

MINUTES of the PUBLIC WORKS COMMITTEE

Meeting held: Wednesday, August 2, 2017
Leawood City Hall- Main Conference Room, 7:30 AM

COMMITTEE MEMBERS PRESENT:

Andrew Osman, CHAIR and Councilmember Ward 1
Drew Alingh
Ken Conrad
Marsha Monica
Jim Rawlings, Councilmember Ward 2
Chuck Sipple, Councilmember Ward 3
Christopher White

ABSENT:

Julie Cain, Vice Chairman, Councilmember Ward 4
Abbas Haideri
Todd Harris

STAFF PRESENT:

David Ley, P.E., Interim Director of Public Works/City Engineer
Richard Coleman, Director of Community Development
Travis Torrez, Building Official
Sgt. Kirt Yoder, Police Traffic Supervisor
Julie Stasi, Public Works Administration Services Manager

GUESTS: (by order of sign in sheet)

Emily Claxton, 9211 Cherokee Lane, Leawood, KS 66206
Lisa Meyers, 3305 W. 91st Street, Leawood, KS 66206

Chair Osman called the meeting to order at 7:30 AM. Committee Members, Staff and Guests introduced themselves. Chair Osman advised due to a Staff Member needing to leave early, the Agenda would be switched around in order to present the third item listed as New Business (Review of Parking on Residential Streets) as the first item discussed after the Minute approval.

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

ACTION: Marsha Monica- Motioned to approve the Minutes of March 1, 2017.

Christopher White- seconded the Motion. All members present were in favor.
Motion passed. Minutes Approved.

SECOND ITEM OF BUSINESS (NEW BUSINESS): Review parking on Residential Streets where home construction/build projects are taking place. [Mostly WARD 1 area]. Chair Osman introduced Richard Coleman, Director of Community Development in charge of home building, construction, code enforcement and asked Mr. Coleman to enlighten us on the situation currently and the issues we have.

Richard Coleman-We have had a couple of unusual issues where we had multiple tear-down/re-builds in the neighborhood. When that happens normally when there is a single building project going on then we ask one side of the street to not have parking on it so that emergency vehicles have access to the entire neighborhood. Construction vehicles that park on both sides of the street could narrow the street enough that fire trucks have a hard time getting through. So when that happens we call the Police Department. The Police Department is notified and when they authorize it, Public Works places Temporary "No Parking" (wooden signs) along the street. When there is more than one house on the block, that sometimes creates a problem and the residents do not have a place to park; such as people visiting having a hard time finding a place to park. We were trying to look at Policy for on street parking during this construction time and Travis (our Building Official) deals with this every day. It is part necessary to have some signage. I know there are some ideas about maybe having better signage/more permanent looking signage. The Temporary No Parking signs are cardboard and stapled on a wooden stick. There is an idea that maybe it should be more substantial while the construction is going on. Some of these homes take about a year or more to build out. Most of them are pretty large homes and can be double in size of the house that came out. We want to see what input people may have on that and how we might be able to address the situation. The main thing we need to keep in mind though is that the street has to be accessible for emergency

vehicles/ambulance/fire.

Chair Osman-This actually came to me a month or two ago. I had a number of residents in Ward 1 contact me. The issue we have in Ward 1 (Unlike Ward 3 or 4-some of the newer districts), is those are master planned and known well in advance as new homes are built. Typically on a new street, the new streets are put in and we have multiple houses built at the same time and residents are not living there.

We are not seeing the tear/down and rebuild in Ward 2, 3 yet because the homes are newer. In Ward 1 we have homes that are original homes or homes at least built in the 1950's, 1960's, 1970's with a little bit larger lots and large tree lines. What's happening is there are narrower streets, people are going around the corner and sometimes we have a house under construction on one street and on the corner another house. There could be 15 cars all congregated right in the same location. People are walking and there are no sidewalks. On top of that we witnessed actually twice two emergency vehicles trying to get through because there are older residents that live in our neighborhood (in the first district). So that caused for concern plus the fact of people trying to get out of their driveway when there are multiple cars on both sides. One of the residents approached me and said that in Mission Hills and some of the other cities, they actually have permanent signs that the place in the ground especially for parties.

