

GOVERNING BODY WORKSHOP MINUTES
Roeland Park City Hall
4600 W 51st Street, Roeland Park, KS 66205
Monday, February 15, 2016 6:00 P.M.

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| <ul style="list-style-type: none">○ Joel Marquardt, Mayor○ Becky Fast, Council Member○ Tim Janssen, Council Member○ Ryan Kellerman, Council Member | <ul style="list-style-type: none">○ Teresa Kelly, Council Member○ Sheri McNeil, Council Member○ Michael Poppa, Council Member○ Michael Rhoades, Council Member○ Erin Thompson, Council Member | <ul style="list-style-type: none">○ Keith Moody, City Administrator○ Jennifer Jones-Lacy, Asst. Admin.○ Kelley Bohon, City Clerk○ John Morris, Police Chief○ Jose Leon, Public Works Director |
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Admin

Janssen
Poppa

Finance

Rhoades
Kelly

Safety

McNeil
Thompson

Public Works

Fast
Kellerman

CMBR Fast called the meeting to order and all members were present.

I. MINUTES

1. January 19, 2016

II. DISCUSSION ITEMS:

1. Committee Appointment and Reappointment– Parks

It was agreed to move to the Consent Agenda for approval the Reappointment of Tyler Steele to the Parks Committee; Appointing Chris Burt to the Parks Committee; and the Reappointment of Marek Gliniecki to the Arts Committee.

2. Review of Pavement Condition Survey

Public Works Director Leon introduced Howard Lubliner from Shafer, Kline & Warren (SKW) who presented to the committee the City’s Pavement Management Plan.

Mr. Lubliner introduced himself to the Governing Body as one of the newest members of SKW. Previously he was with KDOT managing their pavement program. Mr. Lubliner said he was very excited when Public Works Director Leon approached him asked for ways the City could be more proactive and organized about managing the pavement system.

An overall comprehensive pavement evaluation of the entire road system was completed in 2015 which used the standardized Pavement Condition Index (PCI). Every single road in Roeland Park was evaluated on a scale of 0 to 100 percent with zero being the worst condition and a hundred percent a brand new road. From the roads were separated into three grades:

- Good (PCI rating of 70-100)
- Fair (PCI rating of 40-70)
- Poor (PCI rating of 40 or below)

Mr. Lubliner explained how the streets were rated, what degradation they looked for in evaluating the streets such as longitudinal and transverse cracks, potholes, cracking and moisture.

He said the goal is to keep the roads that are in fair to good condition from deteriorating because once a road reaches a poor condition the work becomes more difficult and is expensive to repair.

Mr. Lubliner then showed a map of the City showing all the streets and how they’re rated good (green), fair (yellow), and poor (red).

There are 33.7 miles of road in Roeland Park with 23.1 of them being residential streets. Depending on traffic values roads are eligible for STP funds or county CARS funding. Purely residential streets will need to be funded solely by the City. Currently a little more than half of the City's streets are in good condition with about a 25-25 split remaining as fair and poor.

Mr. Lubliner then reviewed the steps to take to bring the road conditions from poor to fair. City crews can do some patching, edge grading and crack sealing which is critically important to keeping the moisture out. This work is to be done in the first year. The next year a follow-up with chip seal will take place which gives a good riding surface. It is important to keep moisture out from underneath the surface of the roadway to prevent further deterioration. A good road surface is anticipated to last eight years with ongoing maintenance.

Mr. Lubliner also went into depth of the amount of work required and why it costs so much when a street reaches the poor condition.

After the street evaluation a cost evaluation was made of \$4 million in a best case scenario that would bring all City streets to a good condition through either rehabilitation or reconstruction. If the City is able to fund all roads that would be chip sealed, surface treated, every seven land miles would cost approximately \$400,000.

With a preventative maintenance treatment every eight years the cost would be \$125,000. With the best pavement and maintenance a street has about a 40-year life span.

Mr. Lubliner then went into detail of the different types of maintenance and their benefits:

- Maintain preservation program (3.3 miles per year) and reduce preservation backlog by 0.7 miles per year
 - 4 miles of routine maintenance per year with city staff and contract work
 - 4 miles of preventative maintenance per year with contract work
 - \$200 k per year for these activities

In 2016, the Public Works staff will continue to work on crack sealing and patching on roads that will get an overlay treatment in 2017. Contractors will work on new surface treatments.

Also planned is to aggregate anything left in the budget for two or three years to be able to attack a larger segment of reconstruction as it is cost beneficial to do bigger road projects.

Mr. Lubliner showed a map if the road maintenance scheduled for 2016 that identified the streets to be worked on, what staff will work on and what will be contracted out.

