



# MINUTES | November 2, 2011

6:00 pm • Leawood City Hall • 4800 Town Center Drive • Main Conference Room

**Members Present:** Rod Crawford, Steve Hassler, Brian Neilson  
**Staff Present:** Brian Anderson, David Ley, Joe Peeples, Marica Putman  
**Members Absent:** Alicia Jennings, Jill Paton  
**Guest:** Mark Chudik, SRO Dare Officer

## MEMBERS

Rod Crawford, Chair  
 Alicia Jennings, Vice-Chair  
 Steve Hassler  
 Brian Neilson  
 Jill Paton

Chris Claxton,  
 Director of  
 Parks & Recreation

Brian Anderson,  
 Parks Superintendent

Marica Putman,  
 Adm. Graphics Tech

David Ley, City Engineer  
 Public Works

Joe Rexwinkle, Sr. Planner  
 Planning & Development

Joe Peeples, Police Officer  
 Police

The BFC meeting came to order at 6:25 pm. Mark Chudik was introduced to the committee members.

## Call to order

- ✚ **August 10, 2011 Minutes Approval**
  - Steve Hassler made a motion to approve August 10, 2011 minutes.
  - Brian Neilson seconded the motion. Motion passed unanimously.

## Old Business

- ✚ **Bicycle Friendly Community Application**
  - Leawood received an Honorable Mention from the League of American Bicyclists.
  - Leawood can re-apply for designation in March or September.
- ✚ **Bicycle Friendly Business Lunch and Learn**
  - Recently partnered with the Chamber of Commerce and presented a Bicycle Friendly Business Lunch and Learn event. There were 7-8 attendees at the luncheon. A panel of area businesses shared their journeys and designations of Honorable Mention and Silver statuses.
  - Next goal is to have a Bicycle Friendly Business designation for the City Hall.
  - Currently working on a future ride or criterium event.
  - MARC hired Nelson/Nygaard Planning Consultants out of San Francisco to develop a Policy Guidebook on Complete Streets for Communities.
- ✚ **Earthriders Trail Association**
  - Brian Anderson met with Earthriders. He received tips and preventing erosion on the trails. The task was to find someone willing to be a Trail Boss to adopt, coordinate events/volunteers, and maintained the mountain bike trail. Members discuss the trail area and expansion.

## New Business

- ✚ **Bicycle/Pedestrian Master Plan Route Map**
  - Staff has met and put together some initial ideas for this map. The map is divided into 3 quadrants for ease of view. They have checked with neighboring communities for bicycle/pedestrian linkages.
  - Maps are passed out to members. David Ley, City Engineer, explains that the map is laid out where they consider there is a need for routes. They looked at office buildings in commercial areas and tried to link those in with residential and what route through the arterials would be the best way to connect to Leawood. Afterwards, they met and discussed the routes for several meetings, putting in hours in the field. So far, they have map Somerset down to 95<sup>th</sup> Street and driving the routes to see what would be possible to do on each street. Members discuss various routes, etc.

**Mission Road.** It will be fairly difficult to implement a complete street. It is currently 4 lanes with sidewalks on both sides of the street. Overland Park owns a ¼ and Leawood own only ½ of it. Leawood is seeking to do a bike route and to work with Overland Park for continuation.

**Lee Boulevard** (Somerset to 103<sup>rd</sup> Street on Lee Boulevard). It will probably be initially striped as a bike route. When we complete a mill and overlay, we will need council approval to widen the roadway a foot on either side if we are to stripe a bike lane. This project is approximately 5 years from now, definitely beyond 2015. There will be a sidewalk on the west side – no sidewalk on the east side. Difficult to construct a sidewalk along the east side the entire way but there might be sections that could be constructed to a signalized area so that people can crossover.

**85<sup>th</sup> Terrace** (Lee Boulevard to State Line Road). There are about 1,900 people who use this road. Residents completed and submitted a traffic calming petition. They are currently working with the Public Works Committee to review treatments. Options include narrowing the roadway by 4 feet and adding a sidewalk on the north side. It's over 28 feet wide and residential is typically 26 feet. Can slow the traffic down with speed tables and try to add a sidewalk at 85<sup>th</sup> Terrace. Once on Lee Boulevard, there might be a possibility to take it to 83<sup>rd</sup> Street. South of Lee Boulevard will be a bike route- 25 mph (allow for street parking).

