



## Agenda

**COMMITTEE OF THE WHOLE  
GOVERNING BODY  
CITY OF LENEXA, KANSAS  
17101 W. 87TH STREET PARKWAY**

**JANUARY 27, 2026  
7:00 PM  
COMMUNITY FORUM**

### **CALL TO ORDER**

### **ROLL CALL**

### **APPROVE MINUTES**

December 9, 2025 Committee of the Whole meeting draft minutes (located in the Appendix)

### **DISCUSSION**

1. 83rd Street - Gleason Road to Clare Road Project
2. Complete Streets Program
3. 2026 Pavement Management, Sidewalk & Trail Repair, and Trail Reconstruction Programs

### **ADJOURN**

### **APPENDIX**

4. December 9, 2025 Committee of the Whole meeting draft minutes

Dist. Governing Body; Management Team; Agenda & Minutes Distribution List

IF YOU NEED ANY ACCOMMODATIONS FOR THE MEETING, PLEASE CONTACT THE CITY ADA COORDINATOR, 913/477-7550. KANSAS RELAY SERVICE 800/766-3777. PLEASE GIVE 48 HOURS NOTICE

ASSISTIVE LISTENING DEVICES ARE AVAILABLE FOR USE IN THE COMMUNITY FORUM BY REQUEST.



**COMMITTEE OF THE WHOLE  
MEMORANDUM**

**ITEM 1**

**SUBJECT:** 83rd Street - Gleason Road to Clare Road Project

**CONTACT:** Tim Green, Deputy Community Development Director

**DATE:** January 27, 2026

**PROJECT BACKGROUND/DESCRIPTION:**

Due to increased traffic volumes, safety concerns, and deteriorating pavement conditions, improvements are needed along 83rd Street from Gleason Road to Clare Road. The proposed project includes widening 83rd Street to a four-lane divided arterial with roundabouts constructed at Gleason Road and Clare Road. Work will include new pavement, concrete curb and gutter, an enclosed stormwater system, street lighting, stormwater quality improvements, bike lanes, and a 10-foot-wide trail. Improvements are necessary for the following reasons:

- **Traffic:** 83rd Street currently carries approximately 10,000 vehicles per day (vpd), which is nearing the capacity of a two-lane arterial. Due to western development, traffic projections along 83rd Street are estimated at nearly 19,000 vpd by 2050. The proposed four-lane configuration will adequately handle this projected traffic.
- **Safety Concerns:** The injury crash rate along 83rd Street is double the statewide average, while the total crash rate is approximately 150% higher than the statewide average. There were 29 crashes during the five-year period from 2019-2023.
- **Pavement Condition:** The existing asphalt pavement is in poor condition and in need of improvement. The existing rural section roadway has minimal shoulders, if any, which also leads to pavement deterioration.

The project is currently in the design stage. Upcoming activities include right-of-way/easement acquisitions and utility relocation. The project is scheduled for bidding in late 2026 with construction to commence in 2027.

**FINANCIAL IMPLICATIONS/FUNDING SOURCES:**

The project is included in the 2026-2030 Capital Improvement Program (Project No. 60067). The adopted project budget is \$13,671,790.

