

**Minutes of**  
**PUBLIC WORKS COMMITTEE**  
Meeting held: Wednesday, January 11, 2023  
Leawood City Hall-Council Chambers, 7:30 AM

**COMMITTEE MEMBERS PRESENT:**

Julie Cain  
Jim Rawlings  
Marsha Monica  
Chuck Sipple  
Roger Prewitt  
Chris White  
Andrew Osman  
Abbas Haideri – Via Zoom

**ABSENT:**

Ken Conrad  
Kyle McCawley

**STAFF PRESENT:**

David Ley, P.E., Director of Public Works  
Brian Scovill, P.E., City Engineer  
Kristen Love, Administrative & Contract Supervisor  
John Westbrook, Engineering Supervisor  
Todd Thalmann, Senior Project Engineer  
Patrick Geschwind, Interim City Administrator

Members of the Public: See attached sign in sheet

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

Explains how the committee is made up- 4 City Council members with the ability to vote, and 6 citizen volunteers.

Traffic issues of cutting through this street started long ago, but it's been amplified recently by the conversation of what it going on between 133<sup>rd</sup> and 135<sup>th</sup> Street. We've had 12 total meetings about that development, plus multiple meetings internally between departments. Outlines story of what got her involved in City Council which was the Price Chopper development about 30 years ago.

This meeting has a hard stop at 9am. We will follow the agenda. We will have staff start with comments and background. This will be the first time anyone in the room, except Public Works staff, will have seen the Traffic Calming Request proposal. We wanted to work on this together. I hope that we can all come to an agreement on this proposal. There will be a long time before the development breaks ground.

We will have public comment and the time for the speakers will depend on how many speakers we have. Please be courteous and kind to the speakers and the committee. If we work together, we will get it done faster.

Roll Call

**FIRST ITEM OF BUSINESS: Review/approve the old business:** Approve minutes from the November 2, 2022 meeting. It was about traffic calming at Cure of Ars.

**ACTION:** Marsha Monica- Motion to approve. Abbas Haideri Seconded. Unanimous approved. Motion passed.

**SECOND ITEM OF BUSINESS: 3A—Traffic Calming Request for 132<sup>nd</sup> Street/High Drive between Mission Road and 133<sup>rd</sup> Street**

David Ley The handout mimics the presentation. This is a request for traffic calming along 132<sup>nd</sup> St/ High Drive from Mission Rd to 133<sup>rd</sup> Street. A brief background, this started in 2009. A few residents came to the Public Works Committee to request traffic calming along that corridor. There were 2 meetings and the recommendation from the committee at that time for the residents to submit a petition that had 75% of the residents' signatures and that the cost for the traffic calming devices would be borne by the property owners. Public Works created the petition for them and we didn't hear back from them until 2021/ 2022. We provided an updated traffic calming petition and they came back with 85% of signatures. The project length is .85 miles.

\*Show map of area with highlighted properties of those residents that signed the petition\*

This petition is unique in a few ways. We're proposing to install temporary traffic calming devices which was approved by former City Administrator Scott Lambers. The current policy does not address temporary devices and whether or not a petition is required to move onto that part of the project. Installing the temporary devices will allow staff to evaluate the effectiveness of devices and will allow us to move/shift them around. We would remove the devices in November, prior to the snowfall.

There has been discussion with the developer of East Village about funding the permanent devices. The residents submitted the petitions with the understanding that they would not share in the costs of the devices. And lastly, just a reminder, the Public Works Committee does not make recommendations on the funding sources and this will be determined by the Governing Body. It won't be determined here. You (the committee) would approve the cost but the funding source would be by the Governing Body.

Staff want to make sure that the process for this project is understood by the committee and the public. We created this schedule. It's a little different than the one handed out, as staff made a few changes this week. Initially 3 petitions were going to be required-- the initial, one for temporary devices, and one for permanent. We decided it's too much burden, so we are proposing to go with the implementation of the temporary without a petition and once those are removed, they can submit a petition if they'd like permanent devices installed.

