

**MINUTES of the
Leawood Public Works Committee
December 4, 2019**

7:30 AM – Leawood City Hall Main Conference Room – 4800 Town Center Drive – Leawood, KS 66211

MEMBERS:

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| <input checked="" type="checkbox"/> Andrew Osman, Chair, Councilmember Ward 1 | <input checked="" type="checkbox"/> Julie Cain, Vice-Chair, Councilmember Ward 4 |
| <input checked="" type="checkbox"/> Lori Ames <input type="checkbox"/> Ken Conrad | <input checked="" type="checkbox"/> Abbas Haideri <input checked="" type="checkbox"/> Todd Harris |
| <input checked="" type="checkbox"/> Marsha Monica <input checked="" type="checkbox"/> Jim Rawlings, CMW2 | <input checked="" type="checkbox"/> Chuck Sipple, CMW3 <input checked="" type="checkbox"/> Chris White |

STAFF:

David Ley, P.E., Director of Public Works
Brian Scovill, P.E., City Engineer
Brian Anderson, Superintendent of Parks
Julie Stasi, Administrative Services Manager, Sr., Public Works Dept.

GUESTS:

Jaclyn Penn, 8736 High Drive, Leawood, KS 66206
with Minor Owen Penn
Nick Even, 8915 High Drive, Leawood, KS 66206

Chair Osman called the meeting to order at 7:34 AM.

Chair Osman called the meeting to order. Staff, committee members and guests gave introductions.

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

ACTION: Marsha Monica- Motioned to approve the Minutes as written of the Public Works Meeting held November 6, 2019. Chris White-Seconded the motion to approve the Minutes. All present members were in favor. Motion passed. Minutes Approved.

SECOND ITEM OF BUSINESS (NEW BUSINESS): Discussion to review 89th & Lee Boulevard Crosswalk Request.

The Committee was assigned to review a request from residents as well as a recommendation from the Bike/Walk Leawood Committee to conduct a warrant study for a pedestrian crossing at 89th Street and Lee Boulevard; for consideration in the 2020 Capital Improvement Program.

Chair Osman-began by saying that we know this year we had the reconstruction between 103rd Street to 95th Street on Lee Boulevard. We recently approved the second phase of Lee Boulevard and reconstruction for next year from 95th Street to 83rd Street. So today we have a request to discuss the crosswalk at 89th and Lee Boulevard.

David Ley-Several months ago the residents on the east side of Lee Boulevard that use the sidewalks along 89th Street and along Lee Boulevard on the west side have a concern with the visibility of the pedestrians crossing at 89th and Lee. In the early 1990's, the City added sidewalks on the west side of Lee Boulevard and in the late 1990's, the City constructed sidewalks on the north side of 89th Street. Recently the developer east of Lee Boulevard for Village of Leawood constructed a 10 foot wide trail that connects 89th Street by Lee Boulevard over the creek and it does go out to State Line Road. We are missing sidewalks on this last several hundred feet of 89th Street off State Line Road,

but there are also sidewalks along State Line Road. We are seeing more pedestrians at that intersection. The City is currently under contract with BHC Rhodes to design the Lee Boulevard Improvements as Andrew mentioned from 83rd to 95th Street. With that project we are going to widen the roadway out two feet and add bike lanes. So this request for this crossing went to the Bike/Pedestrian Committee back in October and they made a recommendation that we hire BHC Rhodes to look at this crossing and determine if we need to add higher visibility crosswalks, signs and/or flashing beacons. This is more of a Cross Town Route and people are utilizing this crosswalk for getting to school. Cross Town Walk Route goes from State Line Road to Mission Road. Sidewalks. Also for people who live on the east side of Lee.

Brian Anderson-In the Bicycle and Pedestrian Master Plan, 89th Street was identified as a Cross Town Route and that was in reference-it was suggested as a way-finding system. So anytime you want a cross town route, it indicated to the user that you go east and west to cross town (on an Arterial Street like 89th Street). And then the people that came to our Bike Committee, we had probably 4 or 5 residents that live on the east side of Lee and they are actively forming a walking or a bike riding group that takes their children to Corinth Elementary School at 83rd & Mission Road.