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

**Vision 2040**

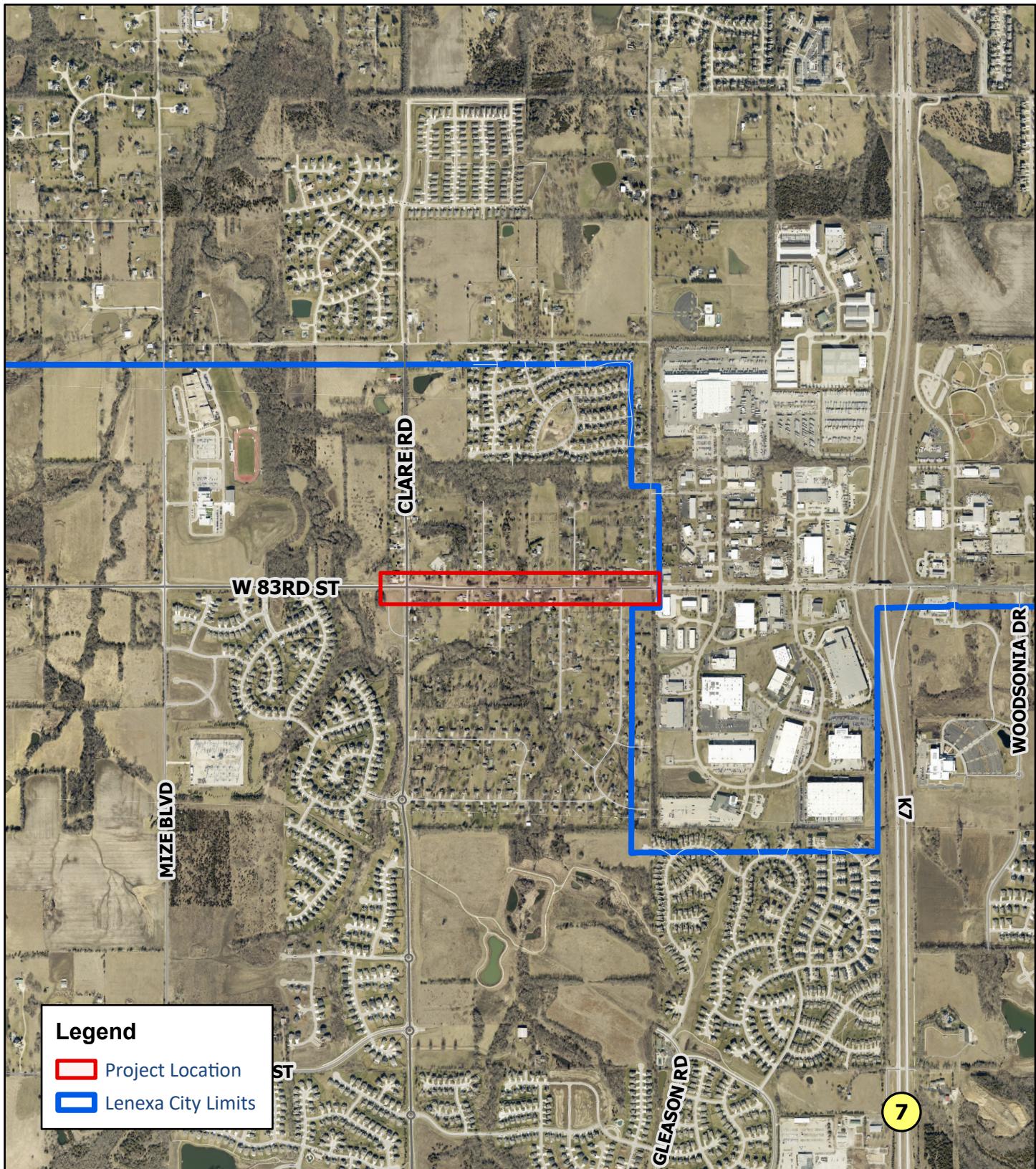
Integrated Infrastructure & Transportation

**Guiding Principles**

Strategic Community Investment  
Sustainable Policies and Practices

**ATTACHMENTS**

1. Map



## 83rd Street - Gleason Road to Clare Road



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Feet



COMMITTEE OF THE WHOLE  
MEMORANDUM

**ITEM 2**

**SUBJECT:** Complete Streets Program

**CONTACT:** Tim Green, Deputy Community Development Director

**DATE:** January 27, 2026

**PROJECT BACKGROUND/DESCRIPTION:**

The Complete Streets Program is a transportation planning and design approach that ensures streets are safe, accessible, and comfortable for all users. The goal is to create a balanced transportation network that promotes safety, mobility, public health, and economic vitality. Complete streets are designed to serve all modes of travel, including:

- pedestrians,
- bicyclists,
- public transit users,
- motor vehicle drivers, and
- individuals of all ages and abilities, including seniors, children, and people with disabilities.

