

MINUTES OF THE PUBLIC WORKS COMMITTEE
MEETING HELD: AUGUST 18, 2009
7:30 AM, LEAWOOD CITY HALL-MAIN CONFERENCE ROOM

Committee Members in attendance:

Adam Abrams
John Burge
Julie Cain, Councilmember Ward 4 (Acting Co-Chair)
Ken Conrad
Michael DeMent
Jon Grams
Marsha Monica
Gregory Peppes, Councilmember Ward 1 (Acting Chair)
Kip Strauss

Committee Members absent:

Mike Gill, Chair and Councilmember Ward 3
Sherman Titens

Staff in Attendance:

Joe Johnson, Director, Leawood Public Works Department
Scott Lambers, Leawood City Administrator
David Ley, City Engineer, Leawood Public Works Department
John Meier, Chief of Police, Leawood Police Department
Troy Rettig, Major/Deputy Chief, Leawood Police Department
Julie Stasi, Administrative Services Manager, Leawood Public Works Department

Guests: (by order of sign in sheet-scan attached)

Jeff Logan, 13220 High Drive, Leawood, KS 66209
Gareth Matthews, 13241 High Drive, Leawood, KS 66209
Sandy Hall, 13200 High Drive, Leawood, KS 66209
Jeannine Wilkerson, 3300 W. 132nd Street, Leawood, KS 66209
Myrae Migliazzo, with Guide Dog "Iris", 5216 W. 122nd St, Overland Park, KS 66209
Jason Wichman, 13208 High Drive, Leawood, KS 66209
Aaron Hochanadel, 13205 High Drive, Leawood, KS 66209
Valerie Zell, 3308 W. 132nd Street, Leawood, KS 66209

▪ Acting Chair Peppes called the meeting to order at 7:30 AM; advising that Chair Gill was out of town on business and that he was taking his place today as Co-Chair of the meeting. Acting Chair Peppes welcomed guests and asked committee members, staff and those present to introduce themselves.

▪ The first item on the agenda was to review the previous meeting minutes.

COMMITTEE MEMBER JON GRAMS MADE A MOTION TO APPROVE THE MINUTES FROM THE JUNE 16, 2009, COMMITTEE MEETING. COMMITTEE MEMBER KEN CONRAD SECONDED THE MOTION. ALL MEMBERS WERE IN FAVOR; MOTION PASSED UNANIMOUSLY.

▪ The second item was of OLD BUSINESS: Traffic Concerns in the Waterford Subdivision along 132nd Street.

Joe Johnson advised that the last time we met, there was construction in the area, so we waited until the construction settled down. We had the Police Dept place their stealth unit and the Public Works traffic counts were placed. We put counters right at Mission Road. We put one on the east side and one on the west side so we could gauge what the volume of traffic is on 132nd Street. If you look at the percentage increases, there is about an 11% increase in traffic on the east side of Mission Road and about 25% increase of traffic on the west side of Mission Road. Considering the development that has occurred over a ten or eleven year period to have an eleven percent increase in traffic volume is probably not unreasonable and considering 132nd street is a residential collector street, 36' wide street, as compared to a typical residential street that is 26' wide. So that is your typical size that runs back through the neighborhood. And the ones that you drive out to in this case 132nd street or Glenfield move the traffic to Mission Road or State Line Road. In looking at the traffic volumes over the last ten or eleven years. It really does not indicate that anything is happening outside of what we typically would expect considering the development of Wilshire Place.

Joe discussed the traffic count readings and explained the pages in the report. One of the anomalies found they think was due to construction detours. On all four of the counts the average speed, the highest of 26.2 miles the other 3 studies range from 23.7 to 25 mph. The speed that is being driven 85 % of the time ranged from 31mph down to 28. When you look at that as compared to the posted speed limit, 85% of the people are generally driving the speed limit. The other 15% are going to drive fast. Joe spoke with the Police Dept to see from all the other studies that they had done in the City over the last twenty years...to see if we are seeing anything that really indicates there is an issue that needs to be addressed (whether it is more enforcement or another issue that needs to be looked at) and the PD is here to talk about that. Basically, what we are seeing is not raising any red flags.