Now we in the City of Leawood, I do not think you could do that because we have a big area and it is more difficult to do that with the number of temporary parking signs verses permanent parking signs but maybe that is something we can look at or other alternatives for the construction vehicles. Because we know they will be there for at least 9 months out of the year and in some cases a year and a half to two years. These homes are 2,000-3,000 square feet that are being torn down and they are being replace with 6,000, 8,000, 9,000 square feet on the same lots. We approached this at City Council and gave it to Richard and Travis and the Police Department to look at and this is why they are here today to give us the synopsis for us to determine if there is a cost back, and what do we do with it. Before we have comments I would like to go to Travis.

Travis Torrez-Currently when those calls come in with concerns about traffic on the street, we have the caller contact non-emergency Police Dispatch and have it evaluated. If it is decided that signs need to be on one side of the street-I do not know if Public Works does that?

David Ley-Public Works does do that when the Police Department approves and sends a request to us for the installation.

Travis Torrez-If we get complaints after that where they are not parking on the right side of the street, again we have them contact non-emergency Police Dispatch to have an Officer either warn or ticket the offender. That is currently how we are handling it.

Chair Osman-Asking Sgt. Yoder what issues are for the Police/City? Do we have numerous calls?

Sgt. Yoder-We field numerous calls on those parking issues and we go out. There is rarely an actually legal violation for us to address. Up north it is a little bit different and there are some spots where it is tight but there is always a legal and ample room for emergency equipment to get through. Often times what the Officer will do is just go up and speak to the job foreman. They are always willing to work with us and they will move if there are "No Parking" signs there. The problem is if there are sub-contractors and you get a different crew in every two to three days as the case may be and so we will have that recurring issue coming up. That is more a conversation between the Officer and the contractor on the scene. Seldom is there an actual legal violation with those vehicles parked there.

Chair Osman-Thank you.

Opening it up with a couple questions/comments to discuss:

Chuck Sipple-Question for Officer Yoder. Have we ever had a situation where an emergency vehicle was not able to pass?

Sgt. Yoder-No.

Chuck Sipple-Basically it is the neighbors saying they can't get in their driveway and people are blocking. It is a neighborhood issue and not a public safety issue so far.

Sgt. Yoder-Right, yes.

Ken Conrad-In following the same line you had said that you have had several people or witness emergency vehicles not getting through. I think a lot of times the workers personal cars are okay. The issue becomes when they have some type of truck.

Jim Rawlings-Trucks and trailers.

Ken Conrad- It sounds like it is all going pretty well. A lot of it seems to be internal process (Public Works, Codes, and Police). I think we need to keep our streets open. If someone has an Estate Sale or Garage Sale we have signs installed in order to keep the street open. To me I think it makes sense to pursue something that keeps parking on one side of the street only.

Jim Rawlings-I've had occasion to drive around the neighborhood since the flooding and storm recently and had some calls from constituents so I've experienced many areas where you really had to squeeze through because of parking on both sides. I'm thinking more of the same line. Why not just have a nice City of Leawood sign with No parking during Monday through Friday, during construction hours? Something very simple but nice that way you put it in front on the other side of the street and maybe that will take care of most of the problem. You have to drive through there very, very slowly when they are on both sides. Make it nice. You want the residents to be able to park in front of their houses when the trucks are gone.

Chris White-The Police Department has mentioned that there was no legal issue, that was my first thought. What is the City Ordinance that applies?

Sgt. Yoder-Ten (10) feet. We have to have a ten foot lane.

Chris White-Does the City have something about parking on the street overnight?

Sgt. Yoder-You cannot leave your vehicle parked on the City Street for greater than 24 hours. There are some size restrictions that you can't have overnight parking, but generally speaking 24 hours your vehicle has to be moved.