A complete street might include items such as:

- sidewalks,
- safe and well-marked crosswalks,
- bicycle lanes,
- accessible transit stops,
- traffic-calming measures, and
- adequate lighting, all designed to suit the surrounding community.

The City uses a complete streets approach on all infrastructure projects, following the Complete Streets Study which was accepted by the Governing Body in 2019.

**FINANCIAL IMPLICATIONS/FUNDING SOURCES:**

The project is currently included in the adopted 2026-2030 Capital Improvement Program (Project No. 60119). The 2026 Capital Improvement funding is \$3.42 million, which includes a \$1.1 million federal grant. The subsequent years 2027-2030 are budgeted to receive \$110,000 per year.

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

**Vision 2040**

Healthy People

Integrated Infrastructure & Transportation

**Guiding Principles**

Strategic Community Investment

Inclusive Community Building

**ATTACHMENTS**

None

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COMMITTEE OF THE WHOLE  
MEMORANDUM

**ITEM 3**

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**SUBJECT:** 2026 Pavement Management, Sidewalk & Trail Repair, and Trail Reconstruction Programs

**CONTACT:** Nick Arena, Municipal Services Director  
Cody Wilbers, Assistant Municipal Services Director

**DATE:** January 27, 2026

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**PROJECT BACKGROUND/DESCRIPTION:**

The 2026 Pavement Management Program (PMP) will improve nearly 60 total lane-miles of roadway across the city. Work includes approximately 29 lane-miles of neighborhood streets treated with an Ultra-Thin Bonded Asphalt Surface (UBAS), 20 lane-miles receiving a two-inch mill and overlay, and nearly 10 lane-miles of concrete roadway receiving spot panel replacements. Additional work includes curb and gutter replacement, sidewalk panel replacement where needed, and installation of ADA-compliant wheelchair ramps.

The 2026 Sidewalk & Trail Repair Program will address sidewalk gaps and trail repairs throughout the city. This includes sidewalk gaps on the north side of 79th Street west of Lackman Road, the east side of Greenwood Street north of College Boulevard, and the south side of Lenexa Drive south of 95th Street, as well as trail repairs.

The 2026 Trail Reconstruction Program will remove and replace two existing asphalt trails with concrete at Electric Park and along the Hickory Ridge Trail.

Design is currently underway for these projects. Some will be advertised for bid in the coming weeks, with others bidding later in the spring. All work is scheduled to be completed in 2026.

**FINANCIAL IMPLICATIONS/FUNDING SOURCES:**

The approved budget for the 2026 PMP is \$7,958,010. Funding sources for the 2026 PMP include a portion of the 3/8-cent sales tax, the Capital Improvement Fund (CIF), County Assistance Road System (CARS) grants, and the City's share of motor fuel tax revenue (Special Highway Fund).

The approved budget for the 2026 Sidewalk and Trail Repair Program is \$650,000 and is funded by the CIF, Stormwater Funds, and Parks Funds.

The approved budget for the 2026 Trail Reconstruction Program is \$1,071,000 and is funded by the CIF.

