

**MINUTES OF THE  
PUBLIC WORKS COMMITTEE**

Meeting held: Wednesday, December 5, 2018  
Leawood City Hall- Main Conference Room, 7:30 AM

**COMMITTEE MEMBERS PRESENT:**

Andrew Osman, CHAIR and Councilmember Ward 1  
Julie Cain, Vice Chair, Councilmember Ward 4  
Drew Alingh  
Ken Conrad  
Abbas Haideri  
Todd Alan Harris  
Marsha Monica  
Jim Rawlings, Councilmember Ward 2  
Chuck Sipple, Councilmember Ward 3  
Christopher White

**ABSENT:**

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**STAFF PRESENT:**

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

**GUESTS:** (by order of sign in sheet)

Randy Kancel, 2231 W 97<sup>th</sup> Street, Leawood, KS 66206  
Andrew & Jamie Swisher, 2229 W 97<sup>th</sup> Street, Leawood, KS 66206  
Marianne James, 9631 Sagamore, Leawood, KS 66206  
Jon Blumb, 9631 Sagamore, Leawood, KS 66206

Chair Osman called the meeting to order at 7:30 AM. Meetings & Introductions of staff, members and guests.

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

**ACTION:** Marsha Monica- Motioned to approve the Minutes of the Public Works Meeting held September 5, 2018.  
Ken Conrad-Seconded the motion to approve the Minutes. All members were in favor. Motion passed.  
Minutes Approved.

**SECOND ITEM OF BUSINESS (NEW BUSINESS):** Review Traffic Calming Request-97<sup>th</sup> Street from Lee Boulevard to State Line Road.

David Ley-Public Works received a traffic calming request a few months ago for the section of 97<sup>th</sup> Street between Lee and State Line Road. The roadway is 26 feet wide and was reconstructed within the early 2000's so the roadway is 26' in width. After we did the calculations on the speed and volume the area ended up with 29.3 points. The minimum for traffic calming is 30 points to bring it forward. After discussion with the City Administrator, he felt that the scores were close enough that we should bring the request forward to this Committee for discussion. We have only had one other traffic calming petition that was brought forward to the PW Committee and that was on 85<sup>th</sup> Terrace between Lee Boulevard and State Line. That group actually came to the Committee twice; once in 2005 and then in 2011.

The process for the traffic calming has quite a few steps in it. The first step is the Traffic Calming Petition is brought by the local residents and it is not something the City pushes. The residents are to obtain 75% of the abutting property owner's signatures on a petition requesting traffic calming. Once a petition is received, we review and collect the speed volume, accident data and verify that the roadway area has 30 points (according to the criteria established). If the street scores 30 or more points or if approved by the City Administrator, the request is referred by the City Council to the Public Works Committee for review. The Public Works Committee then discusses potential options and costs with the residents to get their input. This could take several meetings. 85<sup>th</sup> Terrace had several meetings throughout their whole process. Once we get through that, Public Works Committee will make a recommendation to the City Council on what traffic calming devices are to be installed. That is only a recommendation and the City Council makes the decision to approve or not. If approved and moved forward, the next step is for the residents to

complete a Benefit District. They will need a Petition for that and 100% of the property owners abutting the street will need to sign for the Benefit District. The traffic calming devices, the cost of those, the design and construction is assessed back onto the property owners. After that Benefit District Petition is received by Public Works we will place that on a City Council Agenda for review. If approved, then the City moves forward with the design and construction of the project. We are looking at 26 properties for this Petition.

Julie Cain asked how many are “No” votes? A few were not able to be contacted; but more than half.

Chuck Sipple-asked how many traffic tickets have been given in the area and how many accidents have occurred?

David Ley-Did not know the number of tickets, but as part of the traffic calming review, there were two accidents over a three year period. We do not look at the traffic calming to solve that, the number of accidents adds points to the criteria found. The number of points is just under 30 at 29.3 points with the City Administrator saying okay to review. The 85<sup>th</sup> percentile speed (the speed limit posted is 25 mph) is 33 miles per hour. We took the speed count between High Drive and Sagamore. There is a steeper grade coming into about 2208 W 97<sup>th</sup>, that is more than likely the highest speed area.

David Ley-Explaining the 85<sup>th</sup> percentile. A calculation where 85 percent of the traffic is traveling at 33 mph or slower. So the average speed is probably 29 mph, or less. The maximum speed counts we do have, but David Ley would have to pull those up to find them. On 85<sup>th</sup> Terrace, that area had a lot of cut-through traffic. We have not completed any travel studies to determine how much traffic is traveling through and not going to a property along 97<sup>th</sup> Street. That does take a considerable amount of staff time.

