

**Minutes of**  
**PUBLIC WORKS COMMITTEE**  
Meeting held: Wednesday, June 8th, 2022  
Leawood City Hall-Council Chambers, 7:30 AM

**COMMITTEE MEMBERS PRESENT:**

Andrew Osman  
Julie Cain  
Jim Rawlings  
Marsha Monica  
Ken Conrad  
Christopher White  
Kyle McCawley

**ABSENT:**

Roger Prewitt  
Abbas Haideri  
Chuck Sipple

**STAFF PRESENT:**

David Ley, P.E., Director of Public Works  
Kristen Love, Administrative & Contract Supervisor  
Abigale Shepherd, Administrative Support Specialist

Members of the Public: Leah Maugans, Arlin Buyert, Mark Cummins, Dave Benditt,  
Via Zoom: Jeff Kochtanek, Jack Bastable

**Julie Cain called the meeting to order at 7:31 AM.**

Asks the committee for consensus to flip items 2B and 3A on the agenda, as to give proper time to going through 3A. Marsha Monica Motion. Kyle McCawley Second. Motion passes.

**FIRST ITEM OF BUSINESS: Review/approve the old business:** Approve minutes from the May 4, 2022 meeting.

**ACTION:** Marsha Monica- Motion to approve. Chris White Seconded. Approved. Motion passed.

**SECOND ITEM OF BUSINESS: 3A—Review draft of Pedestrian Crossing Treatment Installation Policy & Guidelines**

David Ley Brian and I worked together to review several cities in the metro. We also looked at Boulder, CO. We drafted it mostly off of Olathe's. Theirs is pretty streamlined. Boulder's is much more thorough, it's 40-50 pages. We also used two FHWA documents. Most of the policies had a 20 pedestrian minimum crossing in the peak hour; that comes from an FHWA document. We included information on when pedestrian counts should be collected and if the minimum counts aren't met but the 50% threshold is met, there is additional data collecting on follow up days. We also included a removal process in case pedestrian improvements are made within the area at a later date. We would notify residents within 660 feet of the crosswalk. If 505% of the residents oppose the removal, it will be referred to the Public Works Committee. We also included an appeal process for requests that don't meet the minimum pedestrians. The resident would provide a written request to the City Engineer. We would go out and get pedestrian counts and verify sight distance. If that meets the points, it'll be referred to the Public Works committee. If it doesn't meet the pedestrian count, they can appeal. The appeal would be through the City Administrator. If they deny the appeal, the City will consider another appeal at this location for two years. Our traffic calming policy is similar. Julie Cain If their appeal is denied, is there a petition or something? David Ley No.

Jim Rawlings Unfortunately we've lost our City Administrator during the course of this, and it'll take a while to fill that position. If it gets to the appeals process, would it go to the City Council? David Ley It would go to the interim City Administration and they could bring it to council if they wanted, for discussion.

Julie Cain explains how our City Administrator unexpectedly passed last week, but we have named an interim and his contract is for 4 months.

Chris White Why choose Boulder? It's a much different city. David Ley It's a very walkable community, so we wanted to see how they handle it.

Kyle McCawley Do any other these say anything about multiple requests? So it's not just anyone can send a request? David Ley From what we read, it was just a single request.

Julie Cain Let's go through this line by line.

David Ley The introduction is pretty standard. Julie Cain It's super important for the City for our residents to have multiple ways to be heard. So citizen comment, interaction, and appeals are how we do things, so we made sure this policy was designed with that in mind. David Ley it does state that special attention will be paid to documented areas with high accident areas.

David Ley The definitions outline the different types of crossings. Most policies have these. Ken Conrad A lot of the control names don't match the picture examples in the back. David Ley We can bring the pictures up to the front with the definitions and make them match.

David Ley The first policy is that any improvement done has to match the MUTCD guidelines, as adopted by the City. Then it mentioned the RRFBs and HAWK beacons- with those there isn't a pedestrian guideline so they are more of an engineer's judgment call.

