

**MINUTES of the  
PUBLIC WORKS COMMITTEE**

Meeting held: Wednesday, February 3, 2016  
Leawood City Hall - Main Conference Room, 7:30 AM

**COMMITTEE MEMBERS PRESENT:**

Carrie Rezac, CHAIR and Councilmember Ward 3  
Andrew Osman, VICE CHAIR and Councilmember Ward 1  
James Azeltine, Councilmember Ward 4  
Jim Rawlings, Councilmember Ward 2  
Adam Abrams  
Ken Conrad  
Abbas Haideri  
Todd Alan Harris  
Marsha Monica  
Chris White

**GUESTS:**

Lou Rasmussen, Councilmember Ward 2

**STAFF PRESENT:** Joe Johnson, David Ley, Julie Stasi

Chair Rezac called the meeting to order at 7:33 AM and noted *all Committee Members were present* for today's meeting; Thank you everyone for attending. Introductions made of Committee Members, staff and guests in attendance.

**FIRST ITEM OF BUSINESS: Review/approve the previous meeting Minutes.**

James Azeltine advised there was a duplicated paragraph on the draft Minutes. Staff member Stasi noted and will remove the 2<sup>nd</sup> duplication on the bottom of page 4.

Marsha Monica- Motioned to approve the Minutes of October 7, 2015, as corrected.

Todd Harris seconded the Motion.

All members were in favor. Motion passed.

**SECOND ITEM OF BUSINESS: Review Traffic Control Device at the Intersection of 101<sup>st</sup> Street and Mohawk.**

Joe Johnson advised this came to the Council in October of last year. Councilmember Rasmussen is here to speak about the concern. Map on the screen is displayed of the intersection.

Councilmember Rasmussen-The traffic control devices in this area have become laughable to the residents. The signs are violated more than any other traffic control devices he has seen. In the early 1990's, we had a problem as a City of the kids who were driving their hot-rods down Mohawk and straight thru, south to 103<sup>rd</sup> Street. The property on the side of Mohawk and 101<sup>st</sup> did not have a corner that we now see. Years ago, the City came in and spent thousands of dollars and worked out with the property owners to rebuild the corner so there wasn't a straight shot. The other thing the City did was to install stop signs. That was about 25 years ago. If you talk to the residents there now and watch what happens, you see motorists ride right through the stops. At best, we are seeing a "Johnson County Roll", or what is known as a "Farmers Stop". The question we would like for the Committee to decide is: should we take down the stop signs? We should have taken down the signs when we re-configured the corner. But we did not. Would you install those stop signs today as a City Council? In my opinion you would not. I do not think the traffic warrants that you have them. On the other side you may say that for traffic

warrants, you count accidents. And you could say the stop signs impede accidents, but I question that. So first and second discussion would be would you do that today? That sort of intersection is all over Leawood. Multiple "T" intersections.

James Azeltine-I'm sorry Lou, where?

Joe Johnson-It's a four way stop.

Lou Rasmussen-No, it's more than a four way stop. The people coming in from Cherokee, they just pass and go right through and they have a stop sign.

[The group locates the signs on the Google Map; some are behind a bit at the corners or by trees.]

Joe Johnson-It is a four way stop, but they are spread apart.

Lou Rasmussen-There is no impediment to traffic. They blow through one way or they come back and look and then keep going. The other thing that has happened over the years because of the frustration of the property owners (and they have changed ownerships over time). Some of the signs have actually been moved to let the people get their mowers around. So as a result of that I've been assigned to come and ask should we have them anymore? My feeling is it is really depreciating appreciation for the law. In this particular area it is laughable. If you go out there and walk the area, you will see. You are in the middle of a residential area and all the motorists do is zip on through. That is not good. You should have a traffic control device that is working. If you are going to leave the signs up then enforce it. I know it is a hard decision and I know it is easy just to leave them there, but at the same time we should look and see whether it is good for our City to have people laughing at us. Thank you for listening.

Jim Rawlings-Asked Lou again about the City reworking the intersection and adding the property.

Joe Johnson-Originally the corner came in front of some trees. There was a big sweeping curve.

