

MINUTES OF THE PUBLIC WORKS COMMITTEE

August 16, 2011

7:30AM - Main Conference Room, Leawood City Hall, 4800 Town Center Drive, Leawood, KS 66211.

Committee Members in Attendance:

Adam Abrams
James Azeltine, Chair & Councilmember Ward 4
Ken Conrad
Jon Grams
Marsha Monica
Andrew Osman, Councilmember Ward 1
Jim Rawlings, Councilmember Ward 2

Committee Members absent:

John Burge
Michael DeMent
Carrie Rezac, Councilmember Ward 3

Guests:

Debra Filla, Councilmember Ward 1
Heather Entekin with service dog "Encore", 2020 W 85th Terrace, Leawood, KS 66206
Shannon Dukes, 2027 W 85th Terrace, Leawood, KS 66206
Laura Hales, 2012 W 85th Terrace, Leawood, KS 66206
Katie Kolb, 2015 W 85th Terrace, Leawood, KS 66206
Cheryl Naegler, 2023 W 85th Terrace, Leawood, KS 66206
Ryan Lorei, 2319 W 85th Terrace, Leawood, KS 66206

Staff:

Joe Johnson, P.E., Director of Public Works
David Ley, P.E., City Engineer
Julie Stasi, Admin. Services Manager

- Chair Azeltine called the meeting to order at 7:30AM.
- Jon Grams motioned to accept the Minutes from the previous meeting of June 21, 2011. Jim Rawlings seconded the motion to accept. All present members were in favor. Motion passed unanimously.
- The topic of the assignment was to review a Traffic Calming Request for 85th Terrace between State Line Road and Lee Boulevard.

Joe Johnson advised that Staff had met with Resident Ryan Lorei several months ago. The residents had called in and talked with staff about a traffic calming measure for 85th Terrace. Based on the Traffic Calming Policy, they did have 75% of the properties along 85th Terrace between Lee and State Line sign a

Petition; requesting the City look at traffic calming.

Once the Petition was received, the City Engineer went through the Policy to score the street (information included in the committee packet). Staff looked at residential and collector streets and in looking at 85th Terrace as either a collector or a residential street status, it met the minimum of 30 points required. The next step based on the Policy is to have the issue come to the Public Works Committee for review and discussion and then a recommendation to either move forward or do nothing.

We have visited this concern some years ago, back in 2003, and at that time we looked at putting in Speed Tables. As part of the write up, there are several different types of traffic calming measures that are identified in the City's Policy. Several different traffic calming measures were identified in the packet. Deb Filla asked about the minimum 30 points required.

David Ley advised 30 points minimum and it is based upon: 85th percentile speed; whether or not there are any sidewalks, the amount of residential units per mile..

Deb Filla-So the five criteria are: density, sidewalks, speed, volume of traffic and accidents.

David Ley-There are a few others as well. School crossing or if there is a Pedestrian generator along the street.

Joe Johnson said that all is identified in the City's Traffic Calming Policy. Staff looked at doing two measures for this area. Speed Tables-This is a measure that can be placed in the street that doesn't have a major impact to the properties where they are located at. They do not narrow up the street and they do not limit home owners from parking. They are fairly easy to construct and for all practical purposes they do what they are supposed to do. Joe showed a map of the locations staff proposed. Generally the speed tables are spaced about 300 feet apart and we will want to keep them away from the middle of an intersection and we try to avoid driveways. We tried to put them as close to the property line as possible so that a resident could have the full view of their property. Speed Tables are generally about 30 feet in width with a slight angle for about 10 feet to a height of about 4 inches. You have about a 10 foot wide table that's at 4 inches in height and then it slopes back down. It tapers off at the gutters so that it doesn't restrict the flow of water down the curb. Generally these are the least expensive calming measures to install.

This is what was proposed last time. Staff looked at that same proposal this time . This estimation is around \$50,000 to have a traffic engineer come in and review everything and design these and locate at the proper areas.

Marsha Monica-asked about signage and how many signs are installed.

Joe Johnson advised there would be a sign at each table to indicate that a table is approaching.

