

1. GENERAL AGENDA

Mayor Dean Katerndahl opened the work session at 5:05 p.m. on March 5, 2024, at City Hall, 8880 Clark Avenue, Parkville, Missouri. In attendance were aldermen Tina Welch, Philip Wassmer, Brian T. Whitley, Bob Bennett, Douglas Wylie, Stephen Melton and Allyson R. Berberich.

The following staff was also present:

Alexa Barton, City Administrator

Jeffery Rhodes, Assistant City Administrator

Jon Jordan, Police Captain

Dan Harper, Public Works Director

Stephen Lachky, Community Development Director

Brittanie Propes, Parks & Recreation Director (*via videoconference*)

Chris Ashley, Parks & Recreation Project Manager

John Mautino, City Attorney

A. Google Fiber Project Update

Public Works Director Dan Harper stated that three permits were issued to Google for the fiber installation project and noted that there was not any physical work that had started on the project.

Rachel Merlo, Google, provided an overview of the project; presentation attached as Exhibit A. She said that Google team was meeting weekly with City staff, the pace of the build would vary, based on the plans residents should see construction completed in the first quarter of 2025 and the maps showed where the crews would be seen and did not indicate that every address within the area would be serviceable.

Doug Folk, Google, said the project would be completed in phases and contractors would place yard darts at a minimum of 72 hours at each residence that would be affected.

Merlo said that Google would be supervising the contractors, which included Ervin Cable who had worked with Google for about ten years across the Kansas City metropolitan area and PRG would be responsible for quality control. She added that a ticketing system was set up for residents to report issues to Google directly.

Discussion focused on making sure residents were taken care of, Google would continue to work with the community to address any issues and an underground vault would be placed within the right-of-way at every other house and the only area that would be bored would be next to the vault location.

Public comments were received from the following: Pam Baker, 6133 S. National Drive; Jeff McNeil, 6927 Glenn Lane; and Judy McRuer, 6275 Edgewater Lane.

B. Review grant opportunities to support a planning/feasibility study for the BNSF railroad realignment project and wayside horn implementation at the downtown railroad crossings

Mayor Katerndahl said that the Federal Railroad Administration offered grant opportunities

for railroads and the discussion would be whether to have staff apply for one or both of the grants available. The first grant was to implement wayside horns and the second would be planning to determine if moving the tracks to the south was feasible.

Community Development Director Stephen Lachky said that in February, Burlington Northern Santa Fe Railway released a notice about grant opportunities. The Board of Aldermen held several work sessions in 2022 and a planning study was conducted in November 2022 on the railroad crossings on Main Street and East Street. The study acknowledged the constraints of adding a quiet zone and the only feasible option was to install wayside horns. Lachky said the next step to implement the wayside horns was to secure funding and issue a contract for construction. Garver provided a cost estimate of \$540,000 for both crossings and if the City received the grant, the match would be \$108,000. In addition to installing the horns, the equipment and circuitry along the route would have to be upgraded and safety improvements would need to be installed.

Discussion focused on public engagement that was part of Vision Downtown Parkville and the 2009 Master Plan and general discussions were held with Park University.

Public comments were received from the following: Jim Sfetko, 5301 NW Bluff Drive; Kathy Dusenbery, 5621 Meadow Lake; Sheryl Biermann, 5310 NW Bluffs Way; Theresa Noble, 5832 Manor Drive; Elaine Kellerman, 5243 NW Bluff Circle, presentation attached as Exhibit B; and Dave Jobe, 5200 NW Bluff Drive.

The second grant opportunity was to relocate the tracks to the south. Lachky said that in order to move forward with moving the tracks, a feasibility study was required. The estimated cost of a study was around \$250,000 and the City's match would be around \$40,000. TranSystems was the consultant, along with Oschner Hare & Hare, to complete the Livable Community Study report on multi-modal access. He provided an overview of the positive and negative impacts of relocating the tracks.

Public comments were received from the following: Sheryl Biermann, 5310 NW Bluffs Way, presentation attached as Exhibit C; Dave Rittman, 5750 Woodhaven Lane; Mary Kay O'Connor, 5317 NW Bluffs Way; Kirk Moore, 5322 NW Bluff Way; Scott McRuer, 6275 Edgewater Drive; David Dods, 5308 NW Bluffs Way; Denise Chevalier, 5322 NW Bluff Way; Kathy Dusenbery, 5621 Meadow Lake; Patti Sullivan, 8013 Park Ridge Drive; Carol Kuhns, 7601 E. Forest Lakes Drive; and Tom Hutsler, 10300 River Hills Drive.

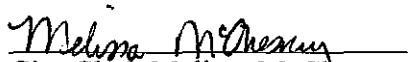
The consensus of the Board was to move forward with applying for the grant to implement wayside horns and not move forward with a feasibility plan to relocate the tracks.