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

**Vision 2040**

Vibrant Neighborhoods  
Integrated Infrastructure & Transportation

**Guiding Principles**

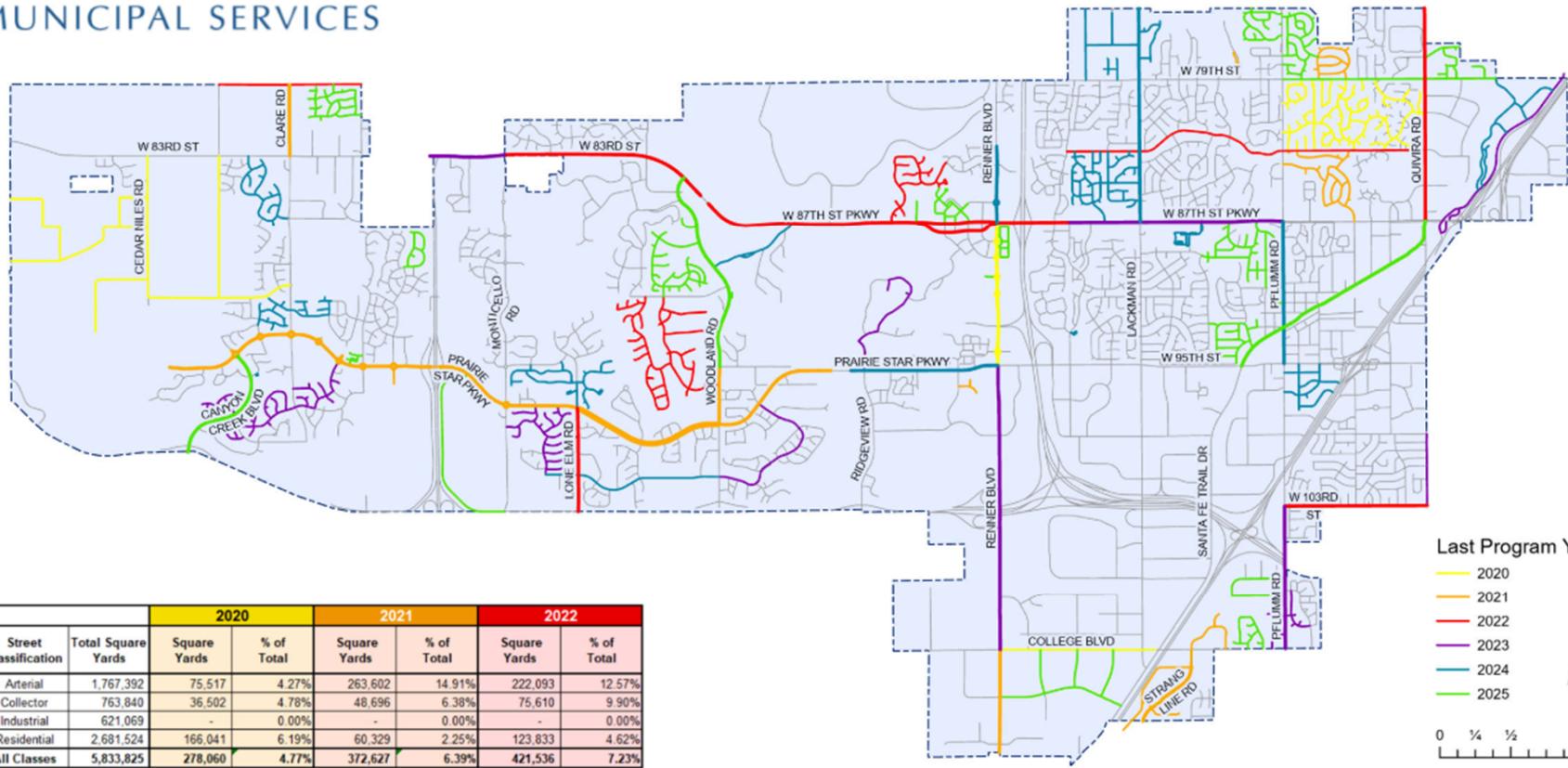
Superior Quality Services  
Strategic Community Investment

**ATTACHMENTS**

1. Presentation

# Pavement Management Program by Year

2020 - 2025



Street Classification	2020		2021		2022		
	Total Square Yards	Square Yards	% of Total	Square Yards	% of Total	Square Yards	% of Total
Arterial	1,767,392	75,517	4.27%	263,602	14.91%	222,093	12.57%
Collector	763,840	36,502	4.78%	48,696	6.38%	75,610	9.90%
Industrial	621,069	-	0.00%	-	0.00%	-	0.00%
Residential	2,681,524	166,041	6.19%	60,329	2.25%	123,833	4.62%
All Classes	5,833,825	278,060	4.77%	372,627	6.39%	421,536	7.23%