We are looking at doing these in concrete in a stamped color in to offset the color from the pavement so as you are driving you notice a change in the street. At 25mph you will not notice it really; but at 50mph you will notice it. We do not currently have any speed tables in Leawood. This location would be the first.

Andrew Osman-asked if these would be like the ones seen in Prairie Village. Would these be exactly like their construction or how would they differ? Also, what is the speed limit threshold to driving over these?

Joe Johnson-Without seeing them...if they are about 15 to 20 feet in width, then yes, very similar. They are about 4 inches in height so there is a nice 8 to 9 foot taper. Most cars if you are driving 25 to 30mph going over it is not a discomfort. But if you are going faster and have things in the back of a truck, you will knock some things over in the truck; it will rock. This is not a speed bump that you see a lot of in

commercial parking lots. Bumps will jolt you. Bumps are good in a parking lot for about 5mph. But they are not good for public streets. And they are not good for Emergency Vehicles; as you have to almost come to a complete stop for speed bumps.

Jon Grams-Who pays for this?

Joe Johnson-If the City moves forward a Benefit District is created and in this case; that cost is assessed back to the 29 property owners evenly. That is the way the policy is written. Usually over a 10 to 15 year period. If it is decided to do this the next step is to create a Petition for a Benefit District based on State Statutes; at least 51% of the property owners have to sign that Petition for it to move forward. His guess is the City Council would probably want close to 75% of the owners to sign; instead of forcing a District. The Council has the ability to do other things but that is how it is stated in the Traffic Calming Policy.

Deb Filla-So in looking at the math real quick. That could be \$50,000 divided by 30 people: That is \$1700 divided by 10 years is \$170 a year. Just as an order of magnitude it is not anything that would break the bank.

Joe Johnson-Advised the other option we looked at in trying to address cut-through traffic or volume of traffic. What David looked at was to reduce the width of the street from 28' wide (back of curb to back of curb) and bring in the curbs on the north side (not the south side because there are storm sewers there). And then after bringing in the curbs on the north side, put in a 5' wide sidewalk on the north side. Which the sidewalk would be about 15" further north from the existing curb today.

Joe Johnson-We would narrow the street up, and you would still have on-street parking on both sides. A lot of times they say narrowing the street up has a tendency for people to slow down because it looks real narrow. And the other thing that helps is when folks are parking on the street, if you look at some of the other traffic calming options "Chicane" for instance; which you bump the curb out and parking the car on the street does the same thing. Cars have to weave in and out. We didn't want to go 21' of pavement much narrower than that because if there are 2 cars parked on both sides of the street it gets to the point where you cannot get down the middle of the street.

The other thing we looked at doing is at State Line to control the access. Instead of making a full access onto the street. Making a right-in, right-out. So if you are southbound on State Line, then you can make a right turn into to drive on 85th Terrace. And if you are eastbound on 85th Terrace, you can make a right turn out to go south on State Line Road. There would not be thru-traffic. There would still be a signalized intersection. But the only way to go down 85th Terrace is if you are south bound turning right off of State Line.

Deb Filla asked about the streets south of 85th Terrace. Both are a left turn in.

Joe Johnson-one has full access and one is a right-in right-out. There is also a median at the next one down. We would have to take a look at the streets of 86th and 86th Terrace. If the decision is to do something like this; we would want to see what the impact it would have on the other two streets. If it would force cars to turn off 85th Terrace and wind back through the subdivision and come out on 86th Terrace. There is no signal there so if it is rush hour traffic you would still have a hard time trying to come out onto State Line Road and turn left to go north.

Jim Rawlings-Speed is an issue and cut-through traffic. Are they both an equal concern?

Joe Johnson-Will let the residents answer; but thinks it is both- The speed and the volume of traffic that they tend to see.

Resident comments:

Ryan Lorei-Spends a lot of time outside and sees people going through there 40 to 45 mph maybe even greater than that. At times he sees people wiz by especially when they are heading west coming down hill. It is very scary.

Chair Azeltine-Have we ever put one of those speed limit devices out there? That shows peoples speed?
Joe Johnson-thought the Police Dept has been out there quite often with their radar.

