STAFF RECOMMENDATION

Staff recommends we proceed with a Design/Build option and continue with the Design/Bid/Build option and return at a future Governing Body Meeting with more detailed information and costs.