Lou Rasmussen-They just raced right on through there. In one area they do slow because they are coming into a classic "T" intersection, so the drivers have a tendency to slow down and move, but the other way, they just go right through.

Abbas Haideri-If anything, maybe take the ones out for east/west traffic and leave the other two that are for north/south traffic.

Lou Rasmussen-The City spent thousands of dollars to solve a problem at that intersection, but they left the stop signs up and it has become ridiculous in our opinion.

Marsha Monica-Have residents actually called you about this?

Lou Rasmussen-They've talked to me about it and laughable was yesterday. One resident that was out doing his lawn said this is ridiculous. The other resident on the other corner was talking about how they move on through. When people see that it is so ignored, it is just disrespectful.

Chair Rezac-Asked Joe to comment on his memo.

Joe Johnson-We spoke with the Police Department to review the history of accidents at this location and their experiences out there. In the last twelve years they have not had any accidents. They do get calls from the residents from time to time about people not stopping. PD will go out there and do their checks and then every once in a while will issue citations for people ignoring the stop signs. In talking with the traffic division, their opinion is that similar to what Lou said, it would hard to do traffic warrants today because you do have a stop condition. If you take the stop signs out and you see accidents, you could do a traffic warrant study and kind of go backwards to make the determination. But from the Police standpoint, their opinion is the 4-way stop does their job. They will tell you that in any neighborhood where you have stop signs or yield signs, people that generally violate them are those that live in there because they know what is coming up. They slow down enough to see the intersection is clear before

proceeding through. I think the reason they kept the 4-way stops is even though we fixed the turning movement to make it more of a "T" Intersection, the offset of the streets are so close to each other that it doesn't work well to have an uncontrolled intersection. And you might have been able to use "Yield" signs and that is debatable. We have had people come in where we have had Yield signs and they then want a Stop sign. And we say, no, a Yield sign becomes a Stop sign when a motorist is present.

Jim Rawlings-I go through this area all the time when I cut through to Mission. I sat there for probably 15 minutes and saw probably 6 cars blow through the Stop sign. They do not pay attention. They are most likely residents going fast. I think the stop signs the people are paying attention to are on 101<sup>st</sup> and are doing their job. You pretty much have to stop on Mohawk, because you have to turn right or left.

Marsha Monica-But what about the people on 101<sup>st</sup>?

Jim Rawlings-I have not had one call from anybody in my Ward about these signs.

Group asked Joe if he had heard from any of the residents.

Joe Johnson-Advised he contacted the Leawood Estates HOA to see if this was an issue or if residents may have brought up to the Homes Association and they had not had any concerns. I have not heard from any of the residents that live on the specific corners of the area.

Abbas Haideri-In review of the area, there is a hedge that kind of hides the sign on the south side of Mohawk. Maybe they are so far apart you do not know there is one on the other side. It may be a four way stop but drivers not used to the area may not be aware of that because they are spread apart.

Marsha Monica-It is not a traditional 4-way stop.

Joe Johnson-Points out the off-set of the stop and that it is not an ideal situation. Yes, when the City improved it, it did help minimize and helped from people blowing through the area. My guess is that it has always been a 4-way stop and when the City came through they maintained it.

Joe Johnson-The concern the Police Department have is if you remove the stop signs in either direction, then you do promote people to blindly drive through the little "s" curve and in their opinion you may end up with an accident. They have not had one there in about twelve years. People are aware of it and if you are not, you do stop. I think if you live there you go through there every day, you probably do a rolling stop.

Chair Rezac-It seems to me, if we are interested in making a change, we would be taking a safe situation and making it less safe.

Marsha Monica-I wonder if we pulled them, if we then would hear from residents asking why did we pull the signs? Because now cars are speeding through 101<sup>st</sup> and my kid is riding his bike and at least is was something.

David Ley-The area does get busy during school release. There are cars that park on Mohawk from 101<sup>st</sup> to 103<sup>rd</sup>, so there are quite a few kids during school time.

Chris White-Lou makes a good point. My opinion is you shouldn't have laws or signs that are generally disregarded by the public. If they are not useful and have been there for twenty years it is not necessarily a good reason to leave them there. If you have them there but they are not useful and they are inconsistent with other applications that are similar. There are "T" intersections all over town that do not have signs. The other side of the argument is valid however if that that is an inconsistent arrangement and not like any other 4-way stop.

