

MINUTES OF THE PUBLIC WORKS COMMITTEE

Meeting held: Wednesday, January 11, 2017
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
Todd Harris
Marsha Monica
Jim Rawlings, Councilmember Ward 2
Chuck Sipple, Councilmember Ward 3
Chris White

ABSENT:

Abbas Haideri

STAFF PRESENT:

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

GUESTS: (by order of sign in sheet)

Leann Gillespie, 3015 W 89th Terrace, Leawood, KS 66206
Emily Claxton, 9211 Cherokee Lane, Leawood, KS 66206
Laura Jaworski, 3012 W 90th Terrace, Leawood, KS 66206
Lisa Meyers, 3305 W 91st Street, Leawood, KS 66206

Chair Osman called the meeting to order at 7:31 AM. Introductions made of Committee Members, staff and guests.

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

ACTION: Chris White- Motioned to approve the Minutes of December 7, 2016.

Ken Conrad- seconded the Motion.

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

SECOND ITEM OF BUSINESS: Old Business-UPDATES on past assignments

Mission Road Sidewalk 119 to 123 and 123 to 124th Streets: Chair Osman advised at last week's City Council meeting, we took up discussion about sidewalks and our discussions here in the Public Works Department. We had a resident approach us last summer up and down Mission Road from 119th to 123rd. From 119th to 123rd, the Council did not approve or recommend sidewalks on that area. We had a number of residents (close to fifteen (15) speak against it). However the Council did recommend and approve sidewalks from 123rd to 124th Streets; which actually cuts into the walking trail/goes to the stop light area. I think that was a good compromise between all parties and I think the residents were happy-most of them were happy. I believe that staff and it met a combination of what the spirit and intended to be/what the plans were for the overall master plan about walkability. So in 2018, when we do the street improvements along Mission Road we will have a small extra portion of sidewalk from 123rd to 124th Street on Mission.

85th Terrace, State Line Road to High Drive: Joe Johnson-After our last meeting when we talked about 85th Terrace and the discussion of where we did the traffic counts. We redid the counts and we moved it further east towards State Line Road.

David Ley -Advised we had the Police Department do the counts. They had their stealth radar out for 10 days and took a traffic speeds between Sagamore and State Line capturing west bound traffic. (Staff shows a table of the counts.) For the most part everybody was less than 31 mph. About 80 vehicles out

of 5300 were going higher than 31 mph. The high speed was 40. It is doing what it supposed to be doing the high speed was 40. It is doing what it supposed to be doing when you look at the statistics. David Ley-Looking at traffic calming. You start gaining points when they are going over 30 mph. When it is 5 miles over the posted speed limit.

Ken Conrad-Asked about measuring *east bound traffic*. That is what the concern was for. The people going east bound speeding up, trying to make the light. We just want to be prepared for the question of east bound traffic.

Joe Johnson-We have had a reduction in speed since we added the speed tables.

THIRD ITEM OF BUSINESS: New Business to discuss concerns about Mission Road Sidewalk near Cure-of-Ars Church/School at 9401 Mission Road.

Chair Osman asked Joe Johnson to give a synopsis of the area.

Joe Johnson explained that we have sidewalks along Mission Road. The section of sidewalk that carries traffic to Cure-of-Ars School lies up against the curb of Mission Road. A little history when the area was developed, the lots and plats along the east side of Mission Road were platted with 30 feet of right-of-way (back in the 1940's.) When Mission Road was built and widened to four lanes of traffic, we used all of the right-of-way. In 1990 the City constructed sidewalks along Mission Road from 83rd to 95th. With the limited right of way along the east side of Mission Road, the City had to purchase easements from each property owner to construct the sidewalks. We cannot get any more right-of-way because all the lot set backs are 30 feet and that would place the homes closer than that and make them not be in compliance with set-back rules.

Joe Johnson-Shows pictures of utility poles, fire hydrants, trees, driveways, monument markers, slope and utilities including water lines that would have to be moved in the subject area if we were to build this today with 5 foot wide sidewalks. Prairie Village on the west side of Mission Road was able to place sidewalks when they had a road project. They have a little more room on their side. Leawood does not have the room. If Leawood were to do this we would need to go to condemnation to get more right-of-way. That process would have a court decide what the taking would be to the properties.

Chris White asked about the lane width and if there was any room to expand the sidewalk in that area.

Joe Johnson-Said that the road is four lane now, to do that you would have to take it down to a three lane road to get room for it there. You cannot narrow the street without giving up a lane.

