

CITY OF MISSION, KANSAS
MINUTES OF THE CAPITAL IMPROVEMENT PROGRAM COMMITTEE
Mission City Hall - 6:00 p.m.
March 12, 2018

Members present: John Arnett, Scott Babcock, Jennifer Cowdry, Stuart Braden, Nathan Dormer, Lea Loudon, Bill Nichols, David Schwenk

Staff present: Public Works Director John Belger, Chief of Police Ben Hadley, Parks and Recreation Director Christy Humerickhouse, Public Information Officer Emily Randel, Asst. City Administrator/Finance Director Brian Scott, and Planning and Development Services Manager, Danielle Sitzman, City Administrator Laura Smith

Call to Order

Chair Scott Babcock called the meeting to order at 6:00 p.m.

Approval of the February 12, 2018 Meeting Minutes

Jennifer Cowdry moved to approve the February 12 meeting minutes. John Arnett seconded the motion. The motion passed.

Citizen suggestions to the committee

A resident wrote in through the City's website suggestion restrooms and a water fountain for Waterworks Park. Emily referred the resident to the Parks, Recreation, and Tree Commission.

Overview of Mission's street maintenance program

John Belger reviewed the history of how Mission's street maintenance program developed. In 2007, the DirectionFinder citizen survey emphasized a clear priority for street maintenance. At that time, no strategic maintenance program existed. In 2008, the City contracted with TranSystems to perform an inventory of the Pavement Condition Index (PCI) score of each of Mission's streets. Using that data, a multi-year street maintenance program was developed for residential streets. The first year of the street program was 2011. Roughly \$350,000 is budgeted for the program each year, including seal treatment and mill and overlay maintenance. Early in the program, it was discovered that approximately half of the streets originally programmed for mill and overlay could not accept that treatment. The subsurface was too shallow, so that when the 2" of asphalt was milled, not enough base was left to replace it. Those streets need either to be scheduled for full-depth replacement at much

greater cost, or scheduled for a seal treatment to extend the life before full-depth replacement is possible. Mission then performed core sampling on the streets scheduled for mill and overlay, to verify the subgrade, and made the necessary adjustments to the street maintenance program.

The seal treatment technology has evolved since the program evolved. Originally, a slurry seal was used, with a thin coat of oil applied to the road surface, followed by very fine aggregate. Over time, staff has determined that the results from this treatment were not as effective. The chip seal treatment lays the oil and $\frac{3}{8}$ " granite chips all at one time, and allows for the surface to be driven on immediately following treatment. Chip seal does "shed" chips after the treatment, which some residents find problematic. Mission has increased the number of times the streets are swept to reduce the shedding effect.

Bill Nichols asked how much of the street maintenance is performed by City staff. John Belger answered that Public Works crews do the crack sealing and spot check small sections of asphalt patching. They also do miscellaneous curb and other concrete repairs, but other work is contracted. The streets that receive mill and overlay treatment also are brought into ADA compliance with ramps, curb and sidewalks. ADA does not require building sidewalks on streets where no sidewalks currently exist, but if they do exist, they must be brought into compliance.

John Belger shared that in 2017, the City contracted with Stantec to perform a new inventory of street condition as well as curb and sidewalk. Staff is reviewing the data from that process and comparing the PCI numbers to those collected in 2008. This time, the inventory was done in an automated process, with lasers and cameras collecting the data. In 2008, the data was observed and manually entered. Staff is considering changes to the street maintenance program. There is the chance to take a year to rearrange the streets scheduled for maintenance, based on the new data. There are several locations in the city that are in particularly bad condition that could use a more targeted approach to address those outside of the regular program, such as traffic striping, large curb sections in disrepair or sidewalks that are particularly degraded. Also, the streets that have been redone in the last 10 years, including many of the arterial streets will be due for maintenance treatments. It is important to protect those investments and keep the condition of those streets at a high level.

Lea Loudon asked how utilities impact the road condition and the street maintenance program. John Belger answered that the utilities coordinate with the City, to try to do upgrades to those systems at the same time that streets are scheduled for maintenance. WaterOne staff requests Mission's five-year CIP so they know what is scheduled in advance. Johnson County Wastewater has a process of cast-in-place pipe that shoots a sleeve into existing pipe, so it is minimally disruptive.

Staff asked the members of the CIP Committee to guess the PCI score (1-100) of their own

street where they live. Staff then shared a handout that had the PCI scores from both 2008 and 2017, as well as a street view photo of their street.

The CIP Committee discussed funding options for street maintenance including Safe Routes to Schools. The dedicated street sales tax is due to sunset in 2022. The question is how much does the City want to do, and how quickly. Issuing debt could allow more work to be done more quickly, that would prevent streets needing maintenance from degrading at a faster rate, which could mean less expense overall. These options will all be considered as part of future budget discussions.

Comments from committee members

There were no comments from committee members.

Staff Updates

There were no staff updates.

Adjourn

Jennifer Cowdry moved to adjourn the meeting. David Schwenk seconded the motion. The meeting adjourned at 7:41 p.m.