Ken Conrad asked about volume numbers.

David Ley- advised the volume on 97<sup>th</sup> Street was 855 vehicles per day. We take the count on a Tuesday, Wednesday or Thursday. Every street is different. 85<sup>th</sup> Terrace had significantly more traffic and at higher speeds.

Chair Osman-85<sup>th</sup> Terrace is where the stop light is at Water Way and Chic Fil-A Restaurant on State Line Road. The residents there came to us multiple times and we worked with them multiple times over years to try to figure out the process from start to finish. This is a lengthy process. We just happened to be doing street improvements in 2015 on 85<sup>th</sup> Terrace, so in 2011 when they approached the City a second time and in 2013, that is when we approved it and decided with the residents to wait. Waiting a year and a half until the street improvements reached the budget year and then do the streets, sidewalks, curbs & gutters and it all was being torn up at the same time. Not sure what the plan is for 97<sup>th</sup> Street.

David Ley-97<sup>th</sup> Street has already been reconstructed so there are no plans to going back other than just a mill and overlay when needed (in 10 years or so).

Chuck Sipple-Do you monitor any speeder calls our help desk gets for this area?

David Ley-We have not received any calls, however those would mostly go to the Police Department.

Chris White-How does this compare to other areas-are there neighborhood averages as far as the speed?

Chair Osman-Sorry to interrupt, can you go back and show the calculations of the 30 points?

David Ley-Example is 85<sup>th</sup> Terrace. Taken in 2011, when we looked at that street we were comparing it as a collector street or as a local street. Both of those it got 30 points for both types. On the local street classification which is what we did for 97<sup>th</sup>, the 85<sup>th</sup> percentile was 33 ½ miles per hour. They had at the time 1900 vehicles a day and they were similar, there was no sidewalks. They had 1 accident per year. No school crossing, no pedestrians generated. They ended up with 42 points. We have had several requests come to Public Works and this was the only one besides 97<sup>th</sup> Street that actually had a point criteria. The volume was significantly higher. The volume really bumps up the points. For 97<sup>th</sup> we had 33 mph, posted speed is 25. So you get 5 points for every mph above. I think it is 5 over the posted speed limit, so if the 85<sup>th</sup> percentile is at 30, you have not had any points for the speed at this point. On the volume it is just divided by 100 and they received 8.6. Five points given for no sidewalks. Accident is .7 per year. There is no school crossing or pedestrian generator. So they ended up with 29.3.

Resident-Mentioned that he knows Burns & McDonnell a large nearby company does have people that cut through the area. They are also planning on adding at least 1,000 more employees within a year and a half. So there is potential for the volume to increase in that time line.

Ken Conrad-What would be the approximate cost?

David Ley-We have not gotten that far yet. If we look at 85<sup>th</sup> Terrace and look at a similar solution, the difference on that street is it is a little bit shorter and we just did raised intersections at three locations. 97<sup>th</sup> Street has 4 intersections and then typically you will want to install the rises every 300 feet to maintain that slow speed. Otherwise if you get too much of a distance between them, people driving down the street till tend to accelerate. We looked at estimated costs of about \$400,000 to do that along 97<sup>th</sup> Street. Assessments are over a 10 year period. So for 4 raised intersections and 2 speed tables-a rough estimate. That comes to about \$15,000.00 per property or \$1500 a year for 10 years. That is pretty expensive. The other option is to use radar speed limit signs (which the City has installed on a couple other streets). That will not reduce cut-through traffic but it does alert drivers to the speed of the roadway. Once you start driving above the posted speed limit the radar will start flashing at them.

Chair Osman-We just did that and have we need a reduction at Belinder and Somerset?

David Ley-It has reduced the speed. They had asked about traffic calming, but did not have the numbers. They were calling all the time with speeders and now have called to thank us for putting them up.

Resident-Has noticed a couple times while on walks with their child, speeders turn down to some of the cul-de-sacs and we actually went up and knocked on their doors to talk to them to say, you know you were going a little bit faster than what the speed is. And both times they said "oh I wasn't even paying attention". So with saying that, we live at the very bottom of the hill and if you are coming from State Line headed west, if you are going 25 mph at the top of the hill and you coast to the bottom, (in admitting I'm speeding) I've been to 40 mph at the bottom of the hill. So if you are not actively breaking down that hill you are going to be speeding. I've taken pictures of people speeding and measure tracks of over 30 feet long. That is not enough time to stop if a kid jumps out. If you have to slam on your breaks someone will get hit. You spoke about raised intersections, but if we have a localized spot on that street that is the problem, could we do something as putting in a couple speed bumps on the hill to defray the costs? Is that a possibility?