Ken Conrad-It would be similar to Prairie Village near St. Ann's Church and School at 71st and Mission; where they changed it to three lanes. Most of the issue along Mission Road is from 92nd to 94th. The area north of 92nd, there is green space and no conflicts. We would have to do grading and a short wall in some portions. Currently we do not have any projects planned for Mission Road in this area.

Marsha Monica-To do this today, we would have to go in and do condemnation and ask for easements.

Joe Johnson-To do anything different than what is out there today, we would have to get a Sidewalk Easement. The process we would go through would be to go through condemnation. We would not get right-of-way, we would get it as an easement so it doesn't impact the lot and make it non-compliant. We would go to court and pay the property owners whatever the court tells us to pay them for the area. There would probably be about nine (9) properties.

David Ley-When you place a sidewalk you have to have at least a 4' wide sidewalk, but you cannot keep an object in the sidewalk that would be in violation of the ADA requirements.

Joe Johnson-You have to have a clear area if you create a sidewalk. Any obstruction in the sidewalk has to be moved. What is there now was made before we had the ADA requirements.

Jim Rawlings-In your estimation of this area of about three blocks with the poles, easements, trees and monuments, utility removal changes, in your estimation roughly what would this cost to do this?

Joe Johnson-half a million to a million dollars. Condemnation takes about four to five months. This would be a capital project. We would have to program it as a Capital Project into the CIP. Time wise, there is nothing planned now for any improvements. Prairie Village has plans to do an overlay where they do the road surface and we would participate in the costs. Nothing major is planned for this stretch of Mission Road.

Chair Osman -asked the guest residents in attendance for comments.

Leann Gillespie-Our main concern is safety. If there are two people walking or biking down the sidewalk together there is not enough room because of the utility pole. The sidewalk is so close to the street. There are over 700 children that attend the school but this is not just concerning student's safety but all the people using the walk. The residents would benefit from widening the sidewalk and moving it away from the street a little bit. It would not take much for a couple of kids to be pushed out into the traffic. The Prairie Village side has a little extra grass space. The safety is the main concern.

Emily Claxton-Makes her children get off their bikes. It is very much a concern that the kids could fall off their bikes and end up in the traffic. There is such little room for them to maneuver around the barriers along the walk.

Lisa Meyers-What is the plan with the self-propelled Leawood Study that identifies sidewalks throughout Leawood and specifically this stretch and that it is not ADA Compliant. To get to Ranch Mart, to get to the schools. Is there a plan or a date on when you might be making that plan?

Joe Johnson-There is not a specific date that we look at these items. Possibly the Ranch Mart area would be the first to look at, however there is no City right of way there. We were hoping the developer there would do some improvements. If they come in to update their corner, that would be the time. As we go north the self-propelled Leawood document looks at all the areas and identifies areas, but there is not a defined time line on when those items are addressed. One way we have done them is as we perform planned street projects we try to look at incorporating those improvements or recommendations into a street project. Unfortunately Mission Road for the next four or five years out the only thing planned is a mill and overlay. If the City did move forward for this area, that expense would most likely be a Capital Improvement Project and this year would be a time to look at trying to place that in a time frame for those CIP costs.

Jim Rawlings-was actually in the area during 3:15 to 3:45 on one day but seemed to experience a low pedestrian volume. Understandably that is only one day. We have the same issue at Brookwood School on 103rd but did not see the walking traffic.

Guest-The majority of the children have been trained to turn onto 93rd. To move off of Mission Road

area as soon as they possibly can. They then disperse in-between the neighborhood.

Chris White-Is it good to even have a walk there at all? If it is not safe? Just throwing it out there. The fix does not seem an easy fix. Open to any other directions to take this to a different answer. Is there another area they could be directed to?

Ken Conrad-Looking at another conversation we had on the Brookwood School, where they had a back easement to a neighborhood. Is there possibly an easement cut through between any houses along 93rd that the school could use?

David Ley-Nothing in this location.

Joe Johnson-There is at Brookwood, but nothing in this area. One of the residents used to let children walk through but have since stopped that cut through.

Julie Cain-There's no doubt about it, there is an issue here. However we have many other issues like flooding where people are losing property too that is needing funding. Could we possibly have some kind of cable system that is placed near the edge of the curb that could be placed in-between the walkers and the traffic, in the short term?

Joe Johnson-A cable system was done on 103rd Street, however that was removed and with the road improvements a concrete barrier wall was put in it's place. I do not know that it would prevent anything.