Chuck Sipple-David you mentioned a visibility problem there, is that over or around a hill? Or is there a problem with people pulling out with not adequate time to break?

David Ley-There is the hill. For north bound as you are at 89th & Lee looking south, there is a hill there that the engineers would need to measure. The engineers would look at the volume, the traffic on Lee, the speed, sight distance and then FHWA (Federal Highway Administration) does have recommendations on crosswalks and what options there are to make them a higher visibility. The residents sent us pictures of them trying to cross on Lee.

Marsha Monica-In visioning a cross walk she is just thinking of a painted street. Is that all we are talking about? Or is this for more? A light similar to High and 119th?

David Ley-The engineer will look at the situation and make a recommendation on what they feel would be the most appropriate. The options are you would stripe it first (that is the least costly). The next would be to add signs to warn vehicles of a crosswalk. The third would be more of a flashing rapid fire beacon (like what we see at 143rd & Windsor). Those are strobes. You push and then they will strobe for 20 to 30 seconds to alert people driving that there is someone at the crosswalk. You also then have pedestrian type crossing where you push a button and it stays green on Lee Boulevard until a pedestrian would push it and then the light turns red. That would be a high end application.

Marsha Monica-The other question is are there counts or studies of when there is a high use?

Jaclyn Penn-Our concern is first in the morning before school hours. But with the recommendation of the Cross Town pass-way, there is also a lot of commuters coming from the businesses, so we are seeing additional pedestrians during the lunch hour times. Pedestrians are using everything from bikes to scooters to an electric cycle. There has become a lot more pedestrian traffic.

David Ley-Brian Anderson and I were out there looking at the trail and the property that is behind the Village of Leawood Tract A-which is going to be donated to the City by the developer. We were out there only a month ago and while we were there, there

were several people, apparently came from the office building walking down 89th Street. I believe they do a lot of meetings out there.

Brian Anderson-Every time I'm there, there is someone from across the bridge that is either walking on the 5 foot sidewalk that comes to a dead end or they also if they have more time I think they do go out and walk over to Lee.

Jaelyn Penn-They have a walking club and there are about twenty of them that come out and walk at 2:45 PM, which is the time I pick up my kids. And they do stay on 89th on the east side of Lee because they do not want to cross Lee. They are along High Drive and they are very active.

Chris White-What is the cost range of the options we are talking about?

David Ley-To do a marked cross walk, a couple thousand dollars. To do rapid fire beacons (we just installed some of those in another location) that is about \$20,000.00. The cost of a study would probably be about \$5,000.00.

Julie Cain-Knows there are rules about when and when we can't put up street lights, is there a rules about when and where you can install the blinking lights we are speaking of or crosswalks, are they also having to meet a threshold?

David Ley-There is no specific warrants as you have for traffic signals. On the crossings. There are just guidelines and that is why we would need to hire a Traffic Engineer to review and make a recommendation on what they would believe is the most appropriate measure if any.

Julie Cain-And we cannot do that in-house, sufficiently?

David Ley-That would take staff time and we have a professional engineer on board, designing Lee Boulevard. And we would want them to implement whatever changes we make to this intersection into their plans. It could change the sidewalk and the ADA Ramp locations and things like that.

Andrew Osman-Is there any cost savings if we elect to do this at the same time, using the same engineer or is it just strictly like you said \$5,000 or whatever irrespective of the program and the time?

David Ley-It would be more cost effective to hire BHC since they are designing the plans. The pavement markings are going to be much cheaper if those are part of this project instead of coming in afterwards to get the contractor to put those markings in. As far as if the recommend to put the beacons in, then there is probably not much of a savings whether we bid that with the project or did that separately. The beacons could come later.

