

MINUTES OF THE PUBLIC WORKS COMMITTEE

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

COMMITTEE MEMBERS PRESENT:

Andrew Osman, CHAIR and Councilmember Ward 1
Adam Abrams
Ken Conrad
Julie Cain, Vice Chairman, Councilmember Ward 4
Abbas Haideri
Todd Harris
Marsha Monica
Jim Rawlings, Councilmember Ward 2
Chris White

ABSENT:

Chuck Sipple, Councilmember Ward 3

STAFF PRESENT:

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

GUESTS:

Matt Mooney, 2003 W. 85th Terrace, Leawood, KS 66206

Chair Osman called the meeting to order at 7:35 AM. Introductions made of Committee Members, staff and guest.

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

ACTION: Marsha Monica- Motioned to approve the Minutes of November 2, 2016.

Chris White- seconded the Motion.

All members present were in favor. Motion passed, Minutes Approved.

SECOND ITEM OF BUSINESS: Discuss 85th Terrace Traffic Concerns

Chair Osman asked Joe Johnson to give a history of the street.

Joe Johnson-Joe reviewed the two concerns raised by the resident Mooney. One, the traffic calming and two, turn arounds in driveways by motorists. The City went through about a year and a half process; initiated by the residents before coming up with the installation of the raised intersections for traffic calming. Several options had been discussed and the end result was speed tables about every 300' and raised intersections. In the end, the residents went with raised intersections at High and Sagamore.

In the last month, Public Works placed traffic counters on the street to check for current counts and to check for volume of traffic. Improvements have been observed in both speeds and volume-with a reduction in both. Staff also surveyed for turn-around traffic as the resident described.

David Ley-Advised the counts were taken at two different locations. Between the two High Drives the 85th percentile. We matched up the areas in volume and traffic counts with where we had performed them back in 2001 and 2010. The speeds went down at one location by 8 mph/85th percentile (between 25 and 27 mph). We took another count near High Drive and that speed went down and was 23 mph. So as far as speeds the percentile is about 34 mph and it did decrease.

Joe Johnson-points out on a map where the raised areas are (at the intersections).

David Ley-as Joe points out the residents were concerned with placing additional speed tables at

Sagamore and State Line because of the traffic calming policy, we do not want to increase speed and volume on opposite streets that are residential streets. So that was why we proposed not to do that between Sagamore and State Line.

David Ley-The raised intersection area is about 5 inches over 6 feet; it is pretty abrupt.

Andrew Osman-The other thing we did was add sidewalks on one side and narrowed the street.

David Ley-The street was narrowed about 4 ½ feet, so that slows people down as well.

Andrew Osman-In review of what we have today, we have reduced speeds and narrow streets, but we have some issues as it pertains to cars coming on and off the properties.

Joe Johnson-The first concern was why didn't we do raised tables all through/down the street?

We did go through that thought and it was one of the original options we suggested. It was not until later when concerns came up about the possibility of people diving off and avoiding them by coming down Sagamore and then going down 86th or 86th Terrace instead. As an option we came up with just looking at doing the raised intersections. After discussions with the residents on 85th Terrace and the other residents off High Drive and Sagamore, 86th and 86th Terrace they decided that was the option to move forward with.

We gave them raised intersections, speed tables as those were the two they centered on. The residents went back and took a vote and discussed it and came back with their choice. I think the majority (all but maybe 2 or 3) agreed they wanted us to move forward with the raised intersections. That was what the recommendation was. That is how the Petition was written and that is what the residents signed as the official Petition to create the Benefit District. This what the Governing Body approved for the creation of the Benefit District.

Abbas Haideri-Asked about the traffic coming in from State Line onto 85th Terrace and turning around.

Marsha Monica-Which house is yours Mr. Mooney?

Resident Mooney-Mr. Mooney advised his house is 2003, W 85th Terrace. With the speed tables that are down the street; almost half of the street on his end does not have any sort of calming measures. People come off of State Line that essentially race to the first one. Once they get off of one heading east, especially if they see a green light they gun it. You were talking about taking the survey and there being slower speeds; well I saw when the tubes were out on the road and they were really close to where you exit, so there almost is no time to speed back up faster than 23 mph before getting to the survey area. I stand out here every day and see people race to State Line. Speed up to the first table. Those speed tables down here in his opinion have zero effect on the speed in his portion.

Abbas Haideri-Sees two issues at hand- the first is the speed and the second is people using your drive to turn around.

Ken Conrad-Looking at the speed tables first. What are our options on the speed limit?

Resident Mooney-Our house was vacant during the meetings of the traffic calming and discussions and when decisions were being made. He would have raised more questions, but unfortunately they moved in later. It just literally has no effect on our end.

Ken Conrad-Looking at where the traffic counters were placed. One thing to do right now is –how hard is it to measure the speeds? Maybe they were not in the best location.

Marsha Monica-Towards State Line.

