

Minutes of the Public Works Committee Meeting
Meeting of: February 16, 2010

The Leawood Public Works Committee met on Tuesday, February 16, 2010. The meeting was held in the Main Conference Room at Leawood City Hall, 4800 Town Center Drive, Leawood, Kansas. Chair Mike Gill was unable to attend the meeting. Councilmember Julie Cain chaired the meeting in Chair Gills absence.

Members in Attendance:

Adam Abrams
John Burge
Julie Cain, Councilmember Ward 4 (Acting Chair)
Marsha Monica
Gregory Peppes, Councilmember Ward 1
Kip Strauss

Committee Members absent:

Ken Conrad
Michael DeMent
Mike Gill, Chair, Councilmember Ward 3
Jon Grams
Sherman Titens

Staff in Attendance:

Brian Anderson, Superintendent, Parks and Recreation Department
Chris Claxton, Director, Parks and Recreation Department
Joe Johnson, Director, Public Works Department
David Ley, City Engineer, Public Works Department
Julie Stasi, Administrative Services Manager, Public Works Department

Acting Chair Cain called the meeting to order at 7:37 AM.

• **Old Business-Past Minutes.**

John Burge motioned to approve the minutes of the last meeting held January 19, 2009. Marsha Monica seconded the motion to approve. All members were in favor. Motion passed.

• **New Business-Review Road Construction Projects to Consider Opportunities for Bike Friendly Mechanisms.**

Joe Johnson advised the group that at the last council meeting an assignment was made for the committee to review road construction projects to consider opportunities for bike friendly mechanisms. We talked about this a year ago as the City was in the process of making applications to be a bicycle friendly community. At that time we were looking at 143rd Street that we were designing looking at what we could do to 143rd to accommodate bicycle access. That has been pushed back to 2015 so we have a little time to talk about it. The focus that Public Works is looking at, are road projects that we are going to build sometime in the future. Right now, most of those are going to be arterial streets such as 143rd- Nall to Kenneth; Mission Road-135th to 151st Street, 151st Street-Nall to east City Limits, and Kenneth Road-143rd to South City Limits.

When we have opportunity to try to accommodate bicycles, what standards do we need to use. I did a review of what the American Association of State Highway Transportation Officials "ASHTO" requires and what other cities are doing; pretty much the standard is an additional 4-feet to the outside lane. What you would have is, on a 4-lane street a 14-foot wide outside lane. For a 2-lane street the lanes would be a minimum of 14-feet. You can mark the lane or leave it unmarked.

Discussion...The Committee discusses the assignment. Joe Johnson advised the way he looked at this, either action the Committee makes and if it is adopted by the Governing Body, the City still had to move forward with adopting a Policy that then take all of this and place it within the Policy. Otherwise it's kind of out here by itself and hopefully shortly will be incorporated within a Policy that can be followed as we move forward.

Julie Cain-We have to move forward on this. We did not even get an honorable mention or make a blip on their radar, so we need to start doing some steps or we will never get on the map for any federal funds if we do not get rolling on some of these steps. Some are just as simple as adopting a policy that says we are considering it (as the way she understands).

Chris Claxton-There is a big difference in looking at some of our streets (for example Lee and 143rd Street). Some of the things we do may be just to put a sign up advising where the "bike route" is.

Joe Johnson would not recommend designating 135th Street because the speeds are too high and the traffic volumes are too high. We have enough other streets other than 135th Street that would accommodate them.

Brian Anderson-In planning, 133rd Street pretty much parallels 135th, you could use that route.

Joe Johnson-If you tie the first piece to the City's multi modal system then whatever the standard is (say they put 135th Street) then we'll have to look at whatever the standards are for ASHTO are for 135th Street (I don't think that is going to be one). But we would tie it to this final map that shows our bicycle link. That would dictate what road we are going to do it on and what the standard would be for those roads.

FIRST MOTION:

Kip Strauss made a Motion that the Committee recommend any new future street projects in Leawood that Public Works incorporate in the City's Bicycle Policy that those roads be considered to be built using Bicycle ASHTO Standards to accommodate bike lanes.