Chris White-So as long as they are coming and going they are okay. The issue is by the time someone calls and then someone gets out there-the issue may have changed with people coming and going.

Ken Conrad-What is our normal street width?

David Ley-It is 26' from back of curb to the other back of curb on a residential street.

Ken Conrad-So there is only 8 feet per vehicle on each side that would leave us with 10 feet. You've got to be right on the curb or the grass and if you put a truck there and they are accessing out of the truck. To me this is pretty simple.

Travis Torrez-I think we are always going to have some complaints because it is an inconvenience even when and if construction parking is completely in compliance with signage and everybody is on one side of the road. There will be a half a block in a lot of cases when it is under heavy construction and there are a lot of sub-contractors there. We deal with it when we are going out on inspections. You have to watch up the road because many times it is only one way for half a block. So it is an inconvenience for all the residents in those neighborhoods for that time period. I'm not sure how you fix that. It is not a parking issue but it is an inconvenience for all the people living in the neighborhood.

Chris White-Well it is a safety issue if you are down to one lane for an extended period.

Chair Osman-Unfortunately I got a new phone. A resident had sent me a photo on my old phone, cars lined up and an emergency vehicle trying to go through it. Ten feet is ten feet and that would be sufficient, but it was literally going at 1 mile an hour probably down the street to make sure it didn't hit the trucks on both sides of the street. I think it was an ambulance.

Marsha Monica-So there were cars parked on both sides of the street, why were there No Parking on one side been put up?

Chair Osman-I think it was just sub-contractors going back.

Marsha Monica-The thought is, if there is a major construction going on like that wouldn't you tell the contractor that they need to notify the City and put up the signs on the other side of the street?

Chair Osman-If you have one house on the north side and one on the south side, that happens to be within two houses of each other, that is what is going on right now in the north part of Leawood. So contractors are parking on one side or both sides of the street. One of the questions that came up at City Council that they just wanted to throw out there is: Is there an option of putting up signs and if so, do you put it up Monday-Wednesday-Friday on one side and then Tuesday Thursday on the other side? Or do you just leave it on one side of the street permanently? And they left it to this Committee to decide what we want to do.

Ken Conrad-I think even if it is one residence under construction there should be some signage and an attempt to keep parking only on one side.

Marsha Monica-Right.

Ken Conrad-I'm ready to make a motion.

Chair Osman-Wants more comments first.

Drew Alingh-Has had some first-hand experience with this as he had a tear down directly next to his property. He has been working on some things in Leawood Estates. To make matters worse, he lives on a cul-de-sac that is already grossly oversized to begin with and it is comical when dump trucks or if a fire truck were to drive around that, it mounts the curb regularly and our curb has been completely destroyed. So as far as the no parking signs, I think having some signs would certainly be beneficial as it will set the tone for the contractors. It is not the same folks that are on sight-it changes. So as far as having a consistent message I think that would be important. It is typical for them to work on Saturdays as well, so maybe Monday thru Friday thing isn't necessarily a given, Saturday is pretty common to have work going on sites. I would completely agree with a sign on one side of the street that is consistent.

Chuck Sipple-When there is "a" house how many feet up and down the street from that house do you put the signs?

Jim Rawlings-3 miles.

(Laughter)

Chuck Sipple-Well- and that is an issue for Andrew's comment and if there is one on one side and then 200' down the street there is one on the other side; maybe there should be a rule of thumb that you have to put the signs on one side of the street only and/or within 300' of the outside or something so it gives the people a lot of buffer room to weave in and out.

Sgt. Yoder-So what the Police Department does in their part of the Temporary No Parking Sign, is just a request. And then we forward that to Public Works who actually does the install. The part of the information on the request is: Type of Event, Number of people anticipated at the event and the duration of the event. So if it is a contractor

or a build that is going to last three (3) months and then expect ten (10) vehicles along the site that would be different than an estate sale where they are expecting 500 people for two (2) days. I think they gage the placement and the amount of signs based on the size and duration of the event.