- Before considering a new marked crosswalk at an uncontrolled intersection the City will evaluate nearby controlled intersections for the addition of pedestrian markings if none currently exist. We get requests on 133<sup>rd</sup> St but it might be that there are nearby traffic signals.
- Pedestrians are encouraged to use existing marked crosswalks if the request for a new crosswalk is proposed within 330 feet of an existing marked pedestrian crossing. It ranged from 300-400, but we picked 330 because it ends up being about 1/8 mile out of the way to walk to a crosswalk.
- On arterial streets, we wanted to add pedestrian crossings on arterial streets shall be at traffic signals. The City's Bike Loop network and public multiuse trails may cross the arterials at non-pedestrian marked locations.
- Implement cost-effective measures for solving identified traffic problem(s). This is something the City Engineer would go through.
- Crossings may be re-evaluated prior to completing a roadway improvement or pedestrian improvements adjacent or near the crossing. We would review it to make sure it's still warranted and see if we did want to remove it as per the process further up there.
- The City Engineer shall direct the design and installation of all pedestrian crossing treatments along with the traffic control devices (signs, markings, etc.) as needed to accomplish the project in compliance with the municipal code.
- In processing and implementing pedestrian crossing treatment requests, certain procedures should be followed by the City to ensure that applicable codes and related policies are adhered to, and that projects are within the limits of available resources. At a minimum, the procedures shall provide for submittal of project requests; project evaluation and selection; citizen participation; and communication of any findings related to the proposed project. Projects shall receive input from area residents and affected organizations, and appropriate City Council approval before installation of pedestrian crossing treatment.

Ken Conrad The section is called policies and the intro sentence says procedures. I think policies is the correct word. #1 is a policy, #2 is a statement, #3-8 are all policies under #2. I suggest we take the current request that's come to us and use that as a test so we can understand how this works. #9, all of that is included in #2a-f and the last line is covered in section 6. I really appreciate the staff putting this together so quickly.

Marsha Monica I think it's important to have #9. It doesn't hurt to have it in 2 places. David Ley If you wanted, we can put it at the very beginning under introductions.

David Ley We'll move onto processes now.

- A study may be initiated upon receipt by the City Engineer of a request identifying the location of the proposed crosswalk. If in the City Engineer's opinion the location doesn't meet the requirements of this policy based on a preliminary sight visit or existing available data the request may be denied without further study and an explanation of denial will be provided to the requesting party. This will most likely come from if the location doesn't meet the sight distance requirement or if there are other routes pedestrians could use. We wouldn't go out and do any counts; we would just tell the resident it's been denied.
- With the City Engineer's approval, the City will collect vehicle and pedestrian data, review the location for sight distance and review the location to determine if there are alternate routes to cross the street at a marked crosswalk.
- Pedestrian counts should be collected between 7 am and 9 pm. When possible pedestrian counts should generally be performed during temperate or warm-weather months (April through September) and during fair weather conditions to represent peak crossing activity (i.e.: no snow, rain, or high winds). Given the potential fluctuation in pedestrian traffic from day to day, it may be necessary to collect up to three days of data as follows:

If the minimum pedestrian volume threshold is exceeded with the initial count, no further pedestrian data collection is needed. If the threshold has not been exceeded, but at least 50% of the minimum pedestrian volume was observed, proceed to a second day of data collection.

If the minimum pedestrian volume threshold is exceeded, no further pedestrian data collection is needed. If the threshold has not been met but again the volume is at least 50% of the minimum threshold, proceed to a third day of data collection.

Julie Cain So it doesn't outline for how long we're getting these counts. It says April-September, but it doesn't say the number of weeks or months. David Ley We'd collect it usually Monday-Friday, but we'd consider doing weekends depending on the location. It's one day at a time. We will clarify that, about how long we will be out there collecting data.

Andrew Osman I come from a background of data driven decisions. We need to take into consideration the traffic, speed, and resident connectivity along that road. Pedestrian traffic can vary so highly.