2023		2024		2025		Total	
Square Yards	% of Total						
147,407	8.34%	105,586	6.03%	85,888	4.86%	901,093	50.98%
98,286	12.87%	43,085	5.64%	19,923	2.61%	322,101	42.17%
5,358	0.86%	30,624	4.93%	77,158	12.42%	113,140	18.22%
193,004	7.20%	209,299	7.81%	268,646	10.02%	1,021,152	38.08%
444,055	7.61%	389,594	6.68%	451,615	7.74%	2,357,487	40.41%

Asset Type	Unit	2020		2021		2022		2023		2024		2025		Total
		Yearly Totals												
Curb	LF	16,116	19,254	23,707	25,925	53,486	73,603	212,091						
Sidewalk	SF	12,817	34,028	98,025	53,459	54,696	75,569	328,594						
Trail	SF	758	26,501	23,480	11,200	82,928	0	144,867						
Ramp	EA	74	66	80	65	50	90	425						

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## 2026 Proposed Pavement Management Program

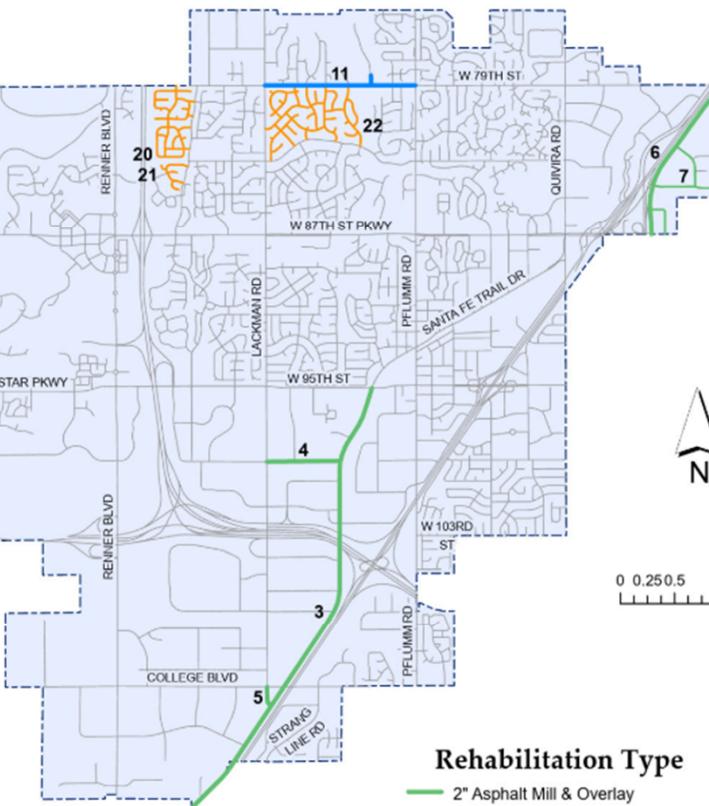


Mill & Overlay		
Name	Lane Miles	
1 Clare Rd (97th Ter. to Prairie Star Pkwy.)	1.74	
2 Kaw Prairie	0.74	
3 CARS - Santa Fe Trail Dr. (SCL to 95th St.)	8.77	
4 99th St. (Lackman Rd. to Santa Fe Trail Dr.)	1.84	
5 CARS - Lockman Rd. (Santa Fe Trail Dr. to College Blvd.)	0.59	
6 Lenexa Dr. (87th St. Pkwy. to NCL)	3.77	
7 Pine Ridge Business Park	3.11	
<b>Total:</b>	<b>20.56</b>	

Concrete Panel Replacement		
Name	Lane Miles	
8 The Reserve (North)	5.41	
9 Enclave at Woodland Lakes	0.85	
10 Old 95th St. (Woodland Rd. to Asphalt)	0.5	
11 79th St (Pfumland Rd. to Lackman Rd.)	3.2	
<b>Total:</b>	<b>9.96</b>	