Katie Kolb-Will say even if the City could bring the speed down. The volume of cars is so difficult for our children. You can't walk on the street to friend's houses. It is difficult for us to take a walk down the street so it is an issue.

Deb Filla-Commented on the "complete streets program" and thinks there is still work to be done to identify secondary corridors. But this has been a big opportunity that she sees in her mind because we do not have Park Place. We can't design from scratch. "Live where you work". "Work where you play". "Eat where you live", right? But if you were to look from across the street where there is a Chic Fillet, a Target, Red Snapper. There is a mini commerce. If you take this and it jogs over to 86th you are now over where Mission Valley School was and it ties you back into the Corinth Shopping where there are burgers and Urban Table, and Salty Iguana. .. so instead of encouraging people to walk by to use secondary forms of transportation off of 83rd. You now have a secondary artery that will encourage what I call "Local Traffic" to connect us to our retail and our eating establishments. And this spot right here is just not walk-able or bike-able with any sense of safety. The street is beautifully treed but it also creates lots of shadows. It is down-hill. And because of the downhill nature it gives a bit of a curve there and does not give good visibility. So what the residents are talking about in not feeling safe is very true because these are older homes and small yards you can see there is really no way to put a sidewalk in the yards because literally there are short front yards, full mature trees and it would just wipe out trees galore, which is the beauty. I think with the commercial pressure, that this will help the value of those homes that are off of State Line.

Joe Johnson-We were thinking the best option to do this maybe in 2014 when the City has plans to come in and Mill and Overlay, replace a lot of the curb and redo some of the storm sewer structures to our new standards. If we did elect any options for traffic calming, that would be the time that we would do it. We have about \$200,000 for us just to do the street improvements. If we do nothing at all but mill and overlay the street surface, curbs and replace storm sewer. If we move the curb and sidewalks that would add another \$100,000 to the project and then it is about \$50,000 if you redo the intersection at State Line Road. The Governing Body can discuss alternatives but it is programmed in 2014 to do major maintenance on this section of roadway.

Marsha Monica-For clarification; are you saying if you did this with the 2014 planned project would there not be a charge to home owners and be part of the City's budget?

Joe Johnson-No. That should be a discussion for the Council. But they could always look at the narrowing of the street and improvements to the intersection

Jim Rawlings-Asked about the feeling of the right-in, right-out feature. Do you think if it is constructed, what would that do to reduce traffic percentage wise? But you think that would have a positive affect?

David Ley-Did a license plate tracking in 2003 and found a significant amount of traffic coming off 83rd Street and heading along 85th Terrace and then going east. Percentage wise we would probably have to do a better job of tracking those. At the intersection we did catch some that were going across but we

were not looking too closely like the ones making a right or making a left. We would want to do a better job of license plate tracking at least during the peak hours and then take that as a percentage. Believes the peak was reduced by 100 vehicles.

Adam Abrams-How does the study you did back in 2003 compare to 2011 as far as speed and cars? David Ley-Speed went up 1-2 miles per hour. The only thing that has happened since then is Water One had some repair work out there, so they did a long stretch west bound and mill and overlaid west bound from State Line all the way down close to the bridge. He did notice during the speed studies that the west bound traffic was a couple miles an hour faster than east bound-probably because it is so smooth. It is pretty rough going east bound. The number of cars did not increase much. It did go up a little bit just a few percent.

Andrew Osman-Going back to the sidewalk issue. When we do it in 2014, hypothetically if we were to install sidewalks; snow and ice during the winter time. Who is responsible for that? Is that the City's responsibility to take care of-to clear? If there is a crack in the sidewalk or damage to the sidewalk after we put it in-whose responsibility is it to repair the sidewalk?

Joe Johnson-Under City Ordinance, the responsibility of the sidewalk is that of the property owner. To clear of snow/ice and to repair and if it fails, to maintain it. The City does come out from time to time to do things to assist, but the funding is not there to do the entire City.

