



OGL STEERING COMMITTEE MEETING MINUTES
Monday, April 27, 2020 1:30 PM
Web/Phone Conference Meeting

Members Present	MARC Staff Present	Non-Members Present
Sol Moinuddin, KCMO, Chair	Barry Viss	Kurt Roterling, Walter P. Moore
Derek Olson, MoDOT	Chris Jenkins	Blake Hansen, Olsson
Andrew Morrow, Overland Park, Vice-Chair	Ray Webb	Jeremy Stetz, Olsson
Steve Schooley, Lenexa	Scott Cutshall	Prayag Bam, Walter P Moore
Noel Forrester, Olathe	Ron Achelpohl	Lindsey Francis, WSP
Jim MacDonald, Merriam	Cedrick Owens	Janelle Clayton, Merge Midwest
John Sullivan, Westwood	Darryl Fields	Perry Xu, Walter P Moore
David Laroche, FHWA	Marc Hansen	Steve Garbe, Iteris
Michael W. Spickelmier, Lansing		Ashley M Buechter, MoDOT
Brian Scovill, Leawood		
Shawn Gotfredson, Overland Park		
Adam Hilgedick, Blue Springs		
Bill Stogsdill, Fairway		
John Findlay, Liberty		
Ericka Ross, MoDOT		
Erin Ralovo, Lees Summit		
Brian Shields, Overland Park		
Dennis Randolph, Grandview		
QUORUM WAS MET		

Welcome & Introductions

The meeting started at 1:30. Sol Moinuddin, Chair, welcomed all.

- 1. January 27, 2020 committee minutes** – Steve Schooley made a motion to accept the minutes. The motion was supported and approved unanimously.
- 2. Agency updates** – Sol inquired if anyone had updates regarding projects of regional significance. None were voiced.
- 3. Hot topic – Flashing signal ahead signs** – Ericka Ross described the operation of MODOT’s recently installed signal ahead flasher signs which flash warning that the signal ahead is or will soon be red. The flasher is driven by a vehicle phase, then there is a delay before the vehicle signal head, which is driven by an overlap, turns yellow. MODOT modeled the timing of the delay based on practices of Minnesota DOT. Cedrick Owens mentioned that the signs on US-71 were originally timed to start when a vehicle passing them would no longer have the right of way when they arrive at the intersection. Barry Viss mentioned that if two approaches have different delay times there will be some dead time while the controller waits for the other ring to finish timing the delay. Also, depending on the controller type, it may not be possible to have a lagging left turn on the approach.
- 4. Timing changes in response to COVID-19** – Barry shared some charts describing the lower volumes over the past seven weeks. Several freeways in the region have been carrying about 60% of normal traffic volumes. Some corridors the large cycle peak plans were removed, some have the coord plan schedules

shortened, some have been placed in free. Sol and Noel Forrester confirmed similar responses in their cities. Andrew Morrow said that Overland Park has put most signals in free, except for a few of their busiest corridors.

5. **2021-2022 CMAQ regional project** – Ray Webb gave an update on the upcoming CMAQ project OGL has sponsored to include CCTV, detection and signal controllers. Federal funds (\$577k in MO and \$570k in KS) are available October 1 of this year and will require a 20% local match. OGL staff will discuss details with participating agencies so that they can begin planning budgets.
6. **2023-2024 STP/CMAQ call for projects** – Marc Hansen gave a presentation to the committee about the current STP/CMAQ call for projects recently announced, including process and timeline for applications. An email went out to all agencies on April 23 which has pertinent details. Ray presented a possible OGL application which would be for funds to purchase a new ATMS software and upgrade a few necessary controllers to be compatible with that software. The rough amount is \$960,000, with a required 20% local match. The committee approved for MARC to apply for STP/CMAQ funds for this project.
7. **ITE guidelines for determining traffic signal clearance intervals** – Jeremy Stretz presented highlights to the committee about the newly updated ITE guidelines for determining clearance intervals. Most notably, the updates treat left turn speeds differently and have different recommendations for measuring intersection width than previously. Several agencies voiced concerns with the new formulas saying that it results in excessively long yellow times. Ashley Buechter mentioned that there is more widespread criticism that may result in changes to the recommendations.
8. **Quarterly operations update** – Chris highlighted a few items from the Operations Report that was included in the meeting packet. There are a couple of new charts showing incident response and signal issue response numbers over time. See the report for details.
9. **Quarterly budget report, 2021-2022 budget and agreements** – Ray Webb presented the current financial picture to the committee. The balance of local funds is currently \$971,000. Funds are being spent as match money is required with the federal funds at a rate of 20%, but once the federal funds are depleted in July or August (projected) of this year we will finish the budget cycle with only local funds. For the 2021-2022 budget cycle we anticipate the local funds required from agencies can stay at \$600 per signal per year.
10. **Contract updates** – Ray informed the committee of several contracts with consultants and contractors that have recently been, or will soon be, renewed.
11. **Other business**
 - There is a monthly conference call with TransCore, the next one is at 1:00 pm on May 21 if any others would like to join.
 - TTS is operational with several agencies collecting data. Performance measures will be available in the future from their system.

Next regularly scheduled meetings: July 27, October 26, January 25

Adjournment – Meeting was adjourned at 2:47 p.m.