Todd Harris-I live in Ward 1 near 83rd & Wenonga area. This is just a jogging route for me, but an observation generally the area is a real pedestrian heavy area. Bikes, pedestrians, kids on bikes, you see that all over this entire area. To Andrews point, we are looking at doing construction here so for \$5,000.00 we ought to take a look at this and see what it is by a professional engineer that can review this. There is a hill when you are crossing and you look to the left as you are going to the west, there is a hill. Cars are going 35 mph and by the way I do not see a lot of 50 and 60 mph cars on this road. It feels like a neighborhood. Even Lee does. They might go 40 or 45 mph, but I think it's marked for 35 mph. But there is a tiny distance, by the time you take small children and get out in the middle of the street, that car could be on you. So we need somebody to study that and figure out what would it be to mitigate at least some of the traffic, to calm the traffic a little bit. I think for \$5,000.00 that is money well spent.

Jim Rawlings-Familiar with this area, I grew up at 89th & Lee Boulevard. Looking at the aerial map there is about 50/60 houses maybe between the north pocket and the south pocket (High Drive and Sagamore) and all that 56/60/40. How many children to we have there that ride their bikes. Setting aside walkers.

Nick Even-In the last 5 years which is when I moved in. When I moved in there were 4 or 5. And I think we are at 15 now. And then in the 50 to 60 houses. They built 18 to 20. Of the 24 they have plans for that new development.

Todd Harris-And another, this is the part of town where somebody buys a house that is old. They knock it down. And families are moving in. There are massive amounts of young families coming in with kids. It has gotten very young.

Chris White-Regardless of what we decide today, here's a question too. If we assume that it is not put in. Can the residents do a benefit district and add a crosswalk? Is that an option?

David Ley-It would have to go through this Committee. So they would not be able to just do it.

Chris White-Like a process that we do for some other things, is that an option for a crosswalk?

David Ley-No. Typically we charge whoever is adjacent to the improvement. This would not fit. Whoever we would charge to the benefit district would have to be adjacent to the improvement.

Nick Even-Sorry, didn't follow that.

Chris White-There is a way to pay for some things, called Benefit Districts. But you need agreement of the people within the block. Say if they sign a petition and want to add something and then the cost is distributed amount the residents for a period of time. I was curious if that was an option regardless of how things go with decisions here to do that. But his point is that crosswalks really affect a very broad/much wider area and Benefit Districts are really for something in more of a one-block setting.

Chuck Sipple-An example is 85th Terrace where there are speed bumps. That was a Benefit District to the direct property owners to the people on that street. The residents there are assessed the cost for the traffic calming measures, they were all for it.

Nick Even-That is what we had thought of awhile back. I do think if the City decides not to do anything, that you might see some push for it from a neighborhood group. Maybe not just a crosswalk, but I'm here to tell you I'd like a flashing light up there. If we are using the area as a family and we want to take the dog for a walk, the only sidewalk is on the west side of Lee. And then on 89th. If I want to take my kids out and I want them on the sidewalk, not in the street, I have to cross Lee.

Julie Cain-What do you mean?

Nick Even-Something with a flash where you push it. No I think a street light would be excessive. Thank you.

Julie Cain-A strobe as opposed to a street light. I didn't know this until I got with the City, but didn't know that you cannot just put up a light. Nor can we willy-nilly put up stop signs because you have to meet certain criteria warrants. Wondering what kind of light you were talking about. The closest to this would be 83rd and 95th, right? There's nothing in between. And then back in the days when the country club was there, I always found that hard to find it, the street was not really marked. So I do think there is a visibility issue. I personally have no issue with this, just want to make sure we are not unknowingly sticking something out there.

Abbas Haideri-Asking if the cross walks will be in both directions on 89th and at Lee for a four way?

David Ley-Just be on the north side of 89th Street crossing Lee. And on the west side of Lee Boulevard.

Abbas Haideri-Asked because if there are strobes, something to consider is where the sun sets. The reason he mentions this is he had a personal experience at 143rd and it was closer to sunset. He was standing on the crosswalk with his kids, biking. No one came to a stop and we had it pushed and waited a few minutes. Finally, fortunately a Leawood City worker was in his truck. He stopped and actually flagged traffic down for people to stop. We were almost hit by a truck flying through the intersection. The strobe was working, people just didn't care. They saw us standing there and I even started to inch out into the street a little bit to see if that would make them notice.