2. ADJOURN

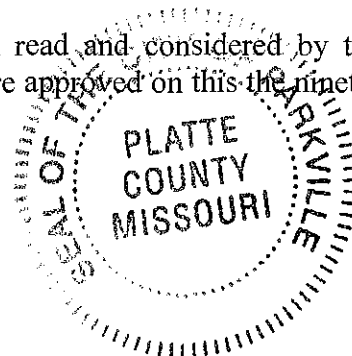
The work session ended at 7:11 p.m.

The work session minutes for March 5, 2024, having been read and considered by the Board of Aldermen, and having been found to be correct as written, were approved on this the nineteenth day of March 2024.

Submitted by:


City Clerk Melissa McChesney

2024-018





Parkville, MO Board of Aldermen Work Session

March 5, 2024
Doug Folk, Technical Operations Program Manager
Rachel Merlo, Head of Government and Community Affairs

Services Offered

Residential Service

1 Gig internet

\$70/
month¹



Download and upload
speeds up to 1 gigabit



Equipment included
(or use your own)



2 Gig internet

\$100/
month¹



Download speeds up to
2 gigabits



Upload speeds up to
1 gigabit



Equipment included
(or use your own)

No annual contracts.

No installation fees.

No equipment fees.

No data caps.

3 | Google Fiber Confidential and Proprietary

Confidential - Proprietary G Fiber

Residential Service

5 Gig internet

\$125/
month¹

Speed
professionals
appreciate.

Download and upload
speeds up to 5 gigabits
with compatible
hardware.

Includes a Google
Fiber Wi-Fi 6E router
(or use your own).

No annual contracts.

No installation fees.

No equipment fees.

No data caps.

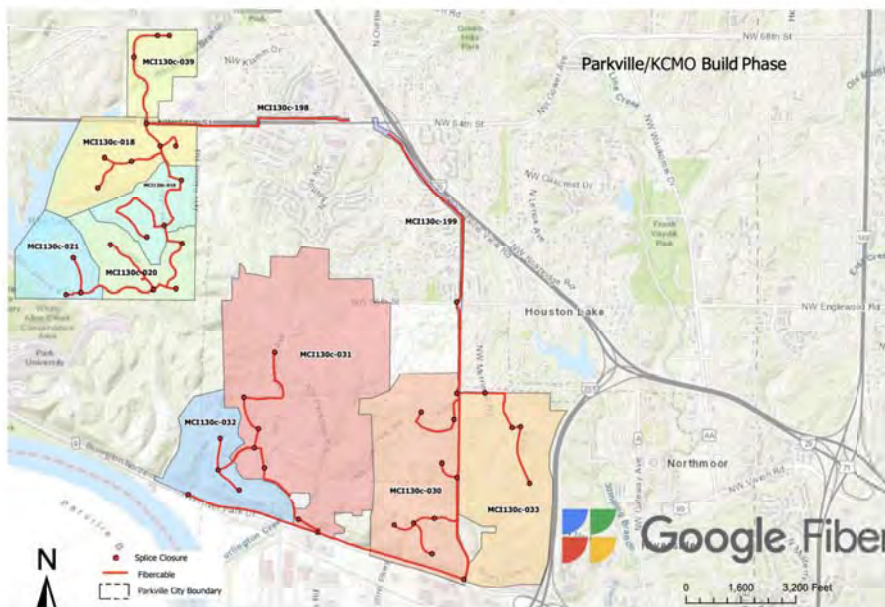
4 | Google Fiber Confidential and Proprietary

Confidential - Proprietary G Fiber

Planned Parkville Build

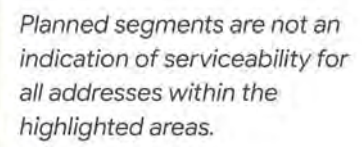
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Planned Segments



Planned segments are not an indication of serviceability for all addresses within the highlighted areas.

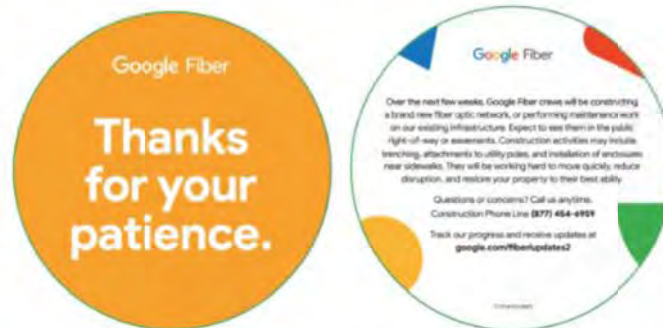
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Confidential & Proprietary **GFiber** 7

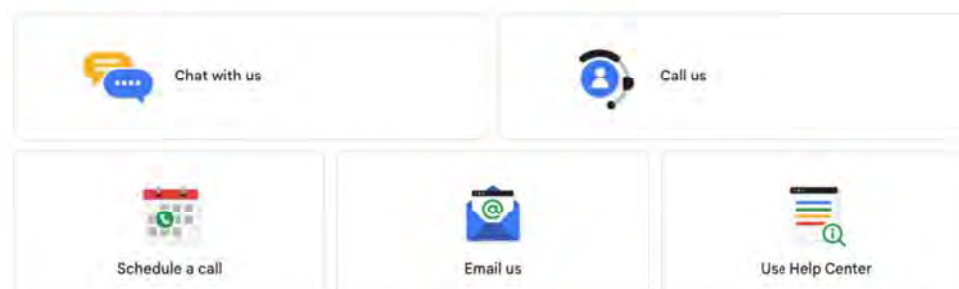
Managing The Build

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Construction Yard Sign



24/7 Construction Line 877-454-6959





Thank you.



