

MINUTES OF THE PUBLIC WORKS COMMITTEE

MEETING HELD October 10, 2012

The Public Works Committee met Wednesday, October 10, 2012, at 7:30 AM in the Main Conference Room, Leawood City Hall.

Committee Members in attendance:

James Azeltine, Chair and Ward 4 Councilmember
Andrew Osman, Ward 1 Councilmember
Jim Rawlings, Ward 2 Councilmember
Carrie Rezac, Ward 3 Councilmember
John Burge
Ken Conrad
Jon Grams
Marsha Monica
Christopher White

Committee Members absent:

Adam Abrams

Guests:

Councilmember Debra Filla-Ward 1

Staff in Attendance:

Brian Anderson, Parks Superintendent
Chris Claxton, Parks and Recreation Director
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 7:35AM.**

Introduction of Committee Members and staff.

- **OLD BUSINESS:**

Review Previous Minutes.

Member Rezac motioned to approve Minutes from the previous meeting of June 13, 2012.

Member Grams seconded the motion to approve. All present members were in favor.

Motion passed unanimously.

- **NEW BUSINESS: COMPLETE STREET POLICY AND PRIORITIZATION OF FUNDING.**

Chair Azeltine asked Joe Johnson to speak about the assignment.

Joe Johnson explained how this topic came up back in May 2011 before the Committee and the Public Works Committee made a recommendation to move forward at that time. It then went to Parks and Recreation and Parks Staff worked for about a year with a Resolution (3592) which is a Complete Street Policy that was approved in May of 2011.

The Resolution set out guidelines as a standard that we can move forward with. In that policy, one of the items talked about was to come up with a Complete Streets Route that way as the City started rehabilitation projects with streets and new construction with streets it would have a guideline of where we were looking at different streets for the complete streets. So we can incorporate these into the CIP and Street Projects and any other development as it comes along.

For the past 7 to 8 months, staff has been working on the map. Public Works, Parks, Planning,

and Police Department with the Bike Committee have been working on designating different streets, for Complete Streets (both for either bicycle or pedestrian). We had back in June of this year a task force meeting; including members of the Sustainability Board, Public Works Committee, Stormwater Committee, Bike Committee, Planning Commission, Police Department and reviewed where staff was at that time. Probably the biggest piece that we have moved forward with was in presenting this map (distributed in the packet and shown on the screen during the meeting).

The checkered streets on the map are the routes for complete streets; which would include bicycle access and sidewalk too. The map was developed over several months.

Member Rawlings asked what the definition was for a Complete Streets vs. a Residential Street. Joe Johnson advised it is a term for all mobility access (cars, pedestrian, cyclists) really any vehicles or other modes with vehicles or pedestrians with the incorporation of mobility of any type along the specific corridor.

[Complete Street meaning: *Complete Streets term meaning one that is designated, designed, and operated to safely accommodate multiple users, which may include but is not limited to: motorists, pedestrians, bicyclists, transit riders, and people of all ages and abilities.*]

David Ley advised the policy is written so that they review each street individually. Some streets may not have sidewalks, but have signs for "Bike Routes".

Member Rezac asked if we have any "Complete Streets" now.

Joe Johnson said there are several streets that are like that. Such as 123rd, where we have sidewalks on both sides and there is a designated bike lane. 133rd is wide enough. 137th Street is wide enough. It is not signed for bicycles but you also have the bike/hike trail that runs along that street too. Right now we are working on 127th Street between Nall and Mission. When we are done with that this year, we will have sidewalks on both sides and have a designated bike lane.

Member Rezac-so really we have a minimum of streets that are designated now.

Joe Johnson-Yes. When the policy was developed, that was the one thing we needed to get started. We need to define a map like this, get it approved by the Council and then when we start doing our overlay program, we can take a look at it. For example, Lee Boulevard. Lee is designated as a major pedestrian route and a bike route. In a few years out we will do a mill and overlay on it for about 1.3 million dollars. We then went back in and added bike lanes to it (the plan) and it is up to 3.4 million dollars. We have divided it into two projects and it is in the Capital Improvement Program (CIP) that way. But that is why we identified streets, so that we can take a look at it when our Overlay Program comes up.

Member Azeltine-Lee, from where to where?

David Ley-Around 103rd Street is where we are looking at doing the bike lane. If we would do that, it would be in conjunction with CARS funding; where they would pay 50%.

Member Azeltine-And in that stretch it would triple the cost?

David Ley-The roadway needs to be two feet wider, so when you add on to the roadway you get into the driveways and some of the roadside ditches are pretty steep and so by getting into those, you have to install stormsewer underneath the ditches.

Member Azeltine-And some of those qualify for CARS Funding?

Joe Johnson-Yes.