Deb Filla-Deciding today is not absolutely necessary because the synergy of doing this with the mill & overlay project is in 2014 and it works to the residents advantage of a cost sharing. So think that this may be one meeting that if the residents concur and want to go forward, there are a couple of other ideas she would like to explore. Loves the right-in, right-out idea. She was also thinking about One-Way. One-Way to Sagamore and then allowing Sagamore to take people out the other direction. Also the Green Street we have been investigating and whether that has any potential to improve upon. There is storm water repair? Curb inlets, so there are cool things going on with Green Streets; where vegetation is planted that improves the street scape and allows the water coming off to be percolated through vegetation so it doesn't go straight into the creek. We do want people to recognize that one of the major pollutants to our streams and creeks is the stormwater. It goes straight off the pavement.

Chair Azeltine-Sorry, what does that have to do with traffic calming?

Deb Filla-I'd like to investigate that as a component of this plan of how you would model the street. It does create "Chicanes" and if you did one-way there would be more room to do this feature. Because we are early on, these are the kind of projects that are being promoted and maybe we could get a Grant.

Chair Azeltine-So a coordination with that and this project.

Deb Filla-Yes this would be a pilot to test out the theory of the Green Street in our City.

Chair Azeltine-Maybe that is something that if we approve this here and we move forward and there is a consensus among the residents to do that, maybe this could be re-referred back through the Stormwater Committee.

Deb Filla-Also not sure how the residents would feel about a one-way. If it was wanted, then that would completely change the area we would have for a streetscape. They need to determine what they would want. Right-in, Right-out and or what are their first, second and third options. What are the costs for each. What would the City support? Can foresee multiple meetings if we wanted to apply our greatest thought process and creativity to it.

Joe Johnson-Advised the last time we looked at this we talked to the Fire Department and they are somewhat okay with a right in right out. We would have to construct the islands such that there are not a lot of signs on the islands because the Fire Dept will run over them if they have to to get in as they respond. We did talk to them about One-Way and they did not like that idea.

Ken Conrad-asked about the City of Prairie Village Kansas and their speed tables. Wondered if they had done any study since their installation on the average speed.

Joe Johnson-Advised he had not looked at Prairie Village but had looked at Overland Park installations. Aesthetically, OP has put in traffic islands and they have left the intersections the same, but put very small features in. One was Chicanes and one was a Block out and one looked horrible. Driving down at night and unless you know it is there, you will run into it. Not sure how it "works" for either of them as far as an after study and how successful they are.

Deb Filla-Can we get a consensus of the residents that are here on what they prefer of these options?

Resident comments-

- ☞ The Street is too narrow and there are too many trees for sidewalks. Sidewalks would be wonderful.
- ☞ Would rather have the sidewalk and then consider the right-out, right-in at State Line.
- ☞ A sidewalk built on part of the current pavement would save a lot of the trees and that would be good.
- ☞ Heather Entekin-There are people who are really trying to bring in the community. The street as it is makes it dangerous. There are people walking dogs and pushing children in strollers and people walking and lots of bicyclers-more than there have ever been and we are really at risk because of the condition of the street. The speed table would probably make a difference, but it would still mean we have to walk in the street. A community can't be a community unless people can walk. A sidewalk is essential and loves the idea of doing it in part of the pavement area to avoid as many trees as possible. The trees do make the community.
- ☞ Cheryl Naegler-likes the idea of the sidewalk.

Chair Azeltine asked what homes association is this involving and are they all in the same one?

Deb Filla answered this is Leawood Homes Association.

Chair Azeltine wondered if there was a Benefit District set up, who would coordinate this from the Association.

- ☞ Ryan Lorei advised he has been the spear header so far with this issue. Mr. Lorei believes this group would be agreeable to move forward with a Benefit District to get something out there. They have sent out questions and had a large response from the home owners. Mr. Lorei definitely agrees with the sidewalk is a little torn with some of the other options. Every house that surrounds him has kids from infants to 14 year olds. Observes kids running across the street all the time and it's scary. Wants us to be pro-active instead of reactive to something terrible that has happened. Loves the solution that the Engineers came up with at State Line Road, looks like a great solution, but is torn with each one. The hill encourages speed.

- Katie Kolb-goal is for his children to be able to ride their bikes to school. They cannot do that now because of the traffic on 85th Terrace. A sidewalk would make a big difference. Along with this she also would ask about putting some sort of cross walk on the road on Lee. So when they get to the end of the sidewalk they could safely cross to the next sidewalk and continue their way to school.