March 5, 2024

TO: Mayor Katerndahl, Parkville Board of Aldermen, City Staff
FROM: Elaine Kellerman
RE: Grant Proposal for Wayside Horns at the downtown crossings

For well over a century, train whistles have echoed through the hills of historic Parkville. The trains are an important part of the history of Parkville. They define its character as much as the Missouri River and draw visitors to the area. I love the trains and their whistles. They are one of the main reasons why I moved here over five years ago. Not long after that, I discovered that the city was pursuing a quiet zone in the downtown. I began a petition in the spring of 2020 protesting this effort. Of the almost 200 signatures I have gotten, 135 are from Parkville residents. So, I am not the only one opposed to installing wayside horns at the two downtown crossings.

First, I would like to ask if you want to be known and remembered as the people who replaced the train whistles with canned horn noise at the crossings? Why do you want to spend our tax dollars on this? This is not a priority of residents. This is a city priority. This is about development. This is about appeasing the Parkville Economic Development Council. This is about certain downtown businesses and helping out Airbnb owners in that area. And this is about Park University – a college which grew up with the trains and chose to place its music venue on top of an active rail line. To those people who complain about the loudness of the train whistles, I say why did you choose to locate your business downtown or take up residence in the area? Obviously, you avoid Chiefs' games and music concerts which have sustained levels of noise, right???

I find it interesting that you purposely juxtapose these two grant proposals for public comment. Rerouting the train tracks would cost millions of dollars. That makes the wayside horn proposal reasonable by comparison. Well, it's not. Obtaining a grant for a project does not mean there is no cost to the city. It is a matching grant and the city's share is \$108,000. It's not reasonable to spend \$108,000 when, right now, the trains cost the taxpayers nothing. Where is the city getting this money? From what fund is it coming? There would also be yearly maintenance costs of the wayside horns at \$5,000 and what about the insurance? The Policy Report does not mention anything about that. Parkville would have to insure the crossings. The installation of wayside horns would mean that BNSF would no longer be responsible for that cost. Also, what guarantee would we have that the \$540,000 price tag would not increase by the time you start work on the project?

Leave the train whistles alone. There are far better ways to spend taxpayer money. Keep Parkville Parkville. We don't need to imitate Johnson County.





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TRANSPORTATION

Provide a balanced transportation system that has a context sensitive design and promotes multi-modal connectivity to reduce overall reliance on the automobile.

TRANSPORTATION AND INFRASTRUCTURE STRATEGIC OPPORTUNITIES

Throughout the planning process, residents identified the need to improve the transportation network as a top priority. Improvement concepts range from new street connections, roadway upgrades, intersection improvements, and multimodal accommodations. The transportation and infrastructure strategic opportunities are shown on the map to the right and listed below.

3.0	9 Highway	3.8	Jones-Meyer Road
3.1	45 Highway	3.9	Lakeview Road and Riss Lake Drive
3.2	River Road (Route FF)	3.10	National Drive
3.3	Coffey Road	3.11	9 Highway / East Street / 1st Street
3.4	Bell Road	3.12	Main St. / East St. Railroad Crossing
3.5	Bell Road "Connector"	3.13	Downtown Parkville Mobility Hub
3.6	Crooked Road	3.14	Transit-Supportive Development
3.7	Brink Meyer Road		

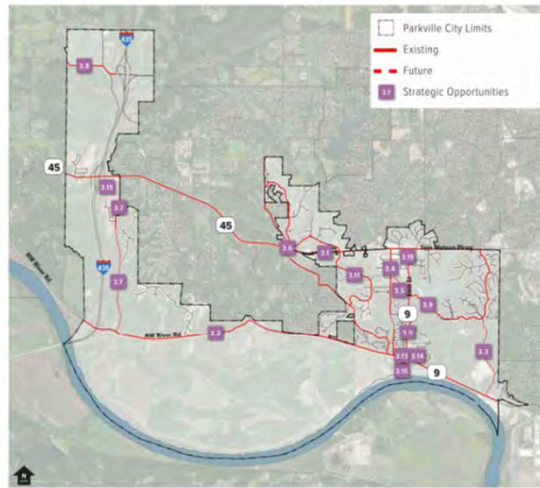


Figure 4.25 Transportation Strategic Opportunities Map