David Ley We added in the policy that we wouldn't be adding crosswalks to arterial streets. If you do that, you end up having to put in a traffic signal. And the pedestrian counts for a traffic signal are much higher. The policy does allow for a traffic signal in front of a school; those wouldn't be removed. When we're doing signals adjacent to schools, we're taking down the current signals and replacing them with HAWK signals. HAWK signals hopefully will bring more attention to drivers that the light is red. They have 2 red lights and 1 yellow light. It provides more notification to drivers.

Chris White Andrew seems to be referencing major thoroughfares, but it's my understanding that this policy isn't for thoroughfares. No matter what we do, there needs to be some follow up on how this impacts the City overall. Andrew hit on it that this is a complicated topic. We don't know if there aren't pedestrians because no one wants to cross, or is it because no one feels safe crossing. There is a chicken and egg issue. Is this focus on residential or does it include arterials? David Ley It's for the whole city. If you were to do a crossing on an arterial, the policy states it would have to be at a signalized intersection. We've had people request a crosswalk on Mission between 95<sup>th</sup> & 103<sup>rd</sup>, right in the middle because the parents say their kids want to cross the street to go play with the kids across the street in Overland Park. We told them that the best place to cross is either at 95<sup>th</sup> at the light or walk down to 103<sup>rd</sup>. Overland Park wouldn't entertain a crosswalk there because it doesn't meet the warrants. Chris White So it does apply to the arterials, but there is a higher bar? David Ley Correct. As the speed and volume go up on a street, the higher bar you have to hit.

Ken Conrad There should be a definition of arterial and collector streets. Julie Cain We should not only have a definition, but we should name them. David Ley We can get a map.

Kyle McCawley Who can bring forth a request? Home owner, HOA? Also, the City has a bike/pedestrian plan. Do we want to make any reference to that during the process to make sure that's being reviewed? I also didn't see much about ADA access. When you talk about 1/8 mile...It might be worth including. Just

thinking about curbs, and strollers. Julie Cain And bus stops. We know there is a bus stop here, but is it safe to assume there are bus stops at every block? It may or may not factor in.

Marsha Monica When I read Process #1, it sounds like there is no appeal process. But down the way, the way there is an appeal process. David Ley We will update that to include –if it doesn't meet the sight distance, then there will be no review/appeal. Julie Cain That is very black and white. Continuing on...

Marsha Monica 1 Question on #7. The policy doesn't say how this will be paid for. Is there ever a case where this would be a special benefit district? David Ley That would be up to the Governing Body. We could include that in there.. “could include a benefit district...” Julie Cain That is a good point. It changes things if people know they're having to pay for it. Ken Conrad Funding also shows up in the implementation section.

David Ley Item 4 mentions sight distance. We can probably just remove that because we're wordsmithing 1. -If the request has been denied by the City Engineer, the requestors may appeal to the City Administrator one (1) time. If denied by the City Administrator, the City will not review another request at the denied location for a period of two (2) years

- If the location is approved by the City Engineer or if the City Administrator approves the appeal then the proposed crosswalk request will be referred to the Public Works Committee for review and to provide a recommendation to the City Council. Andrew Osman asks about how we will handle crosswalks along the City borders. David Ley We will default to the more strict policy.

Ken Conrad What is the expectation of the Public Works Committee's review after the City Engineer or Administrator approves it? David Ley It would be to review the recommendation that Public Works staff comes with. We'd go through the chart that's back there. We would provide options. Ken Conrad I don't think we have the engineering or professional ability to make those choices for safety. Julie Cain It's a big responsibility but it's written that we can waive/override the requirements. Then council can override everyone. Committees work in black and white, whether you meet the requirements or not. City Council does have the ability to work in the gray.