**89<sup>th</sup> Street.** A pedestrian bridge has been installed and we are looking at 10 foot wide trail west of it. If we could get a pedestrian linkage out to State Line Road, we could maybe make it a complete street south on State Line Road to Rockhurst. We have some right-of-way on the east side to do sidewalks. It becomes tighter going north of 85<sup>th</sup> Terr. There's a parking lot that is being used as the overflow for Ward Parkway. There is a similar situation from 85<sup>th</sup> Terrace as it comes out to State Line Road. Possibly do sidewalks south of 85<sup>th</sup> Terr to get to Ward Parkway.

**East/West Corridor - Somerset.** Prairie Village is administering the project. Mill and overlay project with CARS. Sidewalks are on both sides of the street. Discuss making it a bike lane. Need to work with Prairie Village to see what they envision for that roadway. Prairie Village would like to do 5-6ft wide sidewalks wherever they can place them. We have missing sidewalk sections on Lee Boulevard and Somerset that will be looked at when we do a mill and overlay on Lee Boulevard.

**83<sup>rd</sup> Street.** Replace curb and gutters. We are opting to go to a wider gutter to use as a bike lane. Take it back 4.5 feet wide to get a 4 foot wide bike lane. Once we get to Prairie Village, it will be difficult to continue it and so we must work with Prairie Village.

**86<sup>th</sup> Street.** Assign a bike route. On street parking, possible doing sidewalks and pedestrian bridge. There are lots of trees. If it can be linked, it will take you to Brook Beatty Park.

**89<sup>th</sup> Street from Mission.** Bike Route. We have sidewalks on the north side, none on the south (no room, plus grades). Once Estates of Old Leawood completes their project, they are to put in a required 10 foot wide pedestrian trail. They already put the bridge in.

**93<sup>rd</sup> Street.** This street has been reconstructed. It will be a bike route.

**Wenonga .** From 93<sup>rd</sup> Street to 92<sup>nd</sup> Street reconstructing in 2-3 years. Storm sewers and possibly shift the road over and add sidewalks on the west side. Tree issues with sidewalks.

## Possible bike routes.

**West of Lee Boulevard on 92<sup>nd</sup> Street, south of Wenonga, and south to 95<sup>th</sup> Street.**

**93<sup>rd</sup> Street across Cure of Ars and Ranchmart.** Wider trail from Wenonga to Ranchmart on 95<sup>th</sup> Street. The post office is proposed to be a BBQ joint called Slab and Pickle. 95<sup>th</sup> Street is a possible bike route. We're hoping once Ranchmart gets redeveloped, we will get sidewalks by McDonalds. There are no sidewalks there and no sidewalks along the east side of Mission Rd in front of Ranchmart.

**97<sup>th</sup> Street.** Does not tie into anything.

**98<sup>th</sup> Street** is a little cul-de-sac.

**97<sup>th</sup> Place.** Just a bike route. No sidewalks in this area either. When taking Mohawk and Pawnee, this will tie right into Brookwood.

**103<sup>rd</sup> Street.** It is currently striped as a 4-lane roadway with sidewalks against back of the curb. One option is to have 3 lanes with center lane being a left turn lane. It must be studied because the lanes are narrow (10 ft, 3 inches).

**105<sup>th</sup> Street.** Trail link at Mission Farms, just a sidewalk in this location and then it turns into a trail, winds around and ties into 105<sup>th</sup> Street. This street will be reconstructed in the next 5 years. It would be nice to get this link on the north side of Indian Creek down to the park. It's on the calendar in December for Parks, Planning & Public Works to go out and look at it.