Resident Mooney-would say half way between Sagamore and State Line would be better, somewhere in the middle.

David Ley-The traffic cables were a couple hundred feet east of Sagamore; so that would be the second home east. They should be mid-block.

Chris White-What I'm understanding you saying is the speed table/raised intersections are working on the west end of the street project. They are successful where they are placed. They are weighted more to the west end of the project.

Resident Mooney-They are working great down there, people go slow and you really have to slow down to get over them. Once you get over that last one, you learn that you are home free and you can take off.

Ken Conrad-Not trying to make it more complicated, just want to make sure we have the right information.

David Ley-We can put more counts out there.

Joe Johnson-Yes, we can do that. Place near 2011-2012.

Abbas Haideri-For the turn-around; maybe a round-about placed at Sagamore and 85th Terrace. But not sure if that is possible or not.

David Ley-That was one of the other options we looked at doing. Creating some small round-abouts throughout 85th Terrace. The issue is they become so wide because we have to allow emergency vehicles to drive through them that you end up having to get quite a bit of right-of-way from the adjacent property owners. And then the people who live there, it will impact them their properties directly and they would not be able to park anywhere. If they had guests they would have to park further away from their property and walk to the house.

Resident Mooney was asked to explain the u-turn issue.

Resident Mooney- The biggest issue from what he can gather. Pointing at Chic-Fil-A Restaurant. There is an exit coming out of the Target Parking lot and Chic-Fil-A Restaurant. You can only make a right turn onto State Line. So if a motorist needs to go south on State Line, your only option is to take a right turn and then State Line is too narrow to make a U turn at the stop light, so what they do most of the time is turn onto 85th Terrace and use his driveway (because the others are too close to the intersection are blocked with backed up traffic). Mr. Mooney's driveway is predominately the one that gets used. Mr. Mooney said he has counted on an evening or busy weekend, he will have 30 or more cars turn around in his driveway (on a Saturday). He has a 2 year old and a 4 year old and he does not let them go out in the front of his house. The drivers are probably frustrated that they have to go through this whole issue, so they pull into his driveway with speed. Back out with speed and it is just...

Marsha Monica-There's no way to put like a U turn sign at the intersection of State Line & 85th Terrace?

David Ley-They are okay to do, but it is too narrow.

Resident Mooney-It would be one thing if it was just a few cars, but on a weekday 15, to 20 maybe 30. On a weekend 30 or more cars that turn around in my driveway.

Abbas Haideri-What if there was a sign that just said Please do not turn in peoples driveways or something.

Resident Mooney-I'm sure I'm not the only one. I've seen them use neighbors driveways too depending on the traffic that is on our street.

David Ley-Advised staff also did license plate tracking when they were observing. We were there during a lunch time. We had people on 85th Terrace, people on State Line and then I was driving around Ward Parkway parking lot. We were tracking who was going down 85th Terrace and who was making the U turns in the driveways. We had two vehicles in an hour and a half over lunch that exited Chic-Fil-A that ended up doing a U turn in one of the driveways on 85th Terrace.

Resident Mooney-Two of the days from his notes were between 2 and 2:30 PM. Which is probably the slowest time of the day for traffic. And then one day was a Wednesday during lunch time.

David Ley-Right. The other two days that we took those counts, (when you first called us) they were during construction. So we were trying to see if possibly before construction and after construction if that was the cause. We had cones out there and narrowed lanes. State Line was down to one lane each direction where if you could make a U turn before, you could not have been able to during our recent road construction. We wanted to know if our construction had any impact. During the non-peak hour from 2 to 3:30 there were six vehicles that did U turns and then when we did the counts three months later it actually went down from 6 to 2 and we did it over the lunch time on two counts.

Chris White-What mechanisms do we have to prevent that?

Resident Mooney-Ultimately, the best in his opinion for that street, that neighborhood, property value on that street, would be either make that a no left turn or completely close it off to State Line.

Jim Rawlings-Not going to happen.

Joe Johnson-That option was discussed when we did the traffic calming review. The residents did not want that cut off. We looked at the U turn area, but we would have to kick the curb over fourteen feet (14') as there is stormsewer, street light, just not enough room. The whole intersection has to be reconfigured. We have a similar situation out south by Crate & Barrell.

In this case, we used the Traffic Calming Policy. The policy is clear on what steps need to happen. It is generated by the residents along the street. We went through that process and created the Benefit District and the work is done and the assessment is being collected. There is no way we can go back in and redo the assessment.

Group openly voiced various thoughts on viable solutions: signage, U-turn movements, traffic restrictions, State Line and signal set ups, right-of-way areas available for traffic circle, sidewalks, street narrowing, speed tables and other traffic calming options. Also considered were pushing motorists to nearby streets of 86th and 86th Terrace and the outcome of additional calming measures.

Julie Cain-What are our options? Thirty turn-arounds in a driveway is a lot.