David Ley-That is a possibility. On 85<sup>th</sup> Terrace there was concern for the residents to the south of 85<sup>th</sup> Terrace that people may start cutting through their streets. So between Sagamore and State Line there is quite a distance (over 600 feet) where there are no traffic calming devices. We had someone come to us that said they were having to pay for the devices but they were not getting a benefit from them because they were picking up speed. But as long as you get that petition signed that could be possible.

Jim Rawlings-Regarding the flashing speed signs. There is a school in Overland Park on 133<sup>rd</sup> (Overland Trail) that has a permanent radar sign-a small one. But when you go through there, it lights up with your speed. It is permanent and it really makes you think. Is that what you are thinking about?

Resident-asked about the difference between a speed bump and a hump regarding jarring as we drive.

David Ley-advised Leawood does speed tables. They have a raised intersection. They rise up about 4 to 5 inches over a six foot length. This goes over the entire intersection. Speed table typically will have a 25 foot flat top. We do not want something that is suddenly jarring. The Fire Department has to be able to get over them also.

David Ley-Locations could be at the low point between High Drive and Sagamore. A table approximately 25' in length with a 6' ramp on either side for vehicles to ramp up.

Chair Osman-The best example is to drive over to 85<sup>th</sup> Terrace to see what those are like; between State Line and Lee.

Marsha Monica-asked the residents what their primary concern is.

Residents-Responded "Speed". There are many children in the area and it is very unnerving as a parent to see people flying past the houses all day long and we feel we need to do something.

David Ley-For the radar signs, we would put those for west bound put them east of the low point as you are approaching down the hill. And for east bound would be on the west side because that is probably where everyone is picking up speed (going down the hill). The radars do start hitting the vehicles a couple hundred in advance.

Chris White-asking for a clarification on what we are trying to accomplish. Are we trying to determine whether we think anything should be done? Or are we trying to determine what is best for the homeowner to decide on what to agree on. Are we all in agreement that something should be done and if the cost is 100% going to the resident, I'd like to know is there any reason why the City wouldn't approve them doing whatever they are willing to pay for? Is there some basis to say we shouldn't do it even if they are willing to pay the costs?

Chair Osman-If you are going with the first option, with let's just say \$400,000.00. That is another conversation where we have to go back and re-request and inform every resident that has signed the petition and that is on the street. For and against, and explain what it is that we are going to do. In the case of 85<sup>th</sup> Terrace, we had to consider many different options. One of the options was having a cul-de-sac. That was off the table very quickly. The next option was narrow the streets. The third option was speed tables. So we looked at it before we made that decision of the best option. We voted and that was the speed tables in conjunction with sidewalks on that street. Same thing here I think would happen. We probably would not have seven meetings (that was a unique circumstance) being near Ward Parkway Shopping Center, but there would be several meetings going forward.

Chris White-Is there anything from the City's side that says we have some aversions to putting something in this place? I do not. But am wondering if there is any place to say.

Julie Cain-I wondered that because it did not meet the 30 points to start with. We cannot do this all over the City and you end up with a reverse liability of some sort. Is there some sort of risk we are assuming?

David Ley-No because there is a policy that does allow the City Administrator to overrule that if requested.

Chuck Sipple-Asked for a review from David of the other various options.

David Ley-Did review the radar with Scott Lambers, the City Administrator and he advised the City would be willing to purchase the radars. They are permanent as far as they are on posts. But maybe a year or two down the road the City could look at moving them to a different street or somewhere else. The signs are solar. They are strong enough to work in a shaded area as well. They are LED lit. It is about an \$8,000.00 cost for two signs; City installation.

**ACTION:** Jim Rawlings-Motioned to recommend that Council consider the installation of two radar speed limit signs (with the LED readout of drivers speed) on 97<sup>th</sup> Street between Lee Boulevard and State Line Road (with locations approved by the Police and Public Works Departments) at the City's expense (no cost to the direct property owners). And that for a period of time (1 to 2 years) monitor the traffic volumes and report back the results.

Chris White-Seconded the motion. All members were in favor. Motion passed.

Chair Osman advised this recommendation will go to City Council next. At that point, the Council will vote on if to do this and to allocate funds. Staff can send a note to notify the 97<sup>th</sup> Street residents of the outcome of this meeting.

Chair Osman adjourned the meeting at 8:15 A.M.

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