Andrew Osman-I drive many different areas and I've seen the strobes. And in all candidness I've seen situations in which you could have a red light and a police officer there and people do not care. You can also have this and people have common courtesy. 143rd I do not believe is one. 87th and Antioch in Overland Park, I drive that street and at 5 o'clock can watch as four lanes of traffic (people trying to go from Price Chopper to Shawnee Mission West). People literally pushing the sign. I will stop and other people won't because they got to get home. I drive Lee Boulevard every day. I think the residents are very cognitive and they are all people in the neighborhood and I think that they will stop. It is a 2 lane street vs a 4 lane like what Abbas experienced, which is much different.

Abbas Haideri-My only comment was particularly was which way is the sun falling? I was willing to grant the people who were not stopping the benefit of the doubt thinking with the sun, they could not see the strobe. But they could certainly see the people.

Chris White-You are right, I do not think these work on a 4-lane road. Lee Boulevard has a local traffic type of feel with the 2 lanes. This would probably work better there than it does down there at 145th area.

David Ley-Typically on something new, we would want to hire a traffic engineer to get their review on what is needed. Anytime you do striping or anything on a controlled intersection, whether it is a stop sign or feature, you are supposed to have an engineering study look at it and make a recommendation. Otherwise we would have those at every cross walk.

Todd Harris-Would like to make another argument in support of the \$5,000 expenditure and that is that this originated (I read all the Minutes from the Bike/Walk Leawood Committee) which is another City entity that we recognize it as an authoritative way. They think that it is necessary to come before us to look at. So that is another reason why we should support it and then second to that would be that we actually paid for a self-propelled Leawood plan. This is consistent with the master plan that the City paid for a long time ago as we plan how people bike and walk in our City. So it is consistent with the vision that we invested in. So those are the two points I would make.

Chris White-I won't play Devil's Advocate but that actually brings up a good point. Is there something about this that distinguishes it from other areas? Because everybody wants to have crosswalk and a sidewalk and traffic calming and everything. Is there something is unique about this?

Todd Harris-I would follow up and argue that it is on-you want one, but is it on the

Master Plan? One reason of support, where if you wanted one at 86th or wherever, it is not a through corridor that the City had in their plan.

Jaclyn Penn-Would say one of the benefits additional is we have a high rise of children that have moved into the neighborhood for two specific blocks. You have the large division of development which has a lot more of what I would call recently retired walking their dogs. But we now have a connective way with the bike path that was paved and you can walk over to the new developed restaurant neighboring area. So within two blocks you can walk that. People on the west side of Lee are also going east to connect to State Line and using both the tunnel for the Target but also but to the Ward Parkway Center. Pedestrian traffic goes either direction.

Brian Anderson-You are right this is a Master Planned route and to me just being out there and observing. That hill when you are looking south and cars can come up on you pretty quick, that's what I've noticed. Just in my follow up and studying what residents have asked for. And I think we are seeing a lot more pedestrian traffic, which is awesome. This is exactly working with our Master Plan and what it recommended. So I think anything that would help people cross Lee is going to make it easier for more people to use it.

Lori Ames-To answer directly your question, what makes this different? I think it is two-fold. The fact that it is part of the plan, but is the east/west corridor "Cross Town Path" and there is no other way to get across from 95th to 83rd. It's a long way. And I am like Todd. I run this every day, so yea. And we will have to have the strobes. We need to rely on engineering but that hill is a concern.

Todd Harris-I will predict that they say a strobe is the appropriate remedy.

Julie Cain-I think we are all saying the same thing. Even if there is not enough traffic wise I think a protocol, maybe we are kind of developing our own protocol that it is important. Unless we try to get the designation or increase our designation perhaps this body or another, or us together establish a protocol for crosswalks. That might help us with a designation with the Bicycle Friendly Group. You could say we have more activity all over town but the connectivity to State Line, those are the kind of things that are a threshold that we could identify is the difference. It might help be more bicycle and pedestrian friendly if we establish our own protocol; because we do not what these flashing all over town.