**State Line Road, south of College.** Possible bike lane. Work with KCMO and Overland Park.

**95<sup>th</sup> street.** More trail access from Tomahawk Creek Parkway. 10 foot wide trail.

**Town Center Drive.** Bike Lanes on 117<sup>th</sup> Street to Park Place. Bike route. 8 foot wide sidewalk.

**Sunrise.** Bike/hike trail. A few years off.

**Tomahawk Creek Parkway.** Possibly a bike lane. It requires a 4 feet widening and Council approval.

**119<sup>th</sup> Street.** Has sidewalks on both sides, Right-of-Way is narrow - definitely no bike lanes. Possibly do a trail from Brookwood and the traffic signal near High Drive to the school. People cross on Belinder before they cross High.

**Mission Road, south of 119<sup>th</sup> Street.** Curb projects from 119<sup>th</sup> -127<sup>th</sup> Street. Lane widening. Narrow at 127<sup>th</sup> Street and at 123<sup>rd</sup>. Widening on Mission Road near Glenfield would be required to bring bike lanes through this intersection. Debating between bike lanes or signage.

**South of 133<sup>rd</sup> Street reconstruction.** Use wide lanes or construct bike lanes when the road is reconstructed.

## Bike Route identified.

**124<sup>th</sup> street.** Sidewalks on both sides of the street.

**Roe.** Sidewalks, no bike/hike trail.

**127<sup>th</sup> Street.** Possible to have bike lanes in 2012 with the mill and overlay.

**133<sup>rd</sup> Street and 137<sup>th</sup> Street.** Wide enough to stripe bike lanes for east and west.

### **Bike route through Royse.**

**Mission Road.** Sidewalks on the east side from 119<sup>th</sup> down to 124<sup>th</sup>. There are no sidewalks on the west side. Like to add that sidewalk with the mill and overlay.

**143<sup>rd</sup> and Mission.** Reconstructed in 2015. From Nall to Windsor. Windsor to Kenneth (2017). 4 lanes undivided. Bike lane on 143<sup>rd</sup>. Bike lane east and west. Bike lanes are on 143<sup>rd</sup> Street in Olathe, but not in Overland Park.

**Prairie Star.** East of the school. People submitted a petition for sidewalks in Charlemagne Manor.

### **Mostly bike routes south of 137<sup>th</sup> Street.**

**151<sup>st</sup> Street and Nall.** Trail or sidewalk that goes into Nall Valley shops and comes out into the Villas of Whitehorse, looking at a bike route.

**State Line Road continuing to Kenneth Road.** Bike lane. Widening to 4 lanes to Overland Park. South of Leabrook, 10-20 years, 250-400 foot span bridge to get over the railroad. Overland Park's plan is a 4 lane divided highway.

As a rule of thumb: below 35 mph, bike route; above 35 mph, bike lane.

**151<sup>st</sup> Street.** Bike/hike trail on one side. Possibly bike lanes depending on Overland Park. We would match what Overland Park does.

### **Misc Topics**

- Officer Chudik, Sgt. Yoder, and Officer Eric Butler are doing the National Law Enforcement Memorial Tour in Washington, D.C. in May. Seeking donations.
- Officer Peeples spoke with Prosecutor Nate Sutton. In order to increase bicycle enforcement, they are considering a diversion program to attend a class as a way to reduce a fine.
- Brian Anderson shares the link to a Traffic Skills 101 bike education class consisting of 2 parts. The first is the online class portion, consisting of 4 chapters, with a quiz at the end. 70% is a passing grade. [www.bikeed.org](http://www.bikeed.org). The second part is the outside ride part of the class. It will be this Saturday morning. Class is geared for those 14 years and older.
- Members discuss the goals of this committee. This committee emerged from the Park Advisory Board as a subcommittee.

Short term goals are:

- Define and execute a Complete Streets Policy
- A citizen's bike committee to make and guide policies forward (recommends to Park Advisory Board, who forwards it to city council)
- Achieve status as a Bicycle Friendly Community
- Become a Bicycle Friendly Business

### **Adjourn**

- Meeting adjourns at 8:14 pm. The Next meeting is January 4, 2012.
- Steve Hassler makes a motion for the meeting to be adjourned. Brian Neilson seconded the motion. The motion passes unanimously.