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MINUTES OF THE PUBLIC WORKS COMMITTEE

MEETING HELD: MAY 2, 2018

Leawood City Hall-Main Conference Room-7:30 A.M.  
4800 Town Center Drive, Leawood, KS 66211

**Committee Members Present:**

Andrew Osman, Chair, Councilmember-Ward 1  
Julie Cain, Vice Chair, Councilmember-Ward 4  
Jim Rawlings, Councilmember-Ward 2  
Chuck Sipple, Councilmember-Ward 3  
Drew Alingh  
Ken Conrad  
Abbas Haideri  
Mandi Hunter  
Marsha Monica  
Christopher White

**Committee Members Absent:**

Todd Harris

**Staff Support:**

David Ley, P.E., Director of Public Works  
Julie Stasi, Admin. Services Manager, Sr.

**GUEST:**

Elizabeth Arnold, 3303 W 127<sup>th</sup> Street, Leawood, KS 66209

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**Chair Osman called the meeting to order at 7:30 AM.**

**THE FIRST ITEM OF BUSINESS (Old Business): REVIEW AND APPROVE PREVIOUS MEETING MINUTES.**

Marsha Monica-Motioned to approve the Minutes of the Meeting April 4, 2018, as written.

Mandi Hunter-Seconded the motion to approve the Minutes. All members present were in favor. Motion passed.  
Minutes approved.

**THE SECOND ITEM OF BUSINESS (New Business): TRAFFIC WARRANT STUDY FOR POSSIBLE TRAFFIC SIGNAL AT 127<sup>TH</sup> & MISSION ROAD**

Chair Osman-Advised the City had a request for a traffic study at 127<sup>th</sup> & Mission right next to where we are planning street improvements next to the Fire Station. Chair Osman asked David to describe the project.

David Ley-The request came in for a traffic signal at 127<sup>th</sup> & Mission. The intersection is a three leg intersection with 127<sup>th</sup> Street to the west and Mission Road north and south. On the northeast corner of this intersection is Leawood's Fire Station #2. In review of a location for traffic signals, we do a Warrant Analysis which looks at the volume of traffic on the street also the speed of the traffic, accident data. We did collect traffic counts in 2012 and 2013; at that time the location did not meet the warrants. We are in the process of pulling traffic accident data now. Staff recommends at this time that we obtain a current traffic count for 2018 and also get speed counts. If the 85<sup>th</sup> percentile is over 40 mph then it reduces the volume of traffic requirements to warrant the signals. Another one of the issues is in looking at 127<sup>th</sup> at the southbound traffic you see there is limited sight distance. Usually when we design traffic for an intersection we design the sight distance for 5 mph over the posted speed limit. So this would be significantly less than what a typical intersection sight distance would have.

Julie Cain-Mentioned that there are several different sub-divisions near the intersection; Cherry Creek, Waterford. But what isn't apparent here is all the traffic that flows to Blue Valley North High School. There is just a flow in

the morning coming through and cutting across 127<sup>th</sup> over to Lamar. We also have the Fire Station traffic. I've sat here a long time because of all the people coming down and across. It is a complicated little intersection. We have looked at this many times over the years. How would the signalization go? We also have to remember there is a school south of here (Mission Trail Elementary) at 132<sup>nd</sup>. This corner can get backed up.

Marsha Monica-She is right there is a lot of traffic that comes in and out of all the subdivisions onto Mission Road. David Ley-Traffic counts begin about 11 o'clock AM at this area and it is consistent all day long. It is not heavy enough to meet the warrants but it is fairly close. 11 AM to about 7 PM. When we reconstructed Roe Avenue we had this location as a three-way stop during the traffic detour. We were using Mission as a detour route. The three-way stop was there for about a year and it actually operated pretty well. That helped create some of the breaks and the gap that you need from a side street to be able to empty out and onto the roadway. Part of the traffic study, we would hire a consultant to look at that whole intersection and also address the Fire Station traffic.

Jim Rawlings-Asked Staff to explain about warrants again.

David Ley- There are 9 different warrants determined by the Manual on Uniform Traffic Control Devices (MUTCD). It is recommended that more than one of the warrants are met prior to the installation of traffic signals. Below is a list of the warrants:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

There are charts and spreadsheets that we enter the counts into and that formulates the result. Staff can do the traffic counts fairly quick. If we do not meet the warrants, we could send the information to a traffic engineer to see what other options they would suggest.

Abbas Haideri-Would it also help to look at speeding citations at that area?