\$3,000 will be spent on coring samples of the roads to determine exactly what's underneath the pavement. This will help with planning for 2017 and 2018 road rehabilitation projects. Coring of the roads shows what is below the pavement, how deep the pavement is and how much moisture it is accumulating.

CMBR Rhoades asked about the funding for the projects going forward. City Administrator Moody said there is \$3.6 million in the CIP for street improvements that are anticipated to be funded with bonds over the next four or five years. Financial advisors have advised that can be done. He recommended issuing that much all at one as it limits the City's ability to issue bonds further down the road. Mr. Moody asked the financial advisors to put together an analysis that shows the perpetual capability to issue a consistent amount of debt every so many years. It was recommended to start out issuing \$2 million in 2018, and then \$2 million in debt every three years. This will also sustain the mill levy at its current level. This does not factor in the quarter of a cent sales tax that sunsets in 2023. Also not factored in are the special assessments for stormwater which are being used to help pay off debt. With the mill levy being held on the debt service portion there is an estimated increase in assessed value annually of two percent, but has averaged three percent per year for the last 15 years. Mr. Moody advised against using bond

money to resurface streets as it won't last as long as the bond. He said by not taking all of the bond issuance capacity up front it shows bond rating companies that the City is planning for the future and is showing a responsible approach. He said there is an advantage in issuing debt as the people who are benefitting from the improvements are paying for it.

Public Works Director Leon commented that in 2005-2006 a sidewalk study was done that was then prioritized for sidewalks to be constructed in the City. He has asked SKW to take the information and update the cost so there could be some overlap with sidewalk construction and street work.

The Governing Body then discussed the additional costs of deferred maintenance, the speed of degradation of the pavement in postponing some of the work and the funding of the road improvements.

Everyone thanked Mr. Lubliner for his informative presentation.

3. TIF 2 Plan Stormwater and City Hall ADA Project's

City Administrator Moody said the stormwater project on Roe Lane and reflected in the 2017 CIP will not happen in the time frame anticipated as the financial cash flow analysis doesn't work. Staff is planning to submit for funding through the CARS program for this to be a 2018 project. Part of the project can also be funded through TIF proceeds as well.

ADA improvements at City Hall are also eligible for TIF 2 funding. One improvement at City Hall to be completed in 2016 is \$15,000 related to the exterior access from the parking lot to City Hall. There is nothing projected for 2019, so there will be enough funding to do all ADA projects in 2020.

Work on Roe Boulevard is scheduled for 2020, part of which is in the TIF 2 boundary. This section of the project can be funded with TIF and is eligible for STP funds at approximately 80 percent and CARS funds is 50/50 split with the City for the balance. An analysis still needs to be done to determine what percent of TIF 2 funds would be available to help with project.

CMBR Fast asked about the ADA parking drop-off. Mayor Marquardt said when having a drop-off at a building for ADA compliance it must have a 5 foot wide by 20 foot long level space that's the same level as the vehicle, and then the vehicle and the drop-off space have to be less than a two percent grade. Currently there is a curb that is not correct. The project would be re-paving or paving along the building and lowering part of the sidewalk to the level of the drive surface.

City Administrator Moody asked for a recommendation to place on the Council agenda for adopting since it is a plan that addresses a federal regulation.

There was agreement to put this on New Business for the March City Council meeting.

Citizen Comment

Kyle Rogler, 5309 Juniper, member of the Bike-Pedestrian Ad Hoc Committee. Mr. Rogler spoke to the work that the bicycle-pedestrian community has been doing and how it relates to the STP grant. He said this is an opportunity for Roeland Park. Currently Roe Boulevard is used as a pass-thru of the City and not a destination. The trend is people want to be in walkable, accessible, safe and bikeable places. This is evident in the CIP, strategic vision as well as the Community for All Ages initiative. He has received notice of the STP grant from Public Works Director Leon and members of the ad hoc committee have been working on a vision for Roeland Park that is line with all of the City values on making Roe Boulevard walkable and bikeable. He will also be meeting with SKW to vet those ideas. Mr. Rogler said that going forward it's important not to short-change the future in providing a new vision for Roe Boulevard and that it was up to everyone to take good care of the City's image.

4. Presentation on 2016 STP Submittal for Roe Blvd. 2019-2020
5. CARS Agreement between Johnson County and City of Roeland Park
6. On-Call Services Extension Shafer, Kline & Warren
7. SKW Task Order 28
8. SKW Task Order 29
9. SKW Task Order 30
10. SKW Task Order 32
11. Renewal of Information Technology Services with Johnson County
12. Pending Items for Next Workshop

III. ADJOURN

CMBR Fast adjourned the meeting and by agreement of the Governing Body Discussion Items 4 through 12 are continued to New Business at the Roeland Park City Council meeting February 15, 2016, immediately following the workshop.