Chris White We don't make decisions, we just provide recommendations. As I understand it, we're here to provide the opinion of people from the community, not be experts. Council then makes the decision based on what the experts said and what the ordinary people said. Andrew Osman There have been times when an item gets to City Council and the Council returns it to the committee because it isn't quite right. But the public comment doesn't stop at the committee level. If anything, there is more community input during City Council because there are no time limits in Council meetings.

David Ley Item 5 is evaluation procedures and considerations. This goes into different types of intersections that we'll consider. It also mentions the 20 pedestrians in any one hour, or 30 pedestrians in 2 hours. That 30 in 2 hours comes from Boulder. Young, elderly, and disabled pedestrians count twice toward the volume threshold. Young will be considered middle school age and below. We have GoPros at the intersection and we can watch to see how slowly someone is crossing. If it seems to be a slower pace across the intersection, we would probably count that as an elderly or disabled person.

-Pedestrian Crosswalk: We mention the different types of items that can be done at that intersection. The City has recently gone to the Continental Crosswalks. They are enhanced crosswalks with 2 foot wide striping every 2 feet. Then there is advanced pedestrian crossing warning signs with plaques, bulb outs, islands, RRFBs...all of which are described or have pictures of behind it.

-Private Trail Crossing: Installation of ADA ramps will be the responsibility of the developer or neighborhood through the R/W permit process. If a crossing has ADA ramps, the City will review, as requested, to mark or sign based in the criteria noted in this guide.

-City Owned Trail Crossing: Because the City is trying to promote the connectivity, if a path is crossing and arterial or collector, it'll have a minimum of a Conventional Crossing.

Ken Conrad The first 2 intersections have thresholds. What triggers the City Owned Trail Crossing? David Ley The trigger is that it's a City Owned pedestrian trail that has already been established. Chris White We

just need another sentence at the beginning of that paragraph that explains the City Owned because it already mentioned the other 2 types.

David Ley Then the last paragraph there is: The Public Works Committee may, at their discretion, recommend for approval to the City Council crosswalks that do not meet the above criteria on arterial and collector streets. Approval of these crosswalks would need to be a unique situation such as an isolated residential street neighborhood that does not have access to other streets or routes within the subdivision that lead to sidewalks and roadside objects that prevent pedestrian access to a sidewalk or trail. However all crosswalks shall meet the minimum sight distance requirements per the MUTCD. We could probably take that last part off because you wouldn't even see a request if it didn't meet sight distance. Julie Cain I'd probably leave it to reinforce that this body can, at their discretion, recommend for approval. David Ley Do we want to add something in here about meeting only a few of requirements and being allowed to appeal? Other cities have it that if you don't have the pedestrian count, you're not getting a crosswalk. But there are unique circumstances, so do we want to outline those? Julie Cain I think that's a good idea because we might have everyone claiming a unique situation for them, but it's not really unique. More needs to be included for the purpose of our residents and our discretion or ability to exercise that. Kyle McCawley I think it'd be a good thing to be able to consider the uniqueness of each situation. Bike loops change it, schools change it. I try not to think of just the area I'm in at 98<sup>th</sup> & Lee, but it's on the bike loop so we see people walk across Lee to get to the sidewalk all the time.

Ken Conrad As we move through this, I'm trying to use other requests that we've had and hypothetically move them through this process in my head.

Julie Cain With 20 minutes left and members of the public wanting to speak, can we just hit the high points of the next 2 pages?

David Ley The project implementation is just to give the public a general idea that if it does get approved, it's going to take time. It's not like City Staff can't go out and install it next week. Then the removal of the pedestrian crossing, like we talked about would be if we did a roadway project and we thought it unnecessary with the improvements were making. Staff will send notification to properties within 660 feet of the crossing. If more than 50% of the property owners oppose, it will be referred to the PW Committee for recommendation to the City Council.