Is there some reason why we couldn't try putting a sign up? Looking at options with a sign?

Joe Johnson-In regards to the first issue when we did the traffic calming. The City does not go back in and then re do it. My guess is you would have to look at the Traffic Calming Policy and see if there is interest in doing something further down the street (between Sagamore and State Line Road).

There is a scoring process with the Traffic Calming Policy. Speed, Volume,.

David Ley-Speed, Volume (in this case it is now going down from what it was), sidewalks, and if there are no sidewalks you get 5 points, but if there are sidewalks, then you wouldn't get that set of points. Also considered is accident information data, and the number of homes within a mile and there is a point range that you get to.

Joe Johnson-You could take the area from Sagamore to State Line Road and get all the residents to sign a petition. If that happens, then that is forwarded to Public Works and we then go through the analysis to score it. If it makes 30 points or higher then it is eligible to come back to the Public Works Committee. If it does not score 30 points, then it does not go anywhere.

Chair Osman-This originally came to us years ago. Walk us through because many members were not here at that time. What was the scoring on this street?

Joe Johnson-It was high enough to quality to take the next step. They had enough signatures, it met the point criteria and then it came to us and then we had meetings for about a year and a half to finalize what they wanted to do before doing the official petition.

Ken Conrad-Speed issue is a question of whether or not there needed to be other speed tables or bumps in because the effectiveness of the intersection tables was such that this didn't completely solve the problem. So I don't think you'd have to go through the whole process again would you? That is why I suggested that we measure the speeds to see what the speeds are in the middle.

Joe Johnson-And we can do that.

Ken Conrad-And we could come back then with the speed issue.

Todd Harris-I would agree with what Ken is saying. I think that the original scoring is irrelevant if the solution isn't fully effective. I'm sure there is a process for what the conditions today are going forward.

Joe Johnson-You got to remember.

Chris White-There isn't a method for amending right now, correct?

Joe Johnson-No there is not we are done. You got to remember when we looked at this this was a joint decision by the residents. Because you have a long stretch there is not a mechanism in the Policy for going back in, remove the improvements and put another one in and then re-do the assessment.

Chris White-There could be a process added to the policy that says when it is completed you go back and ask the residents and verify. Because they are paying for that work right? There is an assessment that was done. I think his point is, well, the guys at the west end of the street have benefited greatly and the people at the east end have not benefited equally.

Joe Johnson-And that was part of that discussion.

David Ley-They were part of the petition.

Resident Mooney-I didn't get a voice in that unfortunately and wish I would have been able to.

David Ley-We assume that if there is nobody living there, that is a "NO" vote.

Julie Cain-Skipping around a bit. In googling "driveway turn signs" there are some very nice things that say Private Driveway, no turn around. Is there any reason why this gentleman couldn't buy that sign and put it up on his light pole or whatever?

Staff Member Stasi-Planning would probably require a sign permit.

Resident Mooney-Appreciates the thought but is not going to put a sign in his yard.

Julie Cain-Again, just trying to see what your options are.

Resident Mooney-I appreciate that.

Julie Cain-How close could you put a speed table?

Joe Johnson-When we looked at it we were going to space them about 300 feet apart.

David Ley-The concern is mid-block speeds. Now you put one near the intersection. Well at the intersection you would not have the high speeds because people (well some are speeding up) but you have others slowing down and other people coming across to make a turn off State Line and that is probably 10 to 15 mph.

Chris White-And these affect drainage patterns too.

Joe Johnson-We have another area out south that wanted to look at speed tables; along 132nd Street. The problem is they are in your front yard. We would try to slide it so it is not in the driveway. It causes problem with parking in front of the homes. The residents in this location decided to forget it and they will live with the street the way it is and not inconvenience those that have to front 132nd Street. That was another reason I think the residents voted for a raised intersection was because it did impact the properties where the speed tables were going to be at.

The west end of 85th Terrace (Sagamore and High to Lee Blvd.) appears to be benefiting from the installed traffic calming. Committee members and resident Mooney wanted staff to look at the east portion of 85th Terrace as it runs between Sagamore and State Line further; looking at speed and volume.

The Committee suggested that resident Mooney speak with his neighbors to see if there is a consensus of other neighbors; possibly there would be additional support for something else to the solution or possibly others are not. The committee also suggested talking with the mall development to see if (Chic-Fil-A) might be willing to add additional signing on how to exit their parking lot/directing south bound State Line traffic.

ACTION: Ken Conrad-Motioned to recommend that the Public Works Department install traffic counters to collect more traffic data on 85th Terrace between State Line Road and Sagamore and report back to the Committee.

Marsha Monica – seconded the recommendation.

All members present were in favor of the recommendation for Staff to obtain more traffic data. Motion passed.

Chair Osman: Adjourned the meeting at 8:51 a.m.

Summary report by: Julie Stasi, Administrative Services Manager
Leawood Public Works Department