Chris White-And this may be the way you are already thinking, but is this something that we can just tie in with the construction permit process? Where it says if you are doing this type of tear down, you need to be responsible for installing permit signs during the build?

Marsha Monica-That is a good idea.

Travis Torrez-We definitely could do that. The one thing right now (correct me if I am wrong) but on a New Single Family, it is by complaint. It is not automatic that we put signs up on one side of the road. So maybe on a New Single Family Home. Maybe that should be automatic. On other types of permits with additions it could be by complaint. A new single family home especially where there is more than one it could be automatic where signs will be placed with permit parking only on one side of the street.

Chris White-If you are doing a new build where there will be a lot of contractors coming in and out or a Tear Down, whatever is going to be more than a couple months.

Richard Coleman-That is fine but I think also recognize we are probably going to get complaints from some of the neighbors who do not have any parking in front of their house anymore. They will have no parking in front of their house for a year.

Jim Rawlings-So state a time from 8 to 6.

Richard Coleman-Usually construction hours could be from 6:30AM to 9PM. Just something to consider. Maybe nobody will care.

Chris White-You could even shorten those hours because if you said you couldn't park here between 9 and 5, the contractor will not park there at 7 and then come back and move his car.

Richard Coleman-Well subs could come in at 5 o'clock to do whatever. That could be going on for a while. It's not a problem to do it but they are all hours. Then on the side that you could park on, the vehicles will be strung out much further along the block. So they will be parked in front of more people's houses and the people on the other side of the block will not have any parking. Something to think about.

Marsha Monica-Likes the idea of tying it to the construction permit.

Chair Osman-That is a good idea, but does not want to complicate things. What we are here today is to determine a policy for Public Works, however do we need to also have staff amend the Leawood Development Ordinance (LDO)? Or anything as it pertains to permitting?

Richard Coleman-It would just be part of our permitting policy I do not think we need to make any changes to the LDO at all.

Travis Torrez-I wonder on the parking if the rule is 10', and if the fire trucks are there, I wonder if that is inadequate? Seems like that distance ought to be where we know a fire truck could get through.

Marsha Monica-Sounds like there are different situations depending on what is happening at the location. I do not know that setting some "X" rule to try to take care of everything that could happen is possible. I think it is good when you have people going out and looking at the situation to see how we should do it. Very rarely I would think there would be two houses on the block. So to do a whole set of rules to take into consideration I think tying it to the construction or something is still good to go out and access the situation.

Chair Osman-Just to give you an example: In the north part of Leawood on 89th Street we had a number of homes that had been torn down at the same time by Starr, Larson, and Koenig. There is Meadow Lane, Cherokee Lane and those are all right now that are happening in which one might be 6 months into the project. One might be just starting, so there is overlap. They are not technically starting at the same time, but they are within each other.

Richard Coleman-And just for perspective we have about twenty (20) houses up there yearly that are torn down and rebuilt.

Travis Torrez-Many times it will happen in one area. You will see two or three where one will cause another one to happen. Usually when there is no parking, it is always on the same side of the street. It may be whoever is in first that determines the side. If you tie it to the permit, just be for "New Single Family". We issue 2,000 permits a year. Or just "Tear Down/Rebuilds" even if you are making it automatic that is about 25 houses a year with specific situations.

Richard Coleman-Yes. Because it would make no sense to do it for some place like Hallbrook Villas where they all are coming in at the same time. That is a whole subdivision.

Travis Torrez-We are getting ready to do our Fee Schedules for 2018, you could almost put that Fee in/with a nicer sign or charge the builder for that on those Tear-Down/Rebuilds it could be automatic. Public Works is already involved with the review of our plans anyway.

David Ley-Currently our sign fee is \$150.00 per intersection. So we would have to look at that see if we wanted to leave that for next year. If we did Temporary No Parking signs we would want to change that cost if we were getting the signs back after a year and a half.

