

Minutes of the Public Works Committee Meeting
Meeting of: February 15, 2011

The Leawood Public Works Committee met on Tuesday, February 15, 2011. The meeting was held in the Main Conference Room at Leawood City Hall, 4800 Town Center Drive, Leawood, Kansas.

Members in Attendance:

Adam Abrams
James Azeltine, Committee Chair-Councilmember Ward 4
Carrie Rezac, Councilmember Ward 3
John Burge
Ken Conrad
Jon Grams
Kip Strauss

Committee Members absent:

Michael DeMent
Marsha Monica
Andrew Osman, Councilmember Ward 1
Jim Rawlings, Councilmember Ward 2

Staff in Attendance:

Joe Johnson, Director, Public Works Department
David Ley, City Engineer, Public Works Department
Julie Stasi, Administrative Services Manager, Public Works Department

Chair Azeltine called the meeting to order at 7:35 AM.

Chair Azeltine and Committee Members present introduced themselves.

Chair Azeltine asked for the first order of business; which was to review the Minutes from last October and would entertain a motion to approve.

- **Old Business-Past Minutes.**

John Burge motioned to approve the minutes of the October 19, 2010 Meeting.

Jon Grams seconded the motion to approve as written.

All present members were in favor. Motion approved.

**New Business-Review replacing the traffic signals along State Line Road
North of 95th Street (City Council assignment-January 18, 2011)**

Joe Johnson advised that his write up explains much of the reasoning why staff is looking at doing the traffic signal replacements. Most of the signals were installed back in the last 1970's and early 1980's.

The technology in the existing signals are 1970 vintage. With all the new technology available today; cameras, computerized systems that help with progressive timing and the ability for intersections to talk to other intersections, better coordination. To do any of these things, we need to upgrade all the internal components in the signal cabinets. Half of the intersections in the area we are looking at are steel poles. The problem we are having with those is that the

bases are rusting.

Staff also discovered the signal at 103rd and State Line Road is the oldest signal, installed in 1978 and needs to be included on the list.

Deficiencies include:

- Signals at 103rd, 88th, and 89th have all had one or more poles fall due to the steel poles rusting at the base. Poles were replaced with used poles from Leawood, OP, and KCMO.
- 85th Terrace signal - the mast arm is too short to allow protected left turn movements.
- Many of the intersections need updating to comply with ADA as far as sidewalks and access to pedestrian buttons.
- Internal electronic components are 20+ years old.
- Current electronics does not allow the use of adaptive systems that improve timing and movement of vehicles.

The signals located at 103rd, 95th, 89th and 88th are shared with the City of Kansas City, Mo. We have asked if they are willing and able to participate with the replacements sharing in the cost. We have also contacted the Missouri Department of Transportation for the signal at 95th and State Line. To date, staff has not received any response from either MDOT or KCMO and Leawood may be in this expense on our own.

The City can also make application to Johnson County for CARS funding and to the Mid American Regional Council (MARC) for Congestion Mitigation and Air Quality (CMAQ) funding to offset the costs.

Application through MARC for federal funds (CMAQ) might be applied in a way that could fund all or some of the signals, linking them together with fiber and have an adaptive system to monitor the flow of traffic adjusting the timing depending on the volume of traffic and time of day. Funding is generally 80% Federal-20% City and there is no guarantee submitted projects will be selected.

Questions and Concerns of the Committee Members:

Carrie Rezac- Besides priorities with the physical requirements of these signals, asked if there were any traffic issues with any of the involved intersections. Also why are the costs anticipated more in 2015?

Joe Johnson- No. The busiest intersection is probably 95th & State Line. Other than the poles being steel and limited ability to coordinate with other signals the traffic for the most part is alright. We have some minor issues like 85th Ter. where the mast arm is too short to allow a left turn signal.

The original submittal had funding for a single year to replace the signals at 88th and 89th. The final program provides funding over multiply years to replace most if not all of the signals assuming participation by other entities. The increase in 2015 takes into account the current state of the economy with outer years being in a better economic time.

James Azeltine-Any safety issues?

Dave Ley-Steel Poles rusting and falling.

Ken Conrad asked about the ADA provisions and remembered past concerns about people getting around town. If we receive funding are there more things we could do? State Line Concerns that may come up with beautification are something to think about as well. Any decisions made on fiber vs wireless?

Joe Johnson-Not yet. Fiber will be a little more expensive but if we have participation from others then maybe we can do it.

Kip Strauss asked if the Operation Green Light Program can help; could this be a candidate corridor for special funding? Also curious why does MODOT have a voice at 95th & State Line?

David Ley-We could add it, but then MARC would not do any signal improvements. They would only come in and install a wireless. They do not do any cabinet improvements. We would still have the old poles, the old cabinets. The City would also pay a few thousand dollars a year more the ongoing maintenance and participation. Improvements to the signals would still be required to accommodate the technology used in Operation Green Light.

At 95th, MODOT is still involved with this signal. Use to be an old Highway Route and we assume KCMO does not want to take over maintenance of the signal.

Dave Ley -advised 128th & Stateline will be wireless to Blue Ridge. Then it is fiber from Blue Ridge to 135th. 103rd Street is fibered from 103rd to College. MODOT has the Bannister Corridor. They have always maintained that road and they did some upgrades where they installed fiber going to the east.

Signals are able to communicate with each other with its through fiber or wireless. It does not have to be one or the other. You can have both methods along a single corridor.

Regarding funding issues, Joe Johnson advised if they can get funding it may be possible that more than one phase can be done at one time. We will try to get as much accomplished in one year. We will look at all different scenarios of funding and what we can do.

The costs listed by Staff in the packet information, covers all of the expenses. If the City receives participation from others it could reduce our share or expedite the improvements.

Jon Grams made the Motion that the Capital Improvement Program for 2012-2016 that is outlined by Staff (the uncommitted funds) be recommended by the Committee to be funded and sent to the City Council for approval.

John Burge seconded the Motion.

All present members were in favor.

Ken Conrad asked if the amounts are approved and if we get funding could we also recommend that we accelerate the work within the limits of what we have committed?

Joe Johnson-thought that recommendation would not be needed, as once the funding was there if we have the ability to get matching funds, we will spend as much as we can within that funding limit. If we can get 2 million in federal aid, then we would try to do most of them within a single year.

Meeting adjourned at 8:05 AM.

Minutes transcribed by: Julie Stasi, Leawood Public Works Department

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