Table 1 is from the FHWA guide and it looks at different speed limits and combines it with traffic on the streets and gives recommendations to what type of treatments are applicable to a crosswalk, if you do a crosswalk. That's more guidance on what should be done. Brian Scovill If it's a number with a circle that means those are the minimum standards that should be followed. The numbers circled in black are additional countermeasures that should be considered but aren't mandated. The regular numbers are things that could be considered and used based on discretion. We wrote this policy considering these tables. Chris White It's important that the terms used in that table match the terms we've used elsewhere.

Julie Cain Before we have the residents speak—last time we met, we discussed involving the Police for data collection. What have we done to help residents between last meeting and this one? David Ley We put up our GoPro cameras and did counts on several days. Unfortunately it rained almost every one of those days. And on the nice days, the GoPro overheated and shut off. We were able to get a few counts though. They were similar to the ones from November. We were able to see where the bus stop was though. The bus was travelling north and it would stop south of 93<sup>rd</sup> St. I also went out to measure sight distance in 3 different locations to figure out where the best location for a crosswalk would be. Between the (2) 93<sup>rd</sup> Streets seemed to be the best sight distance. It would still require the storm sewer extension and cost about \$50,000, including the sidewalk and crosswalk. That number wouldn't include the rapid fire beacons. Julie Cain How were police involved?

David Ley They put the radar out, but we didn't get the speeds back. We can reach out for that data.

Julie Cain Let's move onto citizen comments.

Leah Magauns 9320 Lee Ct- Thank you everyone and especially Brian and David I know you have been busy this last month. The policy says a lot about citizen engagement and really collecting the data but

there really hasn't been opportunity for citizen engagement. I happen to know a lot of people in that corridor between 95<sup>th</sup> and 83<sup>rd</sup> and Lee Blvd and Mission Rd.

I went around knocking on stranger's doors asking, "would you support a crosswalk getting put in?" And everyone is like, 'oh yeah we don't go on walks because we don't feel safe, we don't take our children on bike rides because we don't feel safe'.

You're missing this huge point that people are modifying their behavior in one of the most prosperous cities in Kansas because they don't feel safe on the streets.

I know there is an initiative right now with the bike/walk master plan and a lot of great things going on with making the bike lanes safer.

Every single parent on our cul-de-sac which accounts for 12-13 kids, I texted them an unofficial survey and just said "hey I just want to make sure I am representing all of us right... What is your feeling about taking the kids across Lee Blvd since this has happened? Every single one replied to me separately say I don't do it. Or I am terrified every time I do and I do it significantly less." There's proactive things you can do to make it safer for pedestrians and there is reactive. I mean my son was hit by a car. I would really encourage all of you to take a proactive approach. We live in one of the best cities in Kansas. I heard talk about walking on certain trails and streets. Shouldn't we be encouraging all pedestrians to walk along all of our streets? We shouldn't be discouraging pedestrian engagement.

Right now the Federal government passed a bipartisan infrastructure bill with huge emphasis on increased pedestrian safety. Increased funding from millions of dollars to billions of dollars. The state of Kansas is looking for opportunities to make it safer for pedestrians.

I am just a mom who will not rest until I get a crosswalk. In talking to people, it is shocking to see that people are not engaging in the community the way that they want to because of the lack of safe pedestrian access. There are some really proactive guides out there (NACTO) on how to address pedestrian safety that aren't reactive.

You guys say that citizen's engagement is important but citizens weren't engaged in any of this. They weren't surveyed or asked. I went around and surveyed. When we talk about citizen engagement, what does that really mean to you?

I would like to know, what is the plan for the crosswalk at 93<sup>rd</sup> and Lee Blvd?

Jack Bastable 9521 Lee Blvd- Speaking today as a resident of there on behalf and support of the need for a safer crosswalk. Also a person who has consulted with companies and communities of the past 40 years on well-being. I'm really in support of total health, well-being, and safety.

I'm a concerned resident. Seeing the traffic and people that are traveling and running to cross, and hesitating to cross.

We have two children that live in homes on Manor Blvd, a block away, and 5 grandchildren that we would really like it to be easy for them to come across to come to our house across Lee Blvd.