We made a schedule and we're hoping the committee approves that, but we can make changes if needed, so we can submit that to the Governing Body for approval in February so they're aware. Next staff will begin the traffic calming study process by sending a questionnaire to residents to see what type of devices they'd like to see and what their goals are – speed reduction, speed/volume reduction, pedestrian enhancements/locations. We would provide pictures of the options and request feedback. After that, staff will tabulate the results. Next we will collect additional traffic and pedestrian data between March-April when the weather is a little warmer. We'll look at the most used crosswalks. From that, staff will create a preliminary traffic calming plan. That plan will be provided to the residents and the committee prior to the next meeting which is anticipated to be held on May 3<sup>rd</sup>. Residents can provide written and public comment at that meeting. Staff will update the plan based on feedback and take it and the costs to the May 15<sup>th</sup> Governing Body meeting. If large changes need to be made to the plan, we'd have to make those changes and bring it back to the committee before going to Governing Body. At that point, we'd collect additional traffic and pedestrian data between May-June. We anticipate installing the devices in July and begin data collection in regards to traffic reduction and speeds. Once the temporaries are removed, we'll come back to the committee in December or January 2024 to discuss the results and receive input from the residents if they have any comments or suggested changes. Then from that point, we are in a holding pattern until the residents can get a petition back to us to begin construction on the permanent devices.

Marsha Monica On the timeline, have you factored in the construction work on Mission Rd and how it will affect this area?

David Ley We'll start with the main collection work in March-April and Mission will be open at that time. Once we get to construction season, just one lane will be open- southbound. We'll be able to get pre-speeds and volume prior to the temporaries. Mission Road will still be open to only southbound traffic during that time. So we'll have a comparison of just before we installed them to after we installed them and Mission Rd will still have just the southbound lane open.

Marsha Monica So, will we get accurate traffic information with only one lane open?

David Ley That will be a challenge, but we will at least be able to determine what we had pre vs post install. We'll have a month or so with Mission Rd open and have the devices in place. We want to have them in place for 4 weeks after the road is opened so we can observe the traffic.

Andrew Osman Can you explain what is going on with Mission Rd?

David Ley We have 2 different construction projects. First phase is from 127<sup>th</sup>-133<sup>rd</sup> and that construction contract is going to the February Governing Body meeting. That will start in March. There is a little bit of storm sewer work that will need to be done in Cherry Creek before they come out into the road. Currently the utilities are undergrounding the power and water lines. That project consists of replacing the metal storm sewer pipe, restripe with bike lanes, slightly widen from 132<sup>nd</sup> to 133<sup>rd</sup> to allow for vehicles to queue on Mission Rd, southbound, to get into the school and allow for cars to pass the queue without having to cross the double yellow line. We're going the same thing northbound. We're also replacing the pedestrian signal with a HAWK signal. It'll be dark until a pedestrian hits the button and it will start flashing yellow then go to red, the after a set amount of time, it will flash red. It's more efficient for vehicles. This should be completed by October.

The second phase is from 133<sup>rd</sup>-143<sup>rd</sup>. This is reconstruction of the roadway. It will be 4 lanes from 133<sup>rd</sup>-137<sup>th</sup>, then south of 137<sup>th</sup>, it becomes a 2 lane divided roadway. This will be completed in July 2024 roughly. It's a 1.5 year project.

Julie Cain Just for residents, what is the City paying for the improvements along Mission Rd (119<sup>th</sup>-143<sup>rd</sup>)?

David Ley The total cost from 133<sup>rd</sup> to 143<sup>rd</sup> is \$16 million all in. 127<sup>th</sup>-133<sup>rd</sup> is \$2.5 million construction then about \$500,000 in design/inspection fees. 119<sup>th</sup> – 127<sup>th</sup> we designed in house but the bid was \$2.5 million.

Julie Cain So about \$20 million. The City does have to make 5-20 year projections, so these projects have been forecasted years ago.

David Ley One thing I forgot to mention from 133<sup>rd</sup>-143<sup>rd</sup>, the residents brought to our attention the potential for cut through traffic because of the traffic signal at 133<sup>rd</sup> and Mission, just the delays going northbound. So that's why we widened Mission Rd northbound. We're also installing a westbound right turn lane. So as you're travelling west on 133<sup>rd</sup> and you pull up to that traffic signal and a car was waiting to go straight. You had to wait until for the light to go green in order to go right onto Mission Rd. which is an added delay.