UBAS		
Name	Lane Miles	
12 Mansions at Canyon Creek	0.55	
13 Gleason Rd. (83rd St. to Prairie Star Pkwy.)	1.09	
14 Old 95th St. (Concrete to Edge of Pavement)	0.28	
15 96th St. (Prairie Star Pkwy. to Edge of Pavement)	0.67	
16 Falcon Valley 1	1	
17 Falcon Valley 2	2.86	
18 Falcon Valley 3	3.7	
19 Falcon Valley 4	1.76	
20 Stoneridge/Maple Falls	5.86	
21 Pointe West	1.35	
22 Oak Hill/Colony Hills	10.04	
<b>Total:</b>	<b>29.16</b>	

Clare Rd. Project		
Name	Lane Miles	
23 Clare Rd. (83rd St. to Prairie Star Pkwy.)	3.23	
<b>Total:</b>	<b>3.23</b>	
<b>Total Lane Miles</b>		<b>62.91</b>



0 0.25 0.5 1 Mile

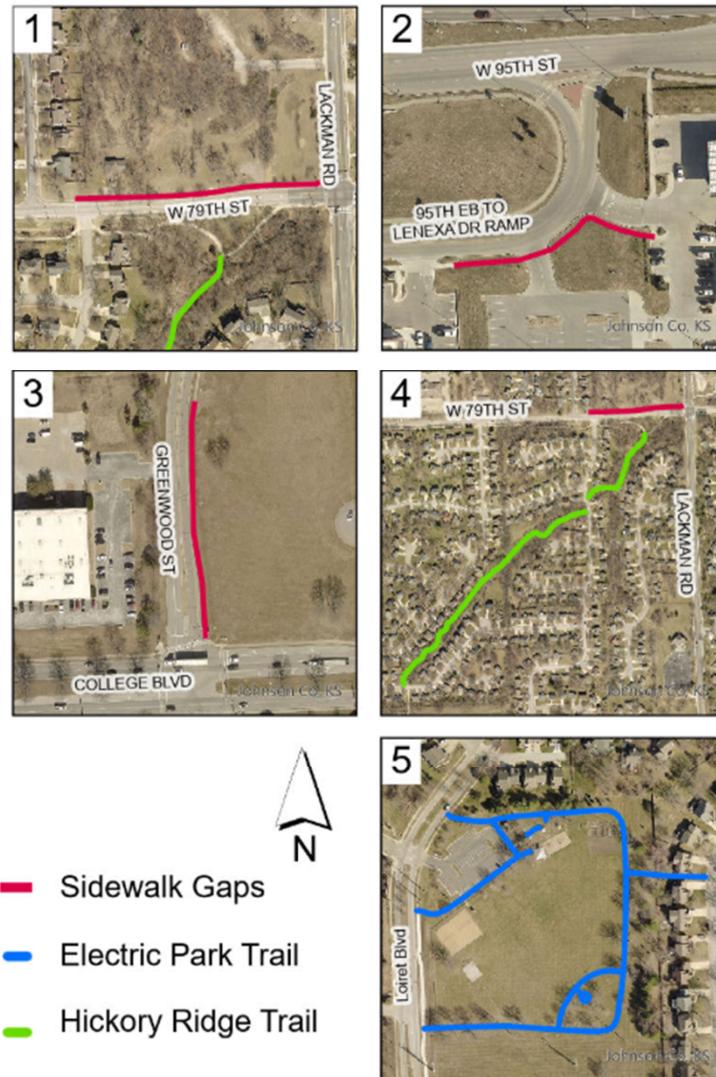
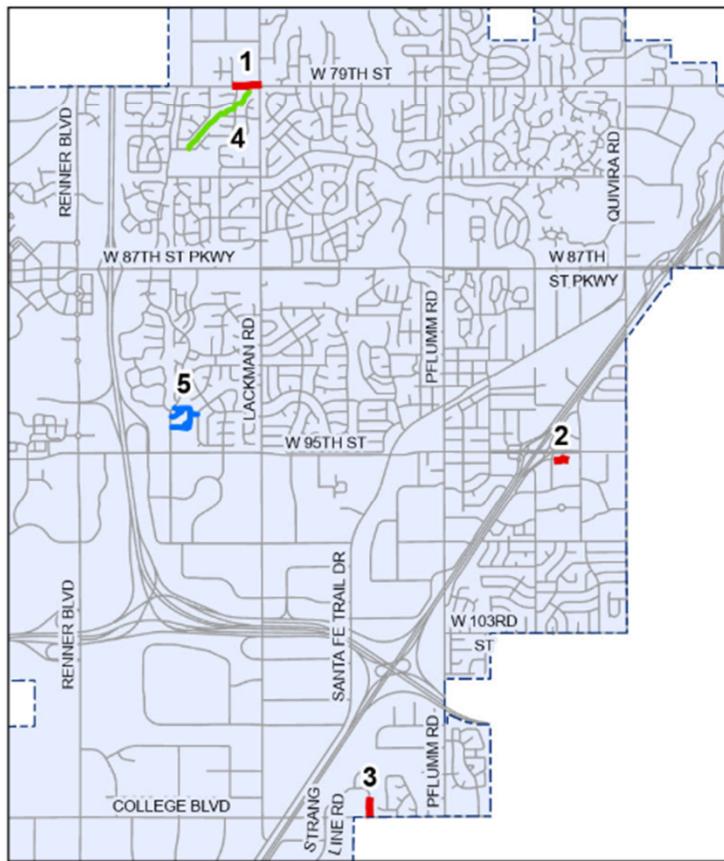
### Rehabilitation Type