Joe Johnson-Advised the sidewalk if built would have to be on the north side of 85th Terrace. When the bridge was built it was built wider on the north side to accommodate a future sidewalk.

David Ley-The land on the north side is more flat and it would be easier. Also on the south side there are storm drain structures and we would be digging into the hill.

Joe Johnson-As far as placing sidewalks behind trees, it would be difficult. The depth of the yards and even with some of the driveways, it would be a challenge. The best we could come up with would be to narrow the street and put the sidewalk in part of that area. We would still be 12 to 15 inches beyond where the current curb is at. It is easier to modify the sidewalk and shorten it around some of the trees.

Deb Filla explained to the group the Green Streets and narrated visuals displayed from a recent presentation by Kevin Perry, a Landscape Architect who has worked in Portland Oregon and now working in Kansas City on a project.

Marsha Monica- is hearing more in favor of the sidewalk and less of the speed tables.

Joe Johnson-Advised there are a lot of what ifs with this request. The City Staff are not going to be able to come up with the plan. A couple issues: one is for the residents to take a look at the options available and what they want. We are going to need to have funds up front to hire someone (a Traffic Engineer) to come in and help develop the plan and how that affects the other traffic on neighboring streets. And we will need a buy in from the City Council on the funds and what is or may be available for a project such as this.

Joe Johnson-In the past, speed tables seem to be the easiest to do to help control speed. But we understand the needs on 85th Terrace, so we looked at other items to help control volume. Dave's design was to narrow the street and come up with enough room for a sidewalk considering the trees and also to look at a right-in right out cut through to Ward Parkway (avoiding 83rd Street).

Andrew Osman-suggested we table this for a future meeting and ask the residents to go back and have a more detailed petition of what they want with options and possible costs associated. That way all the property owners can see that if we go to the next step they will be agreeing to the associated costs whatever they decide the traffic calming measure is. Here are the options. They may vary slightly, but when we do budgets, and we build something-they need to know if it's \$100,000 or \$50,000. They need to acknowledge they are aware of costs associated and these are the different options and what they prefer.

Marsha Monica-Not a formal petition time yet, but get a consensus from the residents on the options and what they are okay with.

Joe Johnson said staff was pretty close to the costs in getting a ball park figure. Whether it is with the street improvements: it is \$212,000 for the City to do their planned street improvements (with current tax dollars). It is another \$100,000 to narrow the street up and make the improvements at 85th Terrace & State Line. It's about \$100,000 to move the curbs and build the sidewalk, and \$50,000 to do the improvements to the intersection.

Chair Azeltine-then when it is referred to the Council, the council will make their recommendation on for what they are willing to do as well.

Deb Filla-Remember if the City does anything with their street project we have some time. That is slated for 2014, so we have a little bit of time to think about what to do here.

Also on the right-in, right-out feature-is there a way to create a construction barrier there as if it was under construction to see what the traffic would model? By putting cones there?

Joe Johnson-No. The problem there is the signals that are telling people to go left, right, straight.

Jim Rawlings recommended that this item be brought up at the City Council Meeting on September 6 and then referred back to the Stormwater Committee for their meeting in late September to discuss.

Joe Johnson-If the residents discussion is going to lead making the street one-way, then the residents need to make sure they include everybody else on the two side streets. That will affect how they get in and get out. They will also want to have representatives from the Fire and Police Departments to hear some of those discussions if that is an option they really want to explore. Just make sure you include others that will be impacted and invite them to be a part of the discussion.

Deb Filla and Andrew Osman-offered to assist the residents with their discussions and help formulate a letter to send to the property owners on 85th Terrace. If we could get the info back around the first of October we could see it at our October 18th meeting.

After hearing options presented from Staff, it was asked for the residents to meet again with each other to get a consensus of options that they preferred knowing costs could be involved and return information to the Committee in October; prior to the scheduled meeting of the Committee for their October 18th, 2011 meeting; where the issue would be further discussed.

- **Meeting adjourned at 8:40AM**
- Minutes Transcribed by: Julie Stasi, Leawood Public Works Department
Olympus Recording DS30002.wma