We have looked at the average speed and the average speed is the speed limit. Generally traffic calming involves 1 of 2 things. Either you narrow the roadway down to give a perception that you need to slow down or you put some sort of obstacle out there generally a speed hump or a speed table.

In looking at 132nd street as wide as it is, if we did any narrowing of the street probably we would either place a median or a chicane (which is kind of a lazy "S") in bumping the curbs in. There are things that are called "bump outs". Which you have kind of an island that bumps out. Our concern with that is that with 132nd being fairly straight, there probably is a tendency for folks not to notice that until the very end and hit it broadside. The chicane or an island has a nice transition so it kind of moves people back and forth at a nice taper. The issues that we can see with either putting a median or a chicane when you bump the curbs in, you are going to narrow the street down, so you limit the ability to park on the street and if we look at 132nd Street, it is going to affect two to three properties on either side.

We looked at islands and allowing for proper room for people to park on the street and allowing for enough room for a fire truck to get down the street. This limits the size of the island. If we construct an island, it limits access to driveways and drivers tend to drive on the wrong side of the road to get to their driveways. Other options would be placing objects in the middle of the road.

Speed tables seem to be the most effective in controlling speed. Studies that have been done, indicating there is about a 6 or 7% decrease in speed however they are about 22 feet long and about 4 or 5 inches in elevation from the roadway. Some people like it and some do not. We probably would want to put a series of them in.

Our recommendation would be to hire a traffic engineer who specializes in traffic calming and look at what the exact spacing should be, but we estimate about three or four speed tables would be needed along 132nd Street to be able to maintain the compliance. In all the readings we have done, it seems to be the most effective and the least cost and not have as much of an impact to the property owners in as much as they will still be allowed to park on their street and have access to what they have now. Not that much of an issue with police cars. There is some delay with Fire Depts. The Fire Chief does not have 132nd as a major route for them. Another issue that we deal with in Public Works is snow removal. Our truck drivers have to know where the speed tables are at. We will leave more snow around the speed tables than a regular street. It is not something we can't address.

Committee Questions:

Jon Grams: Mentioned viewing some in Overland Park for example that people could go by to see a couple.

Joe Johnson said there was one north of OP City Hall on Conser near 80th. They have a block out with a traffic circle on a narrow street and left it down to one lane. It's something we would take a hard look at. The road is narrowed to one-lane which put traffic head-on and now drivers have to decide who is going to yield. This makes for an unsafe condition. We would not recommend that.

Joe Johnson advised that Leawood has a Traffic Calming Policy already in place. If 75% of the residents in a specific area petition the City, we will go out and do what we've already done. We will go out and do speed counts and take a look at accidents.

As we move forward, the policy states the cost for the traffic calming is to be paid by the property owners through the creation of a Special Benefit District that assesses the cost of the improvements back to the home owners

Jon Grams asked, based on our information gathered, did this area qualify to put a petition in?

Joe Johnson said that they could submit a Petition in. But based on the information we have we would move forward with it; No. The policy is based on speed, accidents and four to five different things that you need and to score at least 30 points. On this, I tried to score as many points as I could. And if I couldn't figure it out and where it wasn't really clear, I gave them the maximum points and I could only end up with about 23 points. And the policy is once you get to 30 points, then it's valid. And they have the ability to appeal to the City Administrator if it doesn't meet the 30 points and then the City Administrator can make the decision as to whether we will move forward or not.

Chair Peppes-So we provided the information and now it is in the homeowners and homes associations hands to Petition the City, even through they do not reach that maximum points.

Joe Johnson. Well there are two things that need to be done. If the Committee

decides we want to move forward:

Our recommendation is that the homes associations and property owners go back and do the Petition. There are about 65 property owners along 132nd Street and High Drive as it runs from 133rd to Mission. In looking at other cities policy and our, the one consistent message is you need to have public buy in on whatever traffic calming device being used. Need to talk to the trash companies, talk to everybody that uses the road. Because there have been many cities that have put these in and ended up taking them out later.