- 2" Asphalt Mill & Overlay
- Concrete Panel Replacement & Sealing
- UBAS
- Clare Road Project

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Created By: Kaitlyn Rawlings, GIS Technician



## 2026 Proposed Pedestrian Improvement Projects



- Sidewalk Gaps
- Electric Park Trail
- Hickory Ridge Trail

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Created By: Kaitlyn Rawlings, GIS Technician



**MINUTES OF THE  
DECEMBER 9, 2025  
LENEXA COMMITTEE OF THE WHOLE MEETING  
COMMUNITY FORUM, 17101 W 87<sup>th</sup> STREET PARKWAY  
LENEXA, KS 66219**

**CALL TO ORDER**

Mayor Sayers called the meeting to order at 7 PM.

**ROLL CALL**

Councilmembers Charlton, Nicks, Bell, Williamson, Denny, and Herron were present with Mayor Sayers presiding. Councilmembers Handley and Eiterich were absent.

Staff present included Beccy Yocham, City Manager; Todd Pelham, Deputy City Manager; Mike Nolan, Assistant City Manager; Scott McCullough, Community Development Director; Sean McLaughlin, City Attorney; Jennifer Martin, City Clerk; and other City staff.

**APPROVE MINUTES**

*Councilmember Denny made a motion to approve the October 14, 2025 City Council meeting draft minutes and Councilmember Williamson seconded the motion. Motion passed unanimously.*

**DISCUSSION**

1. Recommended fiscal year 2026-2030 Capital Improvement Program

Nate Blum, Chief Financial Officer, explained that the Capital Improvement Program (CIP) process occurs in three stages beginning with this meeting's staff presentations. The second stage is a public hearing that will be on December 16<sup>th</sup> and the last is the voting meeting on January 6<sup>th</sup> where the City Council will consider adoption of the recommended CIP.

Mr. Blum presented a high-level overview of the recommended fiscal year (FY) 2026–2030 CIP, noting that materials provided included a list of high-priority unfunded projects and a citywide map showing CIP project locations. He explained that the recommended CIP includes 60 funded projects over five years, totaling \$267.6 million. Of these, he said there are 14 new projects totaling \$24.2 million (some originating from previously unfunded priority lists), and 46 ongoing or previously approved projects totaling \$243.4 million, many moving from the design phase into construction.