Jim Rawlings-with the issue of safety on that sidewalk, what about having two additional traffic school crossing guards in that area to help keep the children off the sidewalk area maybe for about 20 minutes a day. There is one at the crosswalk, but maybe have a couple more stand on the curb by the street to help maintain a sense of safety patrol. During the high traffic times. One besides the guard working the east/west traffic, but one for north/south pedestrians. Of course we would have to figure out who pays for the extra guards.

Andrew Osman-Pedestrian traffic would probably be greater in the better temperature time.

I feared my children walking along 83rd before that road was improved. I wouldn't let them walk there when the walk was near the street. A similar situation. When it comes to 95th & Ranchmart, I will not let my children go from 93rd to 95th. We actually take the back routes to get to that area. You just do not want to take a chance of them getting hit on Mission Road. We have a complex issue at this location of Mission Road. Our 83rd improvements had typography that we could work with. We do not have this space here. We also didn't have the utility problems that we do on Mission Road. We try to look at things 5 years out. Committees review the plans and make a recommendation. What we agreed upon in Council last week in another area was that a portion could be done but not all of it. I know we have spoken about this and the issue for a bit now. Is there something that can be done and if so what? Or is there something that can be recommended to Council on a budget or an amendment to a CIP or something for us to take to them?

Ken Conrad-Not sure what can be done. We agree there is an issue. I think maybe we look to Public Works Department to keep looking at the issue. We do not have any preliminary layouts. No sense of a budget other than we need to move the sidewalk over. Not sure what we can do right now other than look to Public Works and ask that Public Works continue to look for possible solutions.

Marsha Monica-We have a problem that at some point needs to be addressed. We could identify the costs of moving the infrastructure and put the costs in the que as soon as possible so that at some point

that is going to have to be included. So that when Mission Road comes up to be reworked, it can be included in the project. We have many projects and it needs to get on the list. I see this as one of those that needs to be included.

Chris White-You've raised a good point and rather than having one large area, maybe looking at this in blocks on how to get to 93rd Street. Maybe have Public Works take a closer look at this per block. I do not like the idea of going in and taking people to court and taking their property away. I think that can be avoided. Some of these have the distance to the house and then they would be non-compliant. At which points is it going to be simple and the least impact? That's all I'm saying. I think we can look at it as a sectional stand point and take it from there.

Andrew Osman-Would like to piggy back on that and talk about maybe a comparable solution here. When we do projects and we looked at the 119 to 124th Street on Mission Road, we wanted to see the total budget, and break it up into two sections. One section was \$300,000 and one was \$100,000. Based off of that we had a total project cost. We knew what that project cost was. We put that to a vote to recommend one, both or none and that put that to the City Council to do at some future point. My suggestion would be if we all recognize there is a problem; we do not know if that problem is \$100,000.00, or a million or ten million. So to really have Public Works look at that whole entire section and give us a break out of that and then we can make an educated and informed recommendation at that time.

Marsha Monica-We realize that at something needs to occur. It either needs to be put onto a Mission Road Project or placed on some kind of a list so if it is three years or five years from now it can happen.

Andrew Osman-Without a budget?

Marsha Monica-I agree with you. I'm fine with that.

Julie Cain-It would have to go on as an unfunded project initially but we still would have to have a dollar amount attached to it. We would need that. My question is the path behind Brookwood that has a fence on the back side; that leads the kids south from Brookwood to Wenonga Lane. Whose property is that and how did that get through? Because these ladies are saying they used to be able to cut through a back yard.

Joe Johnson-It was platted with that in mind years ago and has been there for a long time.

David Ley-The school re-did the sidewalk once, but we had a storm sewer project back in there and took an area where we removed and replaced as a joint project with the school district too.

Andrew Osman-Had heard once that the church might be placing a fence on their property, can't confirm that but if they do, that would also cut off any cut-through in the back near homes that once was available for foot traffic.

Joe Johnson-an option if you want to you could make a recommendation to the Council to look at spending \$30 to \$40,000 to look at this area between Cure-of-ARs and come up with some plans and some costs so that there is.

Marsha Monica-That would be \$30,000 to \$40,000 just for that?

Joe Johnson-I do not want to say \$10,000.00 and it comes in at \$30,000.00. There is a lot more than just designing it, because once we have a plan, we can talk to some of the property owners and see if there is somewhere...

Andrew Osman-I want to ask Lisa Meyers real quick for her comments.