Richard Coleman-Tear Down/Rebuilds fall under their own criteria/Code. It is different than a New Single Family. For example if you are tearing down an existing home the criteria for rebuilding the new house is different than if you just had a vacant lot and were building a new home. The rules are different. Substantially different actually.

Chuck Sipple-Question for the Police. Do you write many citations for people violating the one side no parking rule when there are signs out?

Sgt. Yoder-Parking where it is posted No Parking. Yes those citations are written. Typically during the day it is more often than not just handled by a conversation and they move their car. What we do find is we do end up writing residents who park in those Temporary No Parking areas over night (because there is no construction) and they think there is no reason why they can't park there thinking they are the only one on the street. Those folks do get quite upset it is posted "NO PARKING" and they do get ticketed.

Chuck Sipple-Where I was going with that is, should we not only cite the offender that is parked there but maybe pass on a \$10 or \$20 fine to the General Contractor that is responsible for conduct in that whole neighborhood so we get their attention?

[Several talking at same time... No, not sure you could do that.]

Richard Coleman-But it would not be their vehicle.

Chuck Sipple-But they are generally responsible...maybe have them pull up on the grass.

Staff-No, that is a violation, no parking on the grass.

Committee: Understands there is a problem but thinks Staff Departments can work together to come up with the wording. Maintaining street width is a main objective.

Ken Conrad-Seriously if you had three teardowns you could possibly have 40 some cars out there where you have to have people park off site or something. There needs to be a general that covers 75% of all the incidents. One house, park on one side and then when it grows from there you have to address each one. We have to keep our streets open.

ACTION: Ken Conrad- Motioned to recommend to Council that Staff from Police Department, Public Works and Codes Administration (Building Permits) get together and determine the best way to insure streets are maintained to proper widths during the residential construction process. If signage is needed for “Tear Down/Rebuild” Permits, have Staff decide the best verbiage for the signage and work together to make necessary requirements. Staff can work together and decide if this needs to be an actual sign requirement on the Tear Down/Rebuild Permits.

Marsha Monica-seconded the Motion adding that these applications should be determined on a case by case basis; Understanding that some may require a field visit to determine need.

All members present were in favor. Motion passed.

THIRD ITEM OF BUSINESS (OLD BUSINESS): Regarding Past Assignment discussion of resident concerns about the Sidewalk along the east side of Mission Road near Cure-of-Ars Church/School at 9401 Mission Road. With an update for engineering costs for the sidewalk.

David Ley-The City hired Affinis Engineering to survey Mission Road from 95th Street to 92nd Street. They surveyed Mission Road and the right of way and easements trying to come up with a few different options for sidewalk locations between 92nd Street and Cure-of-Ars Church/School. Really there are two (2) options where we are moving the curb in from the street and narrowing the roadway up. They looked at pushing sidewalk behind the existing power poles and any other items that were in the way such as monument signage, retaining walls.

On their first option of 92nd to Cure of Ars they narrowed the lanes (2 eleven foot lanes). Moved all the curb and then installed a 5 foot sidewalk with 3 feet behind the curb. According to the survey if we did that option we would still need a two foot sidewalk easement from all the property owners along that frontage. And then the cost estimate was \$186,306.45. [OPTION 1]. In looking at the map, where the power poles are at, they would still have the sidewalk kicking over to the curb even by moving that curb over by three feet. There would be still several areas where the sidewalk is up against the back of the curb. Once you get north of 92nd Street there is about a 2 to 3 foot space.

Chuck Sipple-How noticeable will traffic be if we narrow the street down?

David Ley-To give you an idea 119th street between State Line and Mission Road has eleven (11) foot lanes and there are four of them. And then 103rd Street the lane widths are ten (10) foot six (6) inches.

Chuck Sipple-So it won't be a pinch lane for traffic.