If we get this map approved, then when we plan out our five year programs, we could show what the additional costs would be as a complete street and make sure everyone sees it that way, then we can plan our roadways to accommodate the different types of transportation. Joe Johnson-Some streets, we are not going to be able to do everything on. 119th Street; we'd spend three or four times the normal amount because we have curbs and stormsewers, driveways and we are limited with right-of-way, but those where it would work, like Lee Boulevard, 143rd & Mission Road, 143rd Street that are unimproved presently; those would be routes we could put bike routes on and we'll also have sidewalks on both sides. So we can plan for those as we develop those roads.

Marsha Monica-If you say or designate it as a Complete Street, is there an obligation to make it one? If this becomes our Master Plan, what if we don't have the budget for it. Would this create a scenario where a resident or biker comes in and says "you call it a complete street"? Are we then obligated to do them?

Joe Johnson-The City is not obligated to do that. This map is "Potential Complete Street Routes". We do not have to do anything to them. We could just sign it as a bike route. (Like 89th). There is nothing to say...you know the more we can make a sidewalk or make a sidewalk wider or make the street wider, it is easier to accommodate some of those alternate methods of transportation. We can sign a street and be good with it.

Marsha Monica-this is like a master plan then. It's not an obligation.

Joe Johnson-Correct. As the City goes in and reconstructs streets or builds new or when developments come into a specific area, then those things can be taken into consideration when improvements are done.

Member White-Is there any prioritization? Children going to school, or elderly wanting to walk? Has the City decided any prioritization on which ones we would want first?

Joe Johnson-I think one of the first things approved at the budget session. Money was set aside for 2013 to hire a consultant to come in and take a look at the Complete Streets Plan and look at different things and maybe advise on certain types of streets what to consider. Also, specific area, such as the Town Center area where we might want more access to public businesses, Park Place, 119th, and trying to incorporate those areas into a more biker/walker friendly area along with the street.

John Grams-Asked if Tomahawk Creek was on the list?

Joe Johnson-Yes and we talked about adding to either the inside or the outside of the road.

David Ley-We did look at connectivity with the Park System. There are a few places in Hallbrooke where we have a nice wide open stretch that we could sign and make it easier for people to make their way to the park. When we look at Tomahawk Creek Parkway we are trying to make a connection up to the roadway. For the trail along Tomahawk Creek Parkway to get a connection to 115, 117th or provide more connectivity to those. A lot of the routes also, we are trying to get people from residential areas out to the collectors or maybe to commercial areas off of them.

James Azeltine-You mention that we could just sign the route. Is there something we would need to connect with the Police Department for/safety wise? Are there some places where you could post signs and some where we could not?

Brian Anderson-The only thing we might ask is if a speed limit is 35mph, we may want to move it down a little bit, to 30mph if we are promoting it as a bike route.

David Ley-If it is 35 or under, then you could do a bike route. But once you get 35 or above, it is recommended you install bike lanes.

Joe Johnson-Advised that we could sign the route as a Bike Route, but if we really are trying to make it convenient and safe, you look at volume and then speed and that dictates whether we should sign it. Higher volume streets, we would want to widen it and make a dedicated bike lane. Streets like [119th, 135, 143rd, 151st (High Volume) we will want to have it wide enough for a designated bike lane]. So there is a comfort of safety when the biker is riding out there with the traffic.

Marsha Monica-We have constructed 135th. Is it wide enough to add a bike lane?

David Ley-We would not propose to put bike lanes on 135th. We would prefer the frontage streets; 133rd, 137th. At the intersections, we would stop the bike lane because the road is not wide enough.

Debra Filla-As a team, did you have some consideration for the schools and what the children's routes might be?

David Ley-Yes. We looked at Brookwood at 103rd & Wenonga. We looked at connectivity with Brookwood Elementary School with sidewalks possibly. The difficult part in some areas up north are the trees up against the back of the curb, so it is very difficult to get sidewalks in and get everyone to buy in on it.

Debra Filla-Was impressed with the street just west of State Line that we chose. As some people may be here on assignment with a corporate job and have a bike they rent. With the signs posted bike route, it could connect them to our park and greenway and it could help them see the City and they wouldn't get lost. Visitors wouldn't know that little side road would connect without a map or something and they might not go that direction at all. Between signage and maps that would be very powerful to give to some of our visitors.

Brian Anderson-Along that thought and part of our goal when we get our consultant on board. It would be great if they could work on destination signage. Specific for the bike route. For example that Overbrook Street that is kind of winding, there could be a design of a navigation on that street that could keep the biker on that street and that specific bikeway might be called a specific bikeway and then someone with a map would know for example that they are going to stay on the "Overbrook Bikeway" and it will eventually take me to the City Park and then onto the trail and move me over to Kansas City MO if I want or wherever.


Debra Filla-Like a highway for bikes.

Marsha Monica-Playing Devil's Advocate here-If I looked in a neighborhood and all of a sudden I had all these signs posted saying this is a major bikeway, the residents may not like that signage in their neighborhood. Some residents also may not appreciate all the large groups of bikers coming through their neighborhood.