David Ley-Yes we would collect that information from the Police Department. Collecting the speed data to see if the 85<sup>th</sup> percentile is above 40 mph. And if so it does reduce the volumes required on the vehicles. Sight distance does not count for traffic signals but it does for Stop signs.

Ken Conrad-Would a 3-way Stop sign solution be a possibility?

David Ley-Yes. It would be one of the things we would look at. It would be the least expensive.

Marsha Monica-You might have people lined up forever. Mission is busy.

Julie Cain-It might make it worse. Personally I think that would make it worse and not better. But I do think people do not understand what signalization would cost. It could be a quarter of a million dollars; and we cannot put these up everywhere.

David Ley-As far as costs, advised the expense for a traffic study for the warrants would run about \$4,000.00. That is an outside consultant unless we did the traffic counts and it was at the threshold volume, then it is pretty straight forward and we could do it in-house with staff.

Ken Conrad-Asked about the traffic counts on Mission Road, would all those collectors be monitored?

David Ley-We would put counts on all the inbound lanes to the intersection. We would also set counts further

back to get speeds as they are coming over the hill to the intersection. Just 127<sup>th</sup> Street east bound. And the east bound left. Mission Road south bound at 127<sup>th</sup> and north bound. Just the traffic here. It is based just on this intersection of 127<sup>th</sup> & Mission. Speed is actually looked at the top of the hill thru lane traffic; because that is what people are trying to see, to make that left.

Chris White-Agrees there is a traffic problem at this intersection. Thinks the study will justify on what is done and where/what the situation is.

Chuck Sipple-Wonders with the improvement scheduled for Mission Road this summer, maybe we can look at improving the sight line with that improvement and reduce the crest of the hill a foot?

David Ley-We did look at that. We had an issue with the Fire Station already at a steep grade. The Fire Trucks are dragging, so we cannot lower Mission Road more. You really would need to cut the hill down back further to start the transition probably 2 to 3 feet. We do not want to create a worse issue for getting the Fire Trucks out. This years' project maintains the height of the street and the curb on the west but are steepening another slope by 2%. We will place the crown of the street at the lane line and then make a flatter scope to raise the grade up 7 inches for the emergency vehicles.

Elizabeth Arnold-is a resident near the intersection and asked to speak to the Committee. Review the intersection and wanted to clarify a couple of items. As a resident of the area, she does not mind waiting at a stop light on 127<sup>th</sup> and watching, but thinks the problem is the speed, not the rise of the roadway. It is a human behavior problem, and you are the experts on how to best engineer the environment to adapt human behavior. Not sure what to do about the motorist driving near 50 mph. The issue for her is when she is east bound on 127<sup>th</sup> and turns left (Northbound) onto Mission Road. She lives east of Mission on 127<sup>th</sup> so has to soon make a right turn once she passes the Fire Station. She is not getting up to 35 mph because she has to turn soon. When she turns left from 127<sup>th</sup> east of Mission, there are motorists right behind her who honk at her because they think she is moving too slow. The people behind her on Mission are already speeding and she has to be slower to make the right turn in ½ a block. It is a speed issue more than anything there.

Also her children ride their bikes to school, riding down Mission Road. The children have many friends in the neighborhoods on the east and west side of Mission and they would like to go to Leawood Middle School together and ride their bikes. In speaking to the other moms, they are perplexed on whether they walk their middle school children to the corner to help them cross. They do not want to be helicopter parents to their older children, but she does not feel comfortable letting the children crossing Mission Road by themselves. Ms. Arnold has also posted recently as this morning on Facebook about the situation to people who bike and walk as it is a popular area. Adults are even telling her they do not cross at 127<sup>th</sup> & Mission either because it is so dangerous. Enforcement of the speed limit is requested and if other solutions are warranted, but does not want to see the City spend unnecessarily unless warranted.

**ACTION:** Marsha Monica made a Motion to recommend to the Council for the authorization of a Traffic Study of the intersection at 127<sup>th</sup> & Mission and the neighboring collector streets.

Ken Conrad-Seconds the Motion.

Chris White-makes an amendment to the Motion to stipulate that the Traffic Study be conducted *after* the improvements are made to Mission Road north of 127<sup>th</sup> (scheduled for this summer) in order to capture the correct volumes and traffic patterns.

All present members were in favor. Motion passes.

**Chair Osman: Adjourned the meeting at 8:00 A.M.**

Minutes respectfully submitted by: Julie Stasi, Admin. Services Manager, Sr.  
Leawood Public Works Department