Overland Park put some in the Nottingham Forrest area. Then they took them all out. There are some areas where they are accepted and some where they are not. Need to make sure those that live along the street where you are going to do this are in agreement. Communicate with all the people that use it, and make them aware of what is going on.

Joe Johnson said that if you want to move forward with it, that they do the Petition process so that the City knows there is an agreement and we can define the project boundaries and that at least 75% of the folks are in agreement that they want speed tables on their street. Speed tables are 22 feet in length and are about 4 to 5 inches in height. The center is 10 feet in width with a 6 foot transition. The table would be built out of concrete.

Marsha Monica/Jon Grams: When neighbors circulate the petition they should go back with a description of the table and the cost.

Joe Johnson is thinking at least four tables. Approximates four tables may run about \$2,500 to \$4,000 each table; so \$16,000 total.

Joe Johnson: At the last meeting there was discussion...generally we would have a Petition for traffic calming, then there would be a recommendation from the committee and it would go to the council. Should we be putting some kind of traffic calming measure in on 132nd street and should it be considered part of a "test strip" that the City would pay for next year with our mill and overlay project? Part of the road would be milled and overlay. If this was a benefit district, generally, those are 10 or 15 year period.

MICHAEL DEMENT MADE A MOTION TO ASK THE HOMES ASSOCIATION AND PROPERTY OWNERS OF WATERFORD TO PETITION TO THE CITY WITH 75% OF THE PROPERTY OWNERS ALONG THE 132ND STREET AREA FROM MISSION ROAD TO HIGH DRIVE; WHO ARE IN AGREEMENT FOR TRAFFIC CALMING MEASURES. THE PETITION REQUEST; IN ACCORDANCE WITH THE NEIGHBORHOOD TRAFFIC CALMING POLICY & GUIDELINES OF THE CITY OF LEAWOOD WOULD INCLUDE THAT COSTS OF THE TRAFFIC CALMING DEVICES (IF APPROVED BY THE CITY COUNCIL) WOULD BE BORNE BY THE PROPERTY OWNERS OF THE PETITIONED NEIGHBORHOOD.

MOTION WAS SECONDED BY JON GRAMS. ALL WERE IN FAVOR. MOTION PASSED.

Discussion-65 houses \$16,000 would be about \$200 over 20 years per household. At the last meeting we asked them to go to their homes association meetings to see they wanted. Newsletter info was sent. Some mentioned it, some did not. Nothing was mailed back to the City.

Staff advised payments such as these are made through the property tax office and set up through the County Tax Bill. They would be collected with other taxes collected similar to county assessments such as sewer treatment charges, unified school tax, park tax, etc. that you see on your property printouts issued through the county offices.

Resident Gareth Matthews asked Joe Johnson and David Ley about the intersection of 132nd and 132nd Terrace near his home and if a stop sign could be installed. Joe Johnson advised Stop signs are never advised to be installed to control speed, but possibly a Warrant Study may need to be done. Mr. Matthews was directed to get with the Public Works and speak with Mr. Johnson about this matter directly.

- The third item was of NEW BUSINESS: Audio Pedestrian Signal-119th & Tomahawk Creek Parkway.

Mrs. Migliazzo was in attendance and asked the committee to consider that when audio signals are installed, to please install signals that work together. Mrs. Migliazzo has talked with Overland Park. And OP can only install their audio signal on one side going one direction. For example by Crate & Barrel to McDonalds side at 119th & Roe. So if you have a square, they can only go on one side. If she wants to go to Ya-Yas to Dean & DeLucas there is no safe way to do it. They can't put a second audio stop thing on any of the other corners. They can only put it on one side of one corner. This does not make sense. They have spent a fortune doing this and it's helpful, kind of. They are putting another one in at 123rd & Tomahawk Creek going east and west. So if I want to go to Hen House, I would cross 123rd at Tomahawk crossing Roe, then go north, up by Crate & Barrel and go across that way. That way I can get safely to Hen House. But I can't get to Town Center or Dean & DeLucas or any of the other areas because of the way the stop light system that they bought works.