Lisa Meyers Thank you, we appreciate your time. And I appreciate your suggestion of having extra safety school crossing guards. But we are looking for a long term fix. But I definitely appreciate that and I would welcome that suggestion. I want to point out some numbers real quick. Two and a half foot curbs along this stretch. And I know there are standards that the City has to abide by. We've got twelve foot (12') lanes, two and a half (2 ½) foot wide curbs. I believe there is a precedence on 103rd by State Line where they narrowed the curbs. Why do we have to have 2 ½ foot curbs? Would could take a foot away and have green space between the curb and the sidewalk. That is just a suggestion. Why couldn't we go from 12 feet to 11 feet, calm the traffic down a little bit. That is just an idea that hasn't been discussed. You mentioned narrowing the road and I appreciate that. I would like for someone in that study to take a look at curbs.

Joe Johnson-That would be one of the options that we would look at because.

Lisa Meyers-Yes and then we wouldn't have to move the water if we went out into the road a little bit. A foot or two feet.

Chair Osman-Any recommendations?

Ken Conrad-A comment (maybe looking at solving it 100% and also maybe no one is going to like) and then I'll make a recommendation. Currently there is a very acceptable sidewalk on the west side of Mission Road right? For this whole stretch?

Joe Johnson-Yes.

Ken Conrad-And we have a bad sidewalk on our side. If it comes down to dollars and condemnations and those types of things. One possible safe and maybe not desirable solution is to abandon this sidewalk and cross and use the sidewalk on the west side of Mission Road to traverse north and south. You would have to use the cross that is currently at Cure' and you very will may have to install another crosswalk farther north on Mission Road to get them back on the east side. That is a potential option to solve the danger issue and have pedestrian traffic.

However it brings it back that there also should be discussion with the bike group? Self-propelled/complete streets. In my mind a bit of this decision beyond strictly the safety is the desirability of the City to improve this accessibility and here is a situation where we want to take another step. We need to condemn property etc., etc., because there is a bigger plan. Okay?

Ken Conrad-Motions a recommendation for Public Works and the bicycle group do further study on this so that we can have more information and get a better handle on what the possibilities are to address this situation. The bicycle group has identified this as a line on a piece of paper. But I do not know that they have ever thought how to address it.

Joe Johnson-But that group is gone. Their study has come and gone in a different group.

Ken Conrad-Would sustainability cover that? I do not know.

Chris White-I would like to make a Motion that Public Works take a look at the costs for doing some modification on a segmented basis or block by block in the area of discussion.

Ken Conrad-Seconds the Motion.

All members are in favor. Motions passes.

Ken Conrad-withdrawals his earlier motion.

Joe Johnson-Public Works will hire somebody. One of the things we will look at is getting some plans and right of way area and easements so we know. When we look at it, it will end up being a Capital Project along Mission Road. We have no plans for anything now. So whatever options we identify; whether it's keeping the walk where it is or moving things around and narrowing the road. It is a project that will go to the governing body and the recommendation will end up coming from them to place it in the CIP. We do not know the costs at this point. Whatever it is.

Julie Stasi- (asks for clarification)-Is this motion going to Council as a recommendation from the Committee? Or is this recommendation at this point telling us as Public Works to come back to the Committee prior to a committee recommendation to Council?

Chair Osman-Is this a budgetary item that we can have done as an estimate?

David Ley-We have budgets for engineering work for smaller engineering services.

Joe Johnson-We will talk with some folks and see what we can get. I have millions of dollars of road projects coming up right now, so I do not have any staff time to say stop doing design on those and go do this. I do not have any current plans of this area. I have a bunch of paper easements where I need someone to take those and map those and I know what room we have to look work with. Our assumption is that we have easements from the existing right of way, but I do not have anything that looks at this whole picture.

Andrew Osman-Is it better to hire outside consultants?

Joe Johnson-Yes, that is what we will do, we'll talk to a few we have that we use. Nothing exists out there that shows where everything sits. I need someone to map what we have so that when we start looking at this thing I know what we have to work with. Our assumption is we have 5 foot easements.

Marsha Monica-So at this point it is not going to the council. Public Works will look at seeing what they can find out.

Jim Rawlings-There is nothing to recommend to the Council right now, so we can't vote on anything.

Joe Johnson-If it is something that I can afford this year in our budget then I will do it. If it is something that I cannot afford, then we'll come back with a recommendation so that I can move forward with hiring a consultant. Then that can go to the Council.

Thank you everyone.

Chair Osman: Thank you everyone. **The meeting is adjourned 8:40 a.m.**

Minutes submitted by: Julie Stasi, Administrative Services Manager
Leawood Public Works Department