Joe Johnson-I think the reason that because you have the offsets, if you did have them lined up, you could just put stop signs either on Mohawk or 101<sup>st</sup> and you would have a typical 4-way intersection. Because you do not have that; drivers that live in there know how to work it. Those that do not live there and do not use it much are coming up to an intersection that is not typical.

Chris White-It shouldn't be required and it is like a speed trap concept. If you are not there you kind of get blindsided by that stop sign and you don't know.

James Azeltine-There are many blind spots around this area.

Marsha Monica-regarding if people are ignoring the signs. There are places all around the City where drivers ignore the signs. In my neighborhood I know where I can roll through a sign. In your community you know when there almost is never anyone coming from a certain location. You kind of glance and then you go. I think to say everybody disregards it, I think is the people who live in there because they do know the scenario, but I think you also can find that in other neighborhoods where they disregard a stop sign because of their knowledge of the area.

Marsha Monica- Motioned the Committee recommend a re-affirmation that the four-way stops remain in place in the intersection.

Abbas Haideri-Seconded the Motion-and added that the area remain status quo; leaving the Stop Signs as is.

All members were in favor. Motion passed.

**THIRD ITEM OF BUSINESS: Review Request for Qualification Packets for Design of the next Phase of 143<sup>rd</sup> Street Improvements, Windsor to Kenneth Road**

Joe Johnson advised Staff asked eight firms to submit for the project. We received six submittals, two firms combined together. HNTB did not submit and Shafer Kline & Warren partnered with Burns & McDonnell. This project is a continuation of our 143<sup>rd</sup> Street. We are finished with the portion from Windsor to Roe and we should finish up with our last phase tying into Nall by the end of May this year. What we are doing here is our next phase Windsor to Kenneth. We will hire a consultant and get them on board and then start design this year. We had a call for projects with Federal Aid Submittals. We will submit and should know later this year if we will receive Federal Aid for the project. I am not real hopeful. It would be different if we received 80% funding, it makes it worthwhile. But with a 13 million dollar project and you get about a million and a half dollars, there are a lot of extra steps that have to be followed with KDOT and the Federal process. It gets dragged out for two to three years and there is a lot of extra work that has to be done.

Chair Rezac asked Joe if he knew why HNTB had not submitted; Joe did not know.

Packets were distributed previously to the Committee in order for them to have time to review the packets and grade them. Members handed in their grade cards and they were tallied.

Committee Member Ken Conrad-recused himself from the voting as he works with one of the firms under review. Ken Conrad did have a few questions and may make a few comments.

Ken Conrad-Regarding the Federal Funding-how much might it be? And then who finally decides and

when will we know? And who makes the decision whether the City pursues it?

Joe Johnson-The call for projects just went out. We have until the end of March to fill out the application. Then it will be August/September before we hear. Generally we will pursue it. Going for aid is a good thing. The Governing Body would be the ones to approve that.

Ken Conrad-So we are going to short list the group and go for an interview?

Joe Johnson-Correct. We will take the top 2 to 3 and then ask them to come in and make a final selection.

The Group scored the packets.

Marsha Monica-Motioned the Committee interview the top two (2) firms chosen in the selection. The top firms with the highest score were Burns & McDonnell and Affinis.

Todd Harris-Seconded the Motion. All members present (Conrad abstained) were in favor. Motion passed.

Staff and Committee thought the best time for the interviews of the two firms would be at the next scheduled meeting date of Wednesday, March 2, 2016. Staff will send a letter advising the firms top concerns they would like to have addressed in the interviews.

Chair Rezac asked for quiet so we can go over the top concerns.

Top Concerns with the Project that the Committee would like to see addressed in the interview presentations are:

- Utility Coordination
- Communications with the Public/Residents along the Project
- The Magellan Pipeline
- Traffic Control near 143<sup>rd</sup> & Kenneth Road

Staff will also send out another Poll of the Committee to make sure there is a quorum for March 2, 2016.

Chair Rezac adjourned the meeting at 8:35 AM.

Minutes transcribed by: Julie Stasi, Leawood Public Works Department

attachment: Scorecard/without names