Mr. Blum explained that the CIP aligns with the City's strategic priorities and voter-approved funding, particularly the 3/8-cent sales tax supporting pavement management and parks. He said major themes include infrastructure

preservation, equipment replacement, and facility maintenance, while maintaining flexibility to respond to economic pressures if adjustments are needed. He said the key financial assumptions include a stable mill levy, a stormwater service charge remaining at \$109 per equivalent dwelling unit (EDU), and reliance on three primary funding sources that make up about 68% of the CIP: General Fund revenues, General Obligation bonds, and the 3/8¢ sales tax. For expenditures, he noted 88% of CIP spending is concentrated in three areas: critical infrastructure (streets, bridges, traffic), facilities (including full construction of Fire Station 6), and stormwater projects.

Mr. Blum highlighted a few key CIP projects including pavement management, 83rd Street improvements, Fire Station 6, ongoing stormwater infrastructure replacement, and trail expansion.

Department staff presented details on each of the projects in the recommended CIP, answering questions for the Governing Body in the process.

Specific discussions included the following:

Councilmember Charlton asked what steps it would take to get the K-7 Highway/95<sup>th</sup> Street interchange to a point where funding is pursued, referencing recent multifamily approvals and prior capacity conversations. Tim Green, City Engineer, responded that the intersection is nearing capacity and it is time to start evaluating options like full replacement or widening, and offered a rough estimate of \$35 million for a full interchange reconstruction.

Councilmember Nicks asked about Olathe's commitment to connect on the south side of the K-10 Highway/Lone Elm Road interchange. Beccy Yocham, City Manager, relayed KDOT's update that discussions were continuing but no agreement is in place yet. Councilmember Nicks emphasized he did not want to proceed on that project without that agreement and requested to review plans as soon as they're available.

Councilmember Herron asked whether pedestrian safety is considered in bridge reviews, citing a past resident concern about biking on the K-7 Highway/95th Street bridge without adequate fencing. Mr. Green said they do review these issues and Ms. Yocham added that pedestrian accommodations would be expected in a future interchange upgrade. Councilmember Nicks and Mr. Green discussed the risk of only having a low barrier and whether additional fencing could improve safety. Mr. Green agreed to look into it and coordination with KDOT would be needed.

Councilmember Nicks asked about lane configuration for the 83rd Street project and Mr. Green said it has short left-turn lanes and will need future improvements. Councilmember Nicks asked why a median and roundabouts were recommended instead of a continuous left-turn lane. Mr. Green explained the corridor has higher-than-average crashes and roundabouts reduce conflict points and improve safety. He noted that a typical four-foot-wide median can require additional bump-outs for U-turns. Mr. Green also described issues with

two-way left-turn lanes and access conflicts; reviewed the impacts of aligning side streets, including potential impacts to properties; and introduced newer bicycle guidance suggesting separated bike lanes or shared-lane/trail use at higher speeds/volumes. He offered an alternative concept of eliminating bike lanes, keeping trail/shared lanes, and widening the median to preserve future turn-lane options. Councilmember Herron asked whether bikers could still use the trail and Mr. Green said yes. Mayor Sayers asked whether the \$13.6 million budget covered these options and Mr. Green said it should. Mayor Sayers said she would like to defer discussion on this until Ward 1 councilmembers could participate. Ms. Yocham said that staff included this design for the continuous median with two roundabouts after discussion with the Council previously and continuing the discussion at a later time can be scheduled. Mr. Green added that having a later discussion would not delay utility relocations or delay the project.

Mr. Blum reviewed the unfunded high priority projects list, which totals approximately \$51 million, and the CIP process timeline that continues with a public hearing at the City Council meeting on December 16<sup>th</sup> and Planning Commission review at its January 5<sup>th</sup> meeting. The CIP will be considered for approval by the Governing Body on January 6<sup>th</sup>.

## **ADJOURN**

Beccy Yocham, City Manager, asked the Governing Body to let her know if they would not be available for an updated group photo on January 6, 2026 at 6:30 PM.

Mayor Sayers adjourned the meeting at 8:47 PM.