

MINUTES OF THE PUBLIC WORKS COMMITTEE

MEETING HELD OCTOBER 18, 2011

The Public Works Committee met October 18, 2011, at 7:30 AM.

Committee Members in attendance:

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

Committee Members absent:

John Burge
Michael DeMent
Ken Conrad
Carrie Rezac, Ward 3 Councilmember

Guests:

Debra Filla, Councilmember Ward 1
Kirk Ecton, 2012 W 86th Terrace, Leawood, KS 66206
Clint Thezan, 8525 High Drive, Leawood, KS 66206
Ryan Lorei, 2319 W 85th Terrace, Leawood, KS 66206
Katie Kolb, 2015 W 85th Terrace, Leawood, KS 66206
Cheryl Naegler, 2023 W 85th Terrace, Leawood, KS 66206
Phillip Crum, 2020 W 86th Terrace, Leawood, KS 66206
Shannon Dukes, 2027 W 85th Terrace, Leawood, KS 66206
Laura Hales, 2012 W 85th Terrace, Leawood, KS 66206

Staff:

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

- **Chair Azeltine called the meeting to order at 7:40AM.**
- **PAST MINUTES:**
Marsha Monica made a motion to accept the Minutes from the previous meeting of September 20, 2011. Jon Grams seconded the motion to accept. All present members were in favor. Motion passed unanimously.
- **OLD BUSINESS: CONTINUED DISCUSSION OF 85th TERRACE TRAFFIC CALMING REQUEST (between Lee Boulevard and State Line Road).**
Joe Johnson reviewed the different options staff had suggested.
Deb Filla-Reviewed the street layout on the dry erase board asking the residents where

they were seeing the traffic in the morning and during the day; drawing options of one-way scenarios and right-in or right-out ideas.

Resident Ryan Lorei (speaking for most of the residents) advised the neighborhood had not met since the last PW Committee meeting although he had sent out emails and received about twenty (20) responses. Mr. Lorei did not see a trend of what the majority would like, but did see an interest. Mr. Lorei requests assistance with a letter or somehow getting everyone to meet in an evening to hear options available.

Mr. Lorei also advised he had not had much success in his request to the Police Department for radar patrol on 85th Terrace and felt the Officer he spoke with did not feel there was an issue and/or had not been advised by anyone of higher authority of the need for a radar investigation by their department. Possibly Councilmember Azeltine and Councilmember Osman could ask the City Administrator to direct the Police Department to engage in this effort on the resident's behalf.

Another resident comment regarding benefit districts and costs to 85th Terrace Residents. If there are traffic calming improvements made, why would the residents be asked to incur the costs? For example, Lee Boulevard Residents who received a sidewalk when Lee was improved did not get asked to pay or form a district for sidewalks. 85th Terrace traffic has formed over the years to what it is today by no fault of the residents along 85th Terrace. Why couldn't this improvement or assistance to help 85th Terrace residents with the flow of traffic and sidewalks for resident's safety be made with a City Project like Lee Boulevard Improvements were made?

Jim Rawlings asked a question to Joe in looking at all the alternatives we have mentioned from nothing and no expense to the residence to \$100,000; in listening, this is the first time he has heard that maybe traffic calming street barriers may not work or have any effect. Out of all these alternatives, which one do you feel would have the greatest impact of reducing speed?

Joe Johnson-Does not think we have really seen any reduced speed. When you look at it, I think in the original study we showed the average speed was 33.5 mph. I do not know that anybody can really say that putting in a combination of traffic calming devices; whether they are all the same or you mix them up tends to do a fairly good job reducing speed. Traffic calming devices (especially cut-through traffic) seems to minimize it and makes people want to pick a different street to drive down.

James Azeltine-It sounded like in Overland Park; the traffic had been diverted by half. What was done there?

Joe Johnson-OP did a combination. They had a traffic circle and a speed table. They narrowed the street. Their streets are 28' wide back of curb to back of curb.

Andrew Osman-Advised he lives on the west side of Lee and during construction of a bridge in his neighborhood he spoke with a number of the residents. He found that if they put in a speed table or some of the other traffic calming measures (in his unscientific opinion) you see a reduction which could be up to half of the traffic flow on your street. The problem is the education. Because all the people around there are the ones that are coming back and forth and they are the ones that are accustomed to driving the speeds. He has received complaints from people driving too fast down the streets of his neighborhood. When he checked on the two drivers going fast, he found that they lived within the neighborhood and were accustomed to whipping around the corner. It was their own parents that were complaining about drivers and they had no

idea it was their own children doing it. When the bridge was out on his street and it cut off half the traffic flow, he found that many drivers found other streets to cut through and over to State Line on.

Debra Filla asked again that we see what a current traffic study would show us in where is the traffic coming from and what time of day is the most traffic. Is it east to west or west to east? Are they turning out of Sagamore or High Drive, where do we see the most issue?

David Ley We have data on directional travel, we did license plate tracking in 1984. We were at 83rd & Lee. Does not have the numbers handy but we did do that five years ago or so and also did it at 85th & State Line. Just to see how many were passing through and where they were coming from. We could do it again starting up at 85th & State Line and then 85 Terrace. He is not sure if the old info would be relative to today's traffic.

Resident comment-That street has probably always been fairly busy, there are three options within a mile and a half. There is 83rd Street, 85th Terrace and 95th Street to get to the other side of State Line. So for him personally it is a speed issue. He runs with his kids a lot with a stroller. We have on-street parking and cars go by fast. It is dangerous. He would suspect a lot of the people would feel the same. He has had altercations with teenagers before on the street, because he tends to speak up and yell when a car is going by at 45mph. It gets old. He also has inquired with the Police and Police presence would be nice. The only time he ever saw Police on the street was when they redid the water line and they were ticketing people for cutting through a closed "no-thru" traffic street.

- Committee asked staff to take another in-house traffic study of 85th Terrace.
- Committee asked staff to look for history/years past discussions of cul-de-sac requests for 85th Terrace, 86th and 86th Terrace and see what the outcome of those discussions were.
- Committee and Residents decided to meet the evening of Wednesday, November 16, 2011, at 7:00 PM; inviting residents of 85th Terrace, 86th Street, 86th Terrace and Sagamore. Meeting will be at Leawood City Hall. Mr. Lorei can coordinate information to and from Staff Member Julie Stasi for the Resident meeting.
- Staff Member Stasi is also to invite the Public Works Committee Members to the Resident Meeting.

- **NEW BUSINESS: CHANGING STREET NAME AT 117TH & TOMAHAWK CREEK PARKWAY**

Marsha Monica made the Motion to change the name "117th Street" between Roe and Tomahawk Creek Parkway to "Town Center Drive".

Jim Rawlings seconded the Motion. All members present were in favor. Motion passed unanimously.

- **NEW BUSINESS: DISCUSSION OF MEETING DAYS.**

Staff Member Stasi advised after taking a poll since the last meeting of all members, it was found many were having a hard time meeting on Tuesdays or the morning following a Council Meeting. The Committee collectively decided to change the regular day to meet from the third Tuesday to the second Wednesday of the month at 7:30AM.

- **MEETING ADJOURNED AT 8:30AM.**

Minutes transcribed by J.A. Stasi, Public Works Department