Marsha Monica-This is the perfect opportunity as we are getting ready to redo that area and I think it should be incorporated into the design and a study would show us at a minimum what we could/should do.

Chuck Sipple-Has there ever been a traffic incident at that location? A crash or a bicyclist or pedestrian hit? Do we know in the last ten years of any incidents?

Brian Anderson-Believes the Police did a research of that and did not find anything that he recalls, but we could ask them to check into more.

Chuck Sipple-Or as long as the Engineer looks into that for further justification for a signal.

Nick Even-This is an interesting neighborhood to live in as we learned in the Bike/Walk Committee. The school is in Prairie Village. We have a little gap in my opinion in that Prairie Village does not really look at how Leawood residents safely get to that school. And Leawood isn't looking at how residents get there as the school is not in their City.

So the dividing line creates a little gap. I'm wondering and would ask you to think about this. Not sure if you need an Engineers Study to stripe that whole path but as part of our Master Plan and the City has a bike way right there does that mean any of these crossings through here? (Pointing at 89th).

Andrew Osman-Do not want to speak for the Director or City Engineer but the reason we are looking at this particular intersection is because we are working on the Lee Boulevard Improvements and we have to do it either now or never for the Lee Boulevard portion. I think a Bike/Ped plan is a different committee and can look at other avenues for that. Debra Filla is the Ward 1 Councilmember and she is very active on the bike to school concept. Debra was instrumental in working with Prairie Village and Corinth on widening next to 83rd street cemetery so that kids could have an extra strip to travel. I would walk that with my kids and be fearful and that was before we did the expansion. So even though that is in Prairie Village, KS, we still have a quasi partnership on Mission Road. We just had Mission Road Street improvements and will have more a couple years from now. We buried the power lines, expanded the sidewalks. That was in conjunction with Prairie Village as it is shared on both sides of the street. Each particular project someone takes the lead role, and both Cities pay into it. I would say work with the Bike/Ped Committee initially if you are still interested in 89th Street features. That Committee would then make a recommendation to Council or come to this Committee.

David Ley-We have discussed this at the Bike/Ped Committee. On striping for other intersections for crossing is the parents have to work with the school district to provide a study. Get the maps, figure out where all the students are coming from and actually design/provide that information to the City with whether they want to have the designated routes or what. We look at certain distances.

Jaclyn Penn-I've recently retired and asked the children that want to ride to ride with us. I've traveled all of the routes as I pull my son. In the morning we take 89th to Mission. Then we take another route near 86th Street back, which is all down-hill and much easier for us. This route does not have any sidewalks at all. It is a little less traffic and is easier.

Andrew Osman-I have kids too and you take the path with the least amount of hills. You are absolutely right, 89th Street is flat way across to Mission Road. But if you were to go up to 83rd you are going up a hill to get to school and then another hill. I live on 86th. You have to go up the hill, but if you go down the hill on the way back from school...it's a whole science with kids.

ACTION: Abbas Haideri-Motioned that we make a study of a potential crosswalk with our engineers in conjunction with the Lee Boulevard renovations (currently under contract with BHC Rhodes Engineering); to see what needs to be done by installing a crosswalk at 89th and Lee Boulevard or any other appropriate intersection along there. Todd Harris seconded the Motion.

Jim Rawlings-Question: We are here to look at 89th & Lee Boulevard and the motion said or any other appropriate section of Lee Boulevard? There already is something at 95th. The only one really would be 89th Street?

Abbas Haideri-Within the Lee Boulevard Improvements design plan that runs from 95th to

83rd Street.

Chris White- It could be 85th Terrace or maybe near 91st? Most think it will fall at 89th.

Chair Osman-Asked for all in favor to say Aye to the Motion. All present members were in favor. No members opposed. Motion Passed.

Staff advised this item would be submitted to the January 6, 2020, Council Agenda for decision.

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

Minutes transcribed by: Julie Stasi, Leawood Public Works Department