David Ley-At 35 mph speed limit it is not an issue to have eleven (11) foot lanes. Mission Road is on a schedule for next year's County Assistance Road System (CARS) to do a Mill & Overlay. Even if this project were not to move forward in time, we would still stripe the road with an eleven (11) foot inside lane and a thirteen (13) foot outside lane. So if we did this project in the future we wouldn't have to have to restripe Mission Road.

Chuck Sipple-How about storm sewers? Would any of them have to be moved?

David Ley-I do not believe there are any storm sewers, but if there are we would reconfigure the lid so we would not move the structure.

Jim Rawlings-Right of ways? Easements?

David Ley-We would need a two foot easement along every property. There are six (6) properties.

Chuck Sipple-Is that going to cost any money?

David Ley-It could if they do not sign the easement then there might be an option to go through condemnation to get the properties.

Chair Osman-Could you explain the process for obtaining the easement? How long it takes if we get the easement and how long it takes if we do not get the easement.

David Ley-If we were to try to get the easement, we would first have to meet with property owners and we always try to negotiate an easement up front. If we know we are going to have to pay \$6,000 to \$10,000 we would try to offer something to the resident. We do have to make an offer initially up front. So it usually takes a couple months to get the easement and we work directly with the property owners. If we go through condemnation then that goes to the Legal Department where they have to file it at the Courthouse and then there are two attorneys and an appraiser that are assigned to look at this. They go out and they value the property and the "taking". Then once that value is determined then the City cuts a check to the Courts and we receive the easement. And the property owners that we obtained that from still have the option to challenge that. But at that point we would have the easement. That is typically a six (6) month process.

Chuck Sipple-If we went through the condemnation first which is lengthy would that interfere with your Mill & Overlay schedule for next summer?

David Ley-If we started that now it would not.

Chuck Sipple-What if we started it around Christmas?

David Ley-That would interfere because that is a six month process. Hopefully by that time we would have already started on the Mission Road Project.

David Ley-[Option 2]: This option moved the curb in two feet and then constructed a five foot sidewalk up against the back of curb. That may need some temporary easements just at the driveways. Typically we do not get easements for driveways. This would all still be up against the curb and the sidewalk would go from 4 feet to 5 feet and there would not be any power pole pinch points.

Chuck Sipple-Based on our previous discussions with the ladies from Cure-of-Ars that is not going to solve the problem. I think they are looking for a couple of foot grass/buffer. So this option is not that.

David Ley-and they cost about the same. But it could be more if we do not get easements.

Ken Conrad-If we build a new sidewalk somewhere what is the standard rule?

David Ley-Five feet wide on an Arterial roadway. Currently the walks are four (4) feet. The big issue other than it being four (4) feet wide, is there are pinch points where the power poles are located. There are three (3) pinch points just south of 93rd Street. There is a pole and you cannot get the sidewalk behind the pole because of the monument. So it pinches the sidewalk down to about three feet.

Ken Conrad-Concerned about a drive approach on the map. And if residents are abandoning the approach off of Mission Road.

David Ley-We have had discussions with the property owner in possibly removing the driveway and access. They have called us but that does not mean they are going to follow through.

Ken Conrad-Concerned about driveway being so close to Mission Road.

David Ley-We require 25 feet from the corner. We would have to move that further to the east.

Chair Osman-Is the question what is our recommendation today? Option 1, 2?

David Ley-I have a note in to KCPL to see about them moving those three (3) power poles two (2) feet east so we could get a 4 to 5 foot sidewalk in there to have a more straight sidewalk even now. If they could get out there in the next couple of months and relocate those poles, we could kick out some sidewalk panels and remove those pinch points. We would replace the sidewalk, hopefully KCPL would relocate the poles at their cost.

Chair Osman-So in addition to the two options, we also have another recommendation for an [OPTION 3] which is 95th through Ranch Mart Shopping Center area to Cure-of-Ars. Speaking on behalf of Ward 1 and City Council as of today we do not have any plan for the remodel of Ranch Mart Shopping Center. That being said, we have had discussions for the past 8 to 10 years for the potential five phase remodel.