There's really a need to support pedestrian activity. The best point that was made was that you are really encouraging physical activity. And by not having a safe way of crossing it is just discourages that. You have really done a lot in Leawood to encourage pedestrian and bike traffic. I understand that you have policy in place but I think this is a special circumstance.

If you improve it and made it safe, then people are going to cross there. It's a chicken or the egg situation. I see it every day when we hustle across there fearing an unsafe part of a wonderful community. I'm speaking today in support of doing something there to make it safer.

Arlen Buyert 9201 Lee Ct- Thank you for all you have done. I wanted to support my neighbor Leah with all of her comments that were so touching.

As you know that her son Archie almost got killed crossing the street. So it's not something fabricated this is something real. This little boy almost got killed.

Dave Benditt 9319 Lee Ct- I just want to reiterate, as somebody whom does cross that street with some regularity. I do find myself sort of nervously looking. It's not really pleasant.

For littles it is easy to see that that is going to be really stressful.

Jeff Kochtanek 9200 Lee Ct- I'll keep it brief. I wanted to echo a lot of the things that Leah mentioned. We live on Lee Court and have 3 young kids that love to be active and walk, bike, etc. Several of the points she mentioned are really appropriate as a parent. It just feels so unsafe.

We do actively alter what we do when we get out and use the neighborhood. How we get outside of our cul-de-sac when we go visit other people. Our kids themselves, yesterday for example, we were going out for an evening walk and one of my kids said, 'no I don't want to walk across Lee Blvd', so we just walked back down into our little cul-de-sac.

Our kids are early in their school years, at 5&7, and a baby. And would really like that they can bike and walk, etc. to go visit their friends, to go to the school, etc. Especially as they get older to start to explore and do some of that themselves. I know it takes a lot to put together a policy like that. As a civil engineer myself, we do need ways that are equitable and reasonable ways to determine whether something gets criteria or not. And I just want to point out that there are situations where there are no other alternatives. Perhaps the criteria of 20 pedestrians per day is tough to meet depending on the day. There is no other alternatives for our cul-de-sac to go anywhere. I realize that it is a small sample size but it is important to us as citizens of Leawood. As well as Jack mentioned, it is also residents on the other side of Lee Blvd crossing. Thanks for everyone's time.

Andrew Osman This is an ongoing process. We don't anticipate finalizing something today, but it is at the top of our priorities. We will have it either next meeting, or in the meetings coming up. Julie Cain

Next meeting is an open docket, so thankfully we have time and nothing is bumping this topic. Andrew Osman Something I just thought of now that staff can think about for next time is a point system where you have sidewalks on one or both sides vs. no sidewalks and therefore it's more difficult to get across.

That would be something we should include on the data sheet. Marsha Monica I thought one thing we discussed last meeting was asking the police department to do more monitoring along Lee Blvd to see if that traffic speed could be reduced down. Maybe next meeting, we can have some information on that.

David Ley We can get with PD to ask for more patrol and to have them put up their radar and do speed & volume updates. Chris White They have a good comment of the chicken & egg- not crossing because it's not safe- we have a brief comment in the funding about benefit districts possibility. I think we have room to explore that further. That if counts aren't there and the residents are willing to foot the cost as a benefit district, they can put it in and we evaluate it later. There should be some provision to allow that as an option.

