

# MINUTES OF THE PUBLIC WORKS COMMITTEE

## MEETING HELD June 13, 2012

The Public Works Committee met Wednesday, June 13, 2012, at 7:30 AM in the Main Conference Room at Leawood City Hall.

### Committee Members in attendance:

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

### Committee Members absent:

Carrie Rezac, Ward 3 Councilmember  
Ken Conrad

### Guests:

Michael Wren, 8017 Manor, Leawood, KS 66206

### Staff in Attendance:

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

### ☞ Introduction of Committee Members and staff.

The Committee welcomed new member Christopher White to the Committee.

#### 1. OLD BUSINESS:

##### Review Previous Minutes.

Jon Grams motioned to accept the Minutes from the previous meeting of May 9, 2012.

John Burge seconded the motion. All present members were in favor.

Motion passed unanimously.

#### 2. OLD BUSINESS: *(continued from May 9, 2012).*

##### Review a Neighborhood Petition requesting a Cul-de-Sac in the 8000 Block of Manor Road.

Joe Johnson and David Ley returned to the meeting with further information as requested.

To recap, Joe Johnson advised that at the last meeting staff had presented recordings from the Police Department we talked about the traffic on south bound Manor and the average speed was 16.8 mph with an 85<sup>th</sup> percentile being 23mph. Posted speed limit is 25. Loops were also placed at all three entrances/exits from the area, (Manor south of Somerset, 81<sup>st</sup> Street off Lee Boulevard, and Meadow just north of 83<sup>rd</sup> Street). Loops were out for 8 days and over those days we measured a little over 6500 vehicles going in and out. On average that is about 814 cars a day.

Explaining the traffic counts, David Ley advised most of the cut-through (taking 81<sup>st</sup>) was between 8:20 to 8:30 AM. David Ley said some of the times may seem odd, but what we looked was all the 24 hour counts for the entire week, from 7:30 to 5:30PM. We tried to pick where the peaks were happening so we could determine the highest volumes throughout several times during a day.

David Ley did advise he thought motorists were trying to bypass the signal at Somerset & Lee and

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several came back around to get to the Somerset Shops.

Andrew Osman asked about the parking situation at the Somerset & Lee Boulevard Shops.

David Ley Not the parking. We are working on an easement vacation there and a new plat is being worked on for the right-of-way. So there will become an easement and the right of way will be set to pretty close to the back of the sidewalk.

Joe Johnson-We are going to vacate the right of way so it is not right in front of their shops.

Andrew Osman asked if when the new owner purchases the shopping center, do we know are they planning on redoing the shops, the parking situation? It is two way parking.

David Ley said we have not talked to them about the parking. Thinks it is too narrow , they have some angled parking and then against the curb-against Somerset. Or against Lee they have parallel parking, he is not sure about Somerset. He thinks that area; if they were to do head-in then you would lose that parallel parking on Lee Boulevard.

Andrew Osman-He knows that if you travel down Lee, north bound, you do have to swing around because it is a one way and when you are dropping off your dog at day-care or shopping there, you have to flip all the way around.

Joe Johnson-They have not talked to us (Public Works) about it. All they have talked to us about is vacating the right-of-way; so that there is some assurance that we are not going to come in and build a street right in front of their shops.

Andrew Osman-On another note on that light. Some cities are going to a yellow flashing arrow. What benefit is that verses a straight green turning to red? Why are certain cities going to that?

David Ley-A flashing yellow is taking place of a south solid green ball. So you have a yield-that is going to a yield.

Andrew Osman-Does the green stay constant? Until it turns red, or?

Joe Johnson-Yes. Instead of going from a green arrow to a green circle to red, it goes from a green arrow to a yellow arrow, to red. So you do not get the green circle anymore.

David Ley-It is a flashing yellow just to keep-The problems with people is when they see a green light, they think they have the right of way, so that flashing yellow starts making them aware that they are supposed to yield to the oncoming traffic.

David Ley-That intersection is a protected left because of at Somerset, those people that are heading south and going west on Somerset, they have the right-of way. So that is why that is protected.

Joe Johnson. In the past there was just a yield sign there and we were having problems with accidents. So we worked with Prairie Village and put the signal in there. So motorists do get a red light and you have a protected green light when you are making a left turn off of Lee onto Somerset because people were not yielding and they were having too many accidents at that corner.

Joe Johnson advised at the last meeting, the Committee asked staff to look at a couple different things; perform a license plate tracking and review the possibility of constructing sidewalks.

Staff also looked at the sight distance concern that was brought up and the last item reviewed was if we did construct a cul-de-sac, what that would look like. Staff looked at two locations for a possible cul-de-sac; Manor and Somerset and the other at 81<sup>st</sup> Street at Lee Boulevard.

Key findings of Staffs report:

1. A total of 154 vehicles were tracked with only 17 vehicles cutting through in 2 hours and 45 minutes. Cut through traffic averaged 12% from the counts taken. Over the total time there were 11 vehicles that exited or entered Manor at Somerset or 8% of the total vehicles.
2. Staff will work with Neighborhood Services in notifying the property owner to trim/remove the landscaping to improve the sight distance.
3. Sidewalks could be constructed, but significant street improvements are required to accommodate them. (Estimates about \$350,000 for walks on all streets but the Meadow Cul-de-sac (81<sup>st</sup>, going south and then on Manor))
4. Reviewing the layout of a cul-de-sac, there is room for one, but the homes in the bulb of the cul-de-sac would now be within the building setback. This will make the homes non-conforming structures.
5. The construction of a cul-de-sac will increase traffic considerably on the other two streets. (Construction only about \$115,000; with design and inspection it would be close to \$140,000). A benefit district most likely would be the Manor Residents.
6. Construction of a cul-de-sac on Manor will create a dead end street approximately 1200 feet long. The Fire Marshal wants cul-de-sacs limited to no longer than 500-feet.
7. Constructing a cul-de-sac at either Manor or 81<sup>st</sup> Street will have a negative impact on the other streets, with Meadow being impacted the most in each scenario.