Chuck Sipple-As that plan #3 which takes us all the way down to McDonalds on the corner. There is no sidewalk on 95th Street from McDonalds down to the cemetery, is that correct?

David Ley-Just along McDonalds. Once you get east of McDonalds on 95th Street there is a sidewalk.

Chuck Sipple-So McDonalds is the only one without a sidewalk?

Marsha Monica- If some changes are made at the Ranch Mart corner then as a planned development can that ask them to do the sidewalks in the shopping center area?

David Ley-That was part of their original plan.

Marsha Monica-So then that would leave Option 1 or 2. Option 3 could be put to the side if that possibly happens with a redevelopment on its own at some point in time.

Jim Rawlings-With expenses what they are with power poles, my suggestion would be to pick Option 1 or 2 and solve the problem immediately to address our current issue. Take on the other area when that time comes. Most of the kids run through the parking lot anyway at Ranch Mart.

Chair Osman asks to hear from Lisa or Emily at this time (Residents).

Emily Claxton-Of the Options A and B [1 and 2]; we of course like the Option 1 better. Our hope is to get our kids as far away from the street (Mission Road) as possible. When they are on their bikes and walking as you know kids are unpredictable. They are not adults and they do not foresee danger. They are just on their bikes and we are worried that one of them will teeter totter or if they are walking a path, they are not single file down that little strip of sidewalk. They are so close to cars. Even though it is a school zone and they are to be going slower, most times of the day they are going at least 40 mph. Lisa and I live in that strip of area near 92nd, so we are walking that. We want to and encourage our kids to walk to school. In an ideal world the third option would be YES, there are several kids that go over to Ranch Mart after school. So at some point it would be nice to get them sort of access way into that area. Maybe a defined path somehow in that area. Our main concern is safety. We do not feel the current sidewalk is safe and all it takes is one kid to fall into the street. There are two feet in some areas and it is very tight for a biker to be that close to oncoming traffic.

Chuck Sipple-So you want the grass strip which is going to involve condemnation or easements with the neighbors, which could be a little bit of a time consuming process, but that is your preference.

Emily Claxton-That is the preference. To be as far from Mission Road as possible.

David Ley-North of 92nd Street, the sidewalks are off the back of curb. It is interesting. Once you get north of 85th Street and enter Prairie Village, Kansas, right there, the curb for northbound kicks in two feet. So Prairie Village has already moved their curb over within their section.

Chair Osman-Rarely do I actually want to voice my opinion or sway. With all due respect to everyone's opinions, I have seen at 83rd & Mission Road (my kids go down to Corinth) and around the corner next to the cemetery. And when they were younger wobbling back and forth and me as a father being so fearful. When Prairie Village and Leawood actually moved that sidewalk over during the remodel of the street about two years ago, there was a dramatic change in the number of kids that actually were there because it was a larger area. There is a better comfort level for your kids going down that street. I would be in favor of the grass strip to have that extra bumper because my kids need it today in 6th Grade and in 4th Grade. They do not know what they are doing.

Jim Rawlings-I concur. I think we should go ahead for the safety of the children, let's do the 2 foot barrier and try

to do it right the first time.

ACTION: Christopher White-Motioned to recommend to Council the approval of Option 1 or “A” as presented going from Cure-of-Ars to the north; and to have additional evaluation of extra potential costs (i.e. utility conflicts and securing easements) to tie in with street resurfacing.

Marsha Monica-seconded the motion.

All members present were in favor. Motion passed.

ACTION: Marsha Monica-Motioned to recommend to Council that with the Mill & Overlay of Mission Road in 2018, to include moving the curbs between from 92nd to 95th Street.

Ken Conrad-seconded the motion noting that is knowing the City has all the information on timing and costs that this is the best way/time to put the curbs in with the Mill and Overlay.

All members present were in favor. Motion passed.

Chair Osman: Adjourned the meeting at 8:50 A.M.

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