Marsha Monica-asked if we could say "complete streets" or "Inter-modal streets"? Kip Strauss said we are talking about a complete street when we have a bike/hike trail that is being built on one side, a sidewalk on the other and a bicycle facility on the street, so that really is a complete street. We have all nodes taken care of in that area and thinks that joggers are accommodated in

that area. If they want to jog on the street they have the ability to still jog on the street if that is what the concern is.

Marsha Monica-The concern is if you widen the street, it's going to be safer for a jogger or a walker or somebody on the streets as someone opposed to Kip Strauss-Maybe what we do is we just do not sign it for bicycle only.

Joe Johnson-The recommendation you have goes with what the Bicycle Committee wants because there are no standards for a roadway built for a jogger on the street. So the standard that we go by is going to be the cyclist. The standard right here is the bicycle standard on that roadway width. However the City decides to sign it. On new construction, we have all those combinations. We will have the bike/hike trail. We will have the sidewalk and we will have the lane for cyclists. Your point is more toward what do we do on existing roadways to better accommodate. That could be as easy as replacing the sidewalk and making it six feet wide too in lieu of putting folks out on the street. This recommendation is for new construction.

Gregory Peppes seconded the motion.

All members were in favor, Motion passed unanimously.

Marsha Monica-She knows that the City is looking for all the pieces, should the Motion state that as a Committee we support a bike/hike trail?

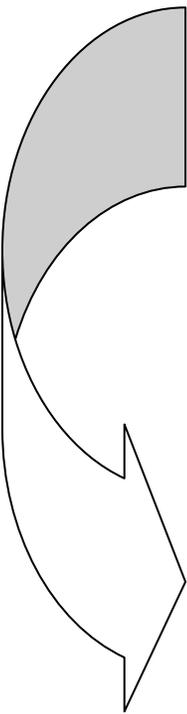
Joe Johnson-that is set by the City's Bike/Hike Trail Plan. If it's like our roadway standards, 143rd is an Arterial Street (a 4 lane street). The Governing Body has already adopted those standards 20 years ago. The Bike/Hike Trail System has already been established so if we make improvements, we are just putting the pieces in that the Governing Body has already got in place.

Chris Claxton-This may help. From the people who reviewed our application, they wrote, "The City should adopt a Complete Streets Policy" to insure any new major road reconstruction accommodates pedestrian cyclists and motorists alike." They are using the words "complete streets" meaning I think "multi". I agree with you I don't think we have to have a sign for everything and say you can run here, you can walk your dog here, whatever . . .

Joe Johnson-We do accommodate. For the most part we accommodate vehicles and we accommodate pedestrians with our sidewalk system. The piece we were looking at now is whether we need to do for our roadway system to accommodate cyclists.

Chris Claxton-And I think the biggest issue with that is that it is going to incur the most cost. If you have new construction or major renovation of a street. Like Joe said, if you are having to tear out curbs or do some other construction it is going to be the most costly and have the most impact.

SECOND MOTION:



Marsha Monica made a Motion recommending that when overlaying or reconstruction of existing City Streets, the City will consider in accordance with the City's Bicycle Master Plan improvements to accommodate a complete street policy in accordance with City Standards.

Kip Strauss seconded the motion.

NOTE: Committee struggled with the exact wording of the motion and asked to re-word motion a little clearer. Versions were said, staff advised they would listen to the recorded conversation and send out on e-mail how it looked so the group could see in print.

(All agreed with the concept) words were going to be sent to members for review.

All members were in favor with motion/motion concept and to have motion words sent out for review, Motion passed unanimously.

MODIFIED VERSION of SECOND MOTION:

When overlaying or reconstructing existing streets that are listed or shown on the City's Bicycle Master Plan, the City will consider improving the street to meet ASHTO Standards to accommodate bike lanes.

No further business.

Co-Chair Cain adjourned the meeting at 7:45 AM.

Minutes transcribed by: Julie Stasi
Leawood Public Works Department

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