In review of all the information it is the recommendation of staff that Manor not be closed off with a cul-de-sac at Somerset.

Comments from Resident Representative Michael Wren-Mr. Wren said the residents respect the validity of the study and everyone has made some great points. It is appreciated that staff has taken the time to do the traffic studies. The issue they have is a local knowledge type issue. The problem is not so much the residents driving through the area, the concern they have and the one thing he has not heard mention this entire meeting is the safety of the children. He does not know how that is looked at. There are eighteen (18) kids on this small stretch of road and does that not really count because they could all move tomorrow? Is that looked at as a temporary situation?

Michael Wren. Even though it is a 12% cut through rate, it just takes one child to be hurt. The blind curve area the residents see motorists straighten the curve out and if there are kids in the street, it is just a matter of time. Where something is going to happen with a motorist taking the curve is going to hit a child that is in the street. Mr. Wren asked about a cul-de-sac and how does it make some of the houses non-forming? What happens then?

Joe Johnson advised that it could be done, it is just that if it was, the houses there where the cul-de-sac bulb would be created; it would change their front yard/side yard setback lines. So if we create the cul-de-sac, then the houses would encroach on the lines and that would then restrict those home owners (or future home owners of those properties) from doing improvements to

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the house that fall within those new set-back lines.

Andrew Osman-A concern would be the real-estate suicide that you would create for those two homes in the new cul-de-sac. You could still utilize the house, but when it would come onto the market and say the next person wants to add on a kitchen or bedroom. Or if they wanted to knock down the house and rebuild, it would be difficult for them to conform to all the set back regulations.

Marsha Monica-Understands that children are precious, and a life is very valuable. Not to downplay this, but we have streets all over the City of Leawood and we get neighbors coming in two or three times a year who are saying they have a ton of kids on the street. The traffic is going too fast, what can we do? Can we put speed bumps? Can we do other measures? We obviously take it seriously. We obviously want to look into it because we want to protect our residents and our children. I do not mean to downplay and I understand what you are saying. But there are one hundred other streets that have those same concerns. We hear from them too.

Michael Wren-Was hoping that we would see five other examples where we have the same situation, and he has not seen that. He would like to see that for the residents to make sure they are not just over protective parents and you have the same situations elsewhere. They are avoiding the light. It is kind of a unique situation.

Joe Johnson-Last week (himself) and Sgt. Yoder and another officer went to the Leawood South Homes Association Meeting and that is all they talked about. The three of them were there for an hour and a half talking with Leawood South Homes Association exactly about this, Kids, and in that area 85% of the folks that speed, are the residents living there. He had a gentleman who said a car flew by him and then pulled in two houses down.

James Azeltine-has a similar situation on the street he lives on. It is curved and it meets at the bottom of a hill in both directions. People come around the curve and down and pick up momentum coming down the hill. We have just resolved to keep the small children out of the street.

Christopher White-In looking at the intersection at Somerset & Lee, is there any discussion of reconfiguring that intersection or changing anything about that? This seems to be (with the light there) the item people are trying to avoid; any discussion to making that more of a conventional intersection?

David Ley-Part of the problem is there is residential on the north side of Somerset. You could make it a "T", but you would be removing our artwork then. It is also Prairie Village on one side as well.

Committee discussion lasted for about an hour. Chair Azeltine asked the Committee if they were going to decide anything, to make sure he recognizes them for the record.

In response to the petition and staffs report, Marsha Monica advised she would make a motion; and advised she was always taught to make a motion in the affirmative voice. With that being said, Member Monica moved to recommend that the Committee recommend to the Council to put in a cul-de-sac at Manor and Somerset.

Chair Azeltine advised there was a motion on the floor to create a cul-de-sac (1200 ft in length).

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Chair Azeltine advised the group that in past development, the Council has a habit of deferring to overall public safety and as it relates to fire trucks being able to get in and out of a street.

Member Monica's Motion was seconded by Member Osman.

Chair Azeltine asks for those in favor of the Motion to say *Aye*.

Member Osman: Aye, in favor.

Chair Azeltine asks for those opposed of the motion to say *Ney*.

All other remaining members in attendance responded:

(Members Abrams, Monica, Rawlings, White, Grams, Burge, Azeltine): Ney, against.

Chair Azeltine advises the Motion fails. There will be a report made to the City Council of what the Committee's findings were and their recommendation.

Chair Azeltine reminded resident Michael Wren that he can still come to the Council meeting and request to speak at that time to the Council.

☞ **Committee Member/Councilmember Andrew Osman requested to give a comment for public record.** Member Osman advised he had had a resident phone him regarding a call they had made to the Public Works Department about a missing "No Outlet/Dead End" sign. The resident said that within one day of his call, a sign was installed. Member Osman wanted to convey a thank you to the Public Works Department on their quick response to the resident's request.

☞ **CHAIR AZELTINE ADJOURNED THE MEETING AT 8:30AM.**

Minutes transcribed by Julie Stasi, Leawood Public Works Department.