Joe Johnson-I think some of the intent is that once we get far enough along and we have some connectivity on the City's Website, one would be able to go to a bike route map. So before going out, one could have an idea of what streets they need to follow. There are two trains of thought; whether we post signs and/or would definitely have a map on the City's Web Site where bikers could plan their routes based on the web site.

Ken Conrad-Is not a biker but if he goes somewhere and he pulls up a map of bike routes, so to speak, what is the expectation of a cyclist that is going to be on that bike route? Why or what is the expectation of a cyclist on a public street that would be designated a "Bike route"?

Brian Anderson-It would be telling them that this is our preferred route that you take. Keeping them off of busy streets like 119th Street; if you can take an alternate street. So they would

expect there would be some type of bike signage or “Sharrow”  (a painted symbol for a share the lane arrow) to guide them on the best safest route.

Marsha Monica-Are we committing to not putting signage in front of residential homes?

Joe Johnson-No we do not have any sort of signing plan right now.

James Azeltine-If the Council passes on this map, will that allow staff to be able to go out and put signage up anytime they want?

Joe Johnson-That is something we could always bring to the Governing Body for their final approval.

Jim Rawlings-Would that be any different than us putting up stop signs or any other kind of sign?

Brian Anderson-You only really need to sign when you come to a choice, like an intersection change. Once they are on the bike route, you wouldn't see a bike route sign every 200, 500 or whatever feet. Just where it begins or maybe for an example if you are coming down Lee Boulevard. You will need something to keep them going if they come to 103rd Street. There would probably be a sign that says Bike Route and it would guide them across 103rd going on down Lee to the Park. In our plan, the bike lane ends at 103rd and then what it is, because traffic is going down and it is a more residential area, then you wouldn't really have any bike lanes at all. You just would have a sign at 103rd and it could also be painted on the street which is an option.

We were looking at Lee and worried about extra signage. One thought was that we already have all the street light poles everywhere and you could put a sign on those poles.

Dave Ley-Yes, there are so many street lights and on the south side of I-435 that a lot of those bike routes, hopefully, we could just put the signs on the street light pole.

Carrie Rezac-At some point and I do not know when that is, do we get residents input? Or a bike group input on this plan? Maybe you have already done that.

Brian Anderson-We have had the Bike Committee already involved. But yes, when we hire a consultant to review this and make changes and their recommended developments, part of that would be to have a public meeting where the public could come and view it and make comments on it and provide feedback.

James Azeltine-In June we approved a task force that is the Sustainability Board, the Public Works and Stormwater Committees, Bike Committee, Planning Commission, Police Department who have put into this.

Joe Johnson-We are looking to have this map approved so when we start to look at our overlay program, then we will have this map and the Council will have this map so as we identify those street projects, they can see how they would tie in.

Ken Conrad-Regarding the consultant, what is the scope of that work? Will that be an RFP (request for proposal)? Who will assign that?

Joe Johnson-Yes it will probably be an RFP or RFQ (Request for qualifications). One will be to look at this map and then looking at the types of streets in order to identify parameters to follow if you are on 143rd or 151st or if you are on a residential street, these are the things you should look for in order to best designate and sign a route so we have a tool box to pick from. I think the other scope would be for them to look at specific areas and see what we can do in a specific area to make it complete and for the types of businesses that are in that area.

Ken Conrad-So the consultant could come back and significantly suggest changes to this map. Brian Anderson-They may be more of a suggestion to this map. It probably will not be too major as we have done a pretty good job with our streets. However an advantage we would get like what Joe is talking about would be to look at an area. Example we know that at Town Center it is very hard to go from a parking lot to get to the shopping. If you are on a bike or walking. Part of the consultants focus could be just to zero in on that even though it is not a public owned place, but recommendation maybe for where there are changes over there when they redo a parking lot we can advise them when they come in for those approvals. The City could then advise them what we have going and it could really help the pedestrian/bike flow.

Member Grams motioned for the Committee to accept the map that has been presented for the Potential Complete Street Routes.

Member Burge seconded the motion.

Member Conrad asked if the motion maker could emphasize the map "Potential" Complete Streets and that it be the starting point for the discussions with the future consultant. A starting point. Nothing is set in stone yet, however, this appears to be a very good starting point for the Potential Complete Streets.

Chair Azeltine, and that anything that would be approved with costs would have to go through the CIP and worked through another Council vote.

All members present were in favor of the Motion to accept the Potential Complete Street Routes map and that it be a starting point for discussions with the future consultant who will review what Staff and the different Committees have come up with and the *Potential* of the map and make recommendations.

No members opposed. Motion passed unanimously.

- **CHAIR AZELTINE ADJOURNED THE MEETING AT 8:25AM.**

Minutes transcribed by Julie Stasi, Leawood Public Works Department
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