Leah Maugans This was my apprehension from last meeting that our crosswalk is getting lost in the shuffle of the crosswalk policy. I support a crosswalk policy, but we do not need a crosswalk policy to move forward a crosswalk to 93<sup>rd</sup> & Lee Blvd. The very last thing I said at the last meeting was, "I respect doing this, but I don't want this to get lost in the shuffle". Right now, it's getting lost. It keeps getting moved from the next meeting to the next meeting. I know that government is a process, but there is nothing legally stopping us from initiating a crosswalk for a safety concern. I'm trying to respect my son's privacy, but he is terrified to cross the street. He is not okay from this happening. I would really hope that this becomes a priority so this doesn't happen to another child. It is a public safety issue, so while I support a policy, when are we going to do something about this crosswalk. I don't feel comfortable leaving here without a more concrete plan. Julie Cain The next Public Works Committee meeting is not until July. To her point, we will hopefully have the policy finished next month, and then we can come up with a recommendation. They can go independently to City Council, right? They're 2 separate things but they can proceed at the same time, right? One does not need the other. David Ley These are separate so they can go to council individually or together. They don't have to go in any particular order. Julie Cain We don't have the ability to mark a crosswalk tomorrow? David Ley You can make a recommendation to council for their approval. You're only making the recommendation. Julie Cain (to Leah) I respect you, but this just doesn't happen that fast. If you want an immediate action, a striped crosswalk doesn't mean that your son will go cross that crosswalk without you guys anyway. It's

not going to solve anything other than being marked, in my opinion. It's not a long term solution. It doesn't change behavior or apprehension. Leah Maugans Moving it to City Council will start the process. I'm encouraging you guys to move it to City Council so the professionals can start the process. It's contradictory to me for us to wait on a policy that we don't have to wait on. It's going to continue to get lost in the shuffle. Julie Cain Is anyone prepared to make a motion at this time? Andrew Osman I understand the circumstances here. I also know what City Council looks at which is policies and procedures. There are certain members who will say that if we don't have a policy and we don't have everything wrapped up, that City Council will just push it off. I hate to say it but there are other cities that don't have a policy and will put random speed tables on every street and the residents want that, but the City doesn't as a collective. We can't pigeon hole this one thing. This thing has been moving at warp speed. I can foresee something changing in the next month, and we have something much more tangible next month, then council will look at the documentation we have. What I'm saying is that I desperately want to push this today, but I know what is going to happen in City Council and that's why I want to give it one more time. Even if this went to Council now, the weather won't allow us to start until the fall. Leah Maugans Thank you for explaining that. As citizens we saw that this could've been pushed through last meeting, so we see it being brushed under. I just want to make sure I'm being heard loud and clear. Julie Cain You're being heard and respected in the fastest speed that we have in our ability. Brian or Dave- would you explain one more time the timeline and what will need to be in the recommendation? David Ley The process will be that for the next committee meeting, we will take your comments and bring the updated policy. Brian and I will come up with 4 or 5 unique situations that could be considered for uniqueness. We will provide that policy and go over it for comments, and then we go over this intersection and come up with- if you want to approve a crosswalk at this intersection, which ones to consider. Julie Cain And what they're going to cost. We won't approve anything without knowing what it's going to cost. We're not going to rush anything. Leah Maugans And I'm not trying to rush it. I didn't feel comfortable about where the crosswalk was as you were trying to close the meeting. It felt like it was getting lost in the shuffle. I understand how things work in the government, with funding...and I'm not trying to overstep that, but I do know that we can't move forward until this gets to City Council. Julie Cain (to David) So you're going to bring us options of what kind of crosswalk and we will make a decision on that. We can bring one or both to City Council. Even if City Council agrees with the recommendation, how long will this take? David Ley Once it gets approved, it will take us 4 months to hire the engineer to come in and go through the preliminary design, cost estimate, and then it goes to bid. About 6 months to get through the bid process, get the contract approved by City Council, then get the contractor to construct the improvements. Public Works has been out there many times to determine best locations. Marsha Monica How many crossings do you show in an hour? David Ley 6 is the max we've seen. Chris White This is why I encourage the residents to look at self-funding, because this policy is going to come back and either exclude this location or justify it in a thousand other locations around town. I would like to see this done, but the reality is that's probably not going to be merited on any policy that gets approved. Julie Cain Even if it's self-funded, it doesn't necessarily shorten the procedure. With all due respect to everyone involved, I have to close this meeting. Thank you one and all.

**Julie Cain adjourned the meeting at 9:17 AM**

Minutes submitted by: Kristen Love, Leawood Public Works Department