If you are going to put one in and are going to spend the money, make it work for the people who need it. Because what they have done right now is just kind of helpful. Mrs. Migliazzo lives at 122nd Street off of Tomahawk Creek and it's hard to get safely home. Mrs. Migliazzo loves the accessibility of where she lives but cannot safely get anywhere from there.

David Ley-Does not know the reason why Overland Park cannot put the audio signals on all intersections.

Mrs. Migliazzo-the System they bought...they said another audio system cannot be within 20 feet of that system. In order to put one at...they put it at 119th crossing (Crate & Barrel & McDonalds, Hen House area). In order to put one again across to Dean & DeLucas, the system won't work. They say it cancels it out and something about the National Federation of the Blind laws and these audio things have to be 10 feet apart and that creates another whole new intersection. There has got to be a better way to do this.

Joe Johnson-Advised that our staff has spoken to Overland Park about this. Overland Park owns and operates the signals at 119th & Roe and at Tomahawk Creek & Roe.

David Ley-There is a requirement of the MUTCD (Manual of Uniform Traffic Control Devices) has a statement in there that the audible should be ten feet apart so that you get crossing. But it's a "should" not a "shall". So we brought that up to their attention a

month ago. But they seem to be stuck on that and they like to have them ten feet apart.

Joe Johnson-so they look at that as a "shall". And as they build them they are building them as a ten foot separation but we've told them we are not in agreement with their interpretation.

Mrs. Migliazzo-The audio tells you which direction you are going.

Joe Johnson advised that he and staff will speak with Bryan Shields at Overland Park again about the audio signals.

JON GRAMS MADE A MOTION TO INSTALL AUDIO DEVICES AT THE INTERSECTION OF 119TH & TOMAHAWK CREEK PARKWAY WHEN THE JUSTICE CENTER IS CONSTRUCTED. THE MOTION WAS SECONDED BY KEN CONRAD. ALL MEMBERS WERE IN FAVOR. MOTION PASSED.

The Committee asked staff to continue dialog with the City of Overland Park in efforts to resolve the issue with the current audio signals hoping to make them more usable for Mrs. Migliazzo and other people who use the audio signals.

Mrs. Migliazzo-Also asked if when new commercial developments are planned is there anyway they could plan on installing sidewalks? Many places do not put in sidewalks and they only plan on driveways. It is hard for people like her with guide dogs to maneuver around cars and she almost got hit. She should not have to walk in driveways to get into shopping centers. Who do we ask or recommend this to?

David Ley-Advised that during a site plan review this could come into a check list. Maybe with the Planning Department or Planning Commission.

Joe Johnson mentioned that Councilmember Filla talked about Bicycle Friendly City last night at the Council meeting and how do we make the City bicycle friendly, this runs in line with that. Maybe the LDO.

Julie Cain-Mentioned Bicycle Friendly City

Chair Peppes-Could bring this up with the Council report.

JULIE CAIN MADE A MOTION TO AMEND THE LEAWOOD DEVELOPMENT ORDINANCE TO ENCOURAGE SIDEWALK CONTINUITY FROM PERIMETER STREETS TO THE INTERIOR DEVELOPMENT FOR COMMERCIAL DEVELOPMENT APPLICATIONS.

MOTION WAS SECONDED BY JON GRAMS. ALL WERE IN FAVOR. MOTION PASSED.

Mrs. Migliazzo mentioned to the Committee that when she walked here to City Hall to attend today's' meeting, we might look at our own building to get in. There is no sidewalk to get into here. She walked up some steps going across the platform area in the center and there were steps on the other side. She thought she was stepping off and she stepped off into a drain hole and fell and injured herself. It is not real safe getting around in Leawood. There has got to be a better way to do this. Thank you.

▪ The fourth item was of NEW BUSINESS: Notification procedures for Reconstruction and Mill & Overlay Projects.

