

Minutes of
PUBLIC WORKS COMMITTEE
Meeting held: Wednesday, July 6th, 2022
Leawood City Hall-Council Chambers, 7:30 AM

COMMITTEE MEMBERS PRESENT:

Andrew Osman
Julie Cain
Jim Rawlings
Marsha Monica – Via Zoom
Ken Conrad
Chuck Sipple

ABSENT:

Roger Prewitt
Abbas Haideri
Kyle McCawley
Chris White

STAFF PRESENT:

David Ley, P.E., Director of Public Works
Brian Scovill, P.E., City Engineer
Kristen Love, Administrative & Contract Supervisor
Abigale Shepherd, Administrative Support Specialist
Patrick Geschwind, Interim City Administrator

Members of the Public: Leah Maugans, Gary Fischer, Susan Hodes, Kim Bastable, Jack Bastable

Julie Cain called the meeting to order at 7:35 AM.

FIRST ITEM OF BUSINESS: Review/approve the old business: Approve minutes from the June 8, 2022 meeting.

ACTION: Chuck Sipple- Motion to approve. Jim Rawlings Seconded. Approved. Motion passed.

SECOND ITEM OF BUSINESS: 2B—Review draft of Pedestrian Crossing Treatment Installation Policy & Guidelines

David Ley The final draft is not in the packet. The most current is the redlined version in the back of the packet. Major changes are updated definitions, updated process to better outline the requirements, created a map for the arterial and collector streets, updated the appeals process, and updated the policy for consistency of terminology. We would like to go through the committee's comments. For the most part, we don't have an issue with any of the comments, but we might need some clarification.

Ken- wanted arterial and collector streets to have definitions, wanted to change the title sheet.

We approve that change.

Roger- asked if we should have weekday vs. weekend days for collection.

We will rely on the residents to let us know what day/time is most busy

Chuck- asked if we should require 2 or more citizens to request, to know where the 330 foot distance criteria came from

We only want 1 resident to bring this to us. We can look at it after that. If they don't meet the counts or standards, we don't believe we need 2 people to submit the request.

The 330 feet came from, if someone has to walk 330 feet down to the crosswalk and 330 feet back to when they began, its 1/8 of a mile. It's standard with other cities.

Kyle- wanted to add "for the public works committee, for staff and elected officials" under the introduction, change may to shall for existing crosswalks under Policies & Standards, updated the process to use shall, add a first step of the City Engineer reviewing the validity of the request, change

language to If a study is deemed necessary, adding note about ADA standards, added “as be conducted as the following” to the pedestrian counts step, added “Consideration of a new pedestrian crossings shall consider the City of Leawood’s Bicycle and Pedestrian Master Plan under Evaluation Procedures, added “The anticipated construction” to Project Implementation

Agree that it’s a good language addition in the introduction. We don’t want to have shall because it’s have legal references. We agree with ‘shall’ in the process section and add a comment that says ‘unless it falls within the 2 year time frame after denial from City Administrator’. The review by the City Engineer step is not necessary. No need to have the deemed necessary language. We are okay with the ADA language addition. Okay with the add to pedestrian counts, but we will wordsmith it. We are okay with the reference to the Master Plan addition. We’re fine with adding the anticipated construction comment as well.

David Ley Those are all of the comments that we received. What we are looking for now is the recommendation of the policy be updated as per the comments that we’ve received. We’d then implement those changes and bring the policy to the City Council for approval on August 1.

Andrew Osman Did we talk about when it doesn’t meet criteria, what the appeals process looks like?

David Ley There are 4 unique situations that are now under the City Administrator’s appeal process.

1. Intersections with at least one accident reported within the last 3 years involving a pedestrian
2. An isolated residential street that is not connected to other streets or routes within the subdivision that lead to sidewalks
3. Roadside objects or ditched at three-legged intersections that prevent pedestrian access to a sidewalk or trail
4. Sidewalks located only on one side of the arterial and/or collector street

We believe at least 3 need to be met for an appeal. The appeal will be denied if it doesn’t meet at least 3.

Citizens can always go to the public comment period of a City Council meeting to discuss it, too.

Andrew Osman Can we add a #5 mentioning that? That there is more extenuating circumstances that we haven’t thought about yet.

David Ley This is a working document, so changes can be made as they are needed. If the City Administrator during their review sees an extenuating circumstance, they can refer it to the City Council for a more in depth look. We don’t have that in the traffic calming policy, so I don’t know that it needs to be added here, but we can definitely add it. We will also add more detail about- if denied, it won’t be reviewed for another 2 years.

Jim Rawlings Where does the money come from for the construction?

David Ley City Council will decide. Depends on how much it will cost.

Andrew Osman What happens if it’s a substantial dollar amount? Do we need to add budgeting language?

David Ley We can add, “3-6 months, or longer, depending on the complexity of the project”. We will add the cost when we bring the proposal to City Council.

ACTION: Marsha Monica motion to recommend the Pedestrian Crossing Treatment Installation Policy & Guidelines be brought before City Council for approval. Jim Rawlings Second. Motion passed.

THIRD ITEM OF BUSINESS: 2C-Review residents request for a crosswalk on Lee Blvd at 93rd Street

Staff explained their recommendation for countermeasures at Lee Blvd & 93rd St. Staff recommends continental striping, advanced signage, and (2) rectangular rapid flashing beacons. Total cost for these is estimated at \$55,000-\$70,000.

David Ley We met with residents and agree that this situation meets the 4 unique situations for a crosswalk. We verified the intersection meets the sight distance. Police did collect 85% percentile speeds which was 42 mph and the average speed was 38 mph. The cost for the storm sewer extensions, sidewalk ramps, sidewalks, grading, striping and signage for High Visibility Crosswalk markings and advanced

signs is estimated between \$35-50,000. (2) Rectangular rapid flashing beacons are \$20,000 for the pair. We used the chart in the policy to come up with this solution. Our recommendation will be in 2 steps:

1. Recommend we install continental striping with advanced signage
2. Recommend 2 flashing beacons installed

ACTION: Andrew Osman motion to approve Staff's recommendation of continental striping, advanced signage, and (2) rectangular rapid flashing beacons on Lee Blvd at 93rd St in accordance with the Pedestrian Crossing Treatment Installation Policy & Guidelines. Marsha Monica Second.

David Ley The reason we're making this recommendation is because that's what the chart recommends, not just for continuity sake as we have these along Lee already.

Julie Cain We have a motion and a second. We need to vote. Before we vote, should we hear from the residents?

Leah Maugans 9320 Lee Ct. Thank you all for everyone's time. With there already being flashing beacons at crosswalks on Lee Blvd, it's hard to justify lowering the visibility of this crosswalk by not including them here. It's not for continuity sake, it's for safety and visibility. So I support the flashing beacons.

Julie Cain Calls for vote. No opposed. There will be 2 recommendations going before City Council on August 1st. First will be to accept the Pedestrian Crossing Treatment Installation and Guidelines, and the second will be this recommendation to install the crosswalk and rapid fire beacons.

Reminder to all that there is no Public Works Committee Meeting scheduled for August.

Julie Cain adjourned the meeting at 8:36 AM

Minutes submitted by: Kristen Love, Leawood Public Works Department