Joe Johnson advised that two council meetings ago, this was an item that was recommended for review. He did not know if there was an issue related to this or what. He had had a conversation with a property owner on a reconstruction program where we had put in their curbs and re-poured his drive approach and the contractor did not put the curb in correctly. We went back and ripped out a section of curb and in doing so had to redo the driveway approach. The property owner there had a circle drive and we took

out one of the drives, leaving the other there for them to use. They called upset that they didn't know we were going to do that and at the time were replacing their HVAC System. So maybe there was some miscommunication. However their other drive was not blocked and they were able to use their drive while they were repairing their HVAC system on their home. Not sure what the issue was. Not because it was anything bad going on. Or just because we ripped up one of their drives or just that they were not expecting it.

Included in the packet for the committee today were examples of notifications that staff sends out on our various projects. (Letters that we send and our contractors send.) Generally we try to talk with everybody. Also we have office staff that have helped with emergency events such as funerals, weddings or moving property owners that have moving vans and we adjust our schedules. Our contractor's names and phone numbers are given, our inspectors name and phone numbers are given and we work with whatever they need.

Chair Peppes. Thinks the Public Works Department has been more than accommodating.

John Burge said he just went through the Slurry Seal procedure and doesn't see how you could notify the property owners any more than you did. In fact it was kind of an over-kill.

Marsha Monica-Just went through it too and wanted to make a couple of comments. Thinks everyone was pretty pleased, but there were a lot of comments when we take portions of the curb out and leave other portions in. Also where some people have had part of their drive taken out and others they took out the whole driveway. If they are going to take out $\frac{3}{4}$ of the drive, why don't they take out the whole drive?

Joe Johnson-We'd like not to take the curb out at all. Generally, we spend \$150,000 on curb. Because of the curb replacement, there is \$150,000 I can't do overlays with. So when we go in we fix the curb that needs to be fixed. This is an overlay program in lieu of a curb replacement program.

Marsha-We had a curb replacement. I guess if anything, just communicating and kind of what the curb replacement policy is. There are other areas where the curb is broken down and it wasn't replaced. The other question is, is there any way that for example, my driveway approach was all disintegrated and falling apart, so I called them and I asked if I could pay to have the contractor do my approach.

I paid the contractor directly to finish out the rest of my drive. But in talking to neighbors, they said "oh, you got a new drive". And I had to tell them I had to pay for it. And my neighbors said "well I wish I would have known that". So the question is, when you are doing this, is there any way to let people know that the City is not paying to have these drives replaced but if you do have a bad one and want to get it replaced? Now would be a good time to call.

Joe Johnson-I do not want to make an advertisement for the contractor when they may not want to do that. A lot of times that's what happens. Some will say talk to the contractor. But I do not want to send a letter out saying that. We have had some contractors say that this is all they want to do. They may need to get in and do our project and get out. So we have debated that and we will tell them if someone asks us. We will advise them to talk to the contractor and give them their number to ask them. Many times they will say yes and work it in. But we have had some contractors that

have said no. So, I do not want to tell people up front to assume that will be available.

Michael DeMent-In that regard, I wonder if there isn't sort of a really simple project satisfaction survey to do snuff out any projects or vendors who are problematic. As I have gone through this twice now. The first time; and as I'm on a corner lot, they always park their equipment on my yard. I've had two sod replacements and neither have taken. In the last go around they graded it so my water shut off valve cover now silts over and I constantly have to dig it out. I've talked to them on the scene and from the vendor, still have no satisfaction. I'm reluctant to talk to City Staff about it because I don't want to be "that committee member".

Joe Johnson-Call us, we should follow up on that.

Michael DeMent-It might be an opportunity one last time to ask if there were any issues for whatever reason the homeowner is not bringing up. Or do you have a vendor that is problematic and in a way is not coming back to staff.

Marsha Monica-I am sure if there is a vendor that is problematic that we are going to hear about it.

Joe Johnson-Yes, we hear quite a bit from folks in Waterford. We've actually had one or two in Waterford that called to say they knew everyone was calling in to complain but they were calling in to say they were doing a good job.

- **Co-Chair Cain adjourned the meeting at 8:49 AM.**

Minutes transcribed by Julie Stasi, Leawood Public Works Department
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attachment (sign in sheet)