Julie Cain We do have a neighborhood traffic calming policy that has been in effect since 2003 and it's served us well. Even I view this situation different than the policy because of the main features of the policy is that the devices are paid by the residents. And, in my opinion, that puts this situation out of the purview of this policy. We're not asking you (the residents) to pay for these devices. And there is a developer involved and the residents have no power over the developer, so it's very complicated.

Andrew Osman When there was an improvement made to 85<sup>th</sup> Ter (which is his district), we did go to the residents. That's the only area that we have speed tables. There are 3. And the residents filed that petition and they paid for them. Which is not what we are asking for the residents to do in this situation.

Chuck Sipple Did they have test speed tables to try before install?

Andrew Osman We had a number of meetings to decide what action would be best. We came up with shortening the road and adding speed tables as the best option based on the petition and what the residents wanted.

David Ley This is actually why we created the policy because the residents on 85<sup>th</sup> Ter came to us with that request. We are going to go in later this year and add striping to those speed tables.

Andrew Osman And that is the only instance in my time here where the speed/traffic was well above the threshold and that is how it met the criteria.

Marsha Monica From Mission round the corner to High, is that all the same width?

David Ley Yes, it is consistent through that corridor. It is wider than residential streets though because it's a collector. 36 ft vs 26 ft for a residential street.

Julie Cain I used the term power earlier and I just wanted to clear that up, that it means who has the ultimate decision. It's the City Council that has that power for the final decision. This committee makes recommendations, but not final decisions.

Now we will welcome the neighborhood input.

Rachel Rubin 3105 W 132<sup>nd</sup>. I am right before Wilshire Place on 132<sup>nd</sup> at the intersection of traffic from 3 directions. East, west, and also from Greenbriar coming from Leawood South. I do appreciate the change to the agenda by staff. They were going to require us to get another petition for the temporary devices so I appreciate that that was changed. It was going to be a burden to get another petition, so I appreciate that. I gave you a packet that is numbered.

Number 1- this is what Mark Klein wrote to Scott Lambers and the City Council.

*"The developer of Cameron's Court has agreed to provide the City of Leawood with a 5 year, \$200,000 Letter of Credit for the installation of traffic calming devices on adjoining residential streets."* This next line is very important. *"If the residents of the subdivisions surrounding the Cameron's Court development file a petition with the City of Leawood Public Works Committee that meets the required threshold of 51 residents to sign the petition for traffic calming, the City will install temporary traffic calming devices."*

So that has already been triggered. We submitted that petition a year ago, in February of 2022 in reliance on the representations made by the City. So the traffic calming devices I would ask be installed as quickly as possible. The other thing I want to say is, we feel the committee/staff is only looking at one option on devices and that is speed tables. The traffic calming policy which is referenced in the petitions we were given. We were given a form by Mr. Ley and it was approved by the City Attorney and we asked for any changes made to this, because our situation was unique, Kathy Kelley asked if we needed a tweak to the petition because it's unique of Cameron's Court, and they said no. So the form references the policy. I understand what you're saying, that the funding is going to be different, but the policy itself is what was presented to us as the procedure that would be followed. And that policy contains different options for solutions and the only way to understand and decide what the best options are is to do a traffic calming study. I think Mr. Ley has said they don't have that kind of expertise in Kansas City. Maybe we don't have a firm we can go to for that kind of study. But for residents to know what kind of solutions are best for traffic calming, we need some kind of professional input. Are traffic tables the best? What's the success rate of traffic tables vs the narrowing of the streets? There could be other options besides the tables. I want to read to you the procedure that was represented to us a year ago by Mr. Ley. This is before we submitted the petitions. It's after the memo from Mark Klein but before we submitted our petitions. Kathy Kelley asked, "Please tell us the procedure. We want to make sure we know". This is what Mr. Ley wrote,

*"The process needs to be made clear to the residents there is no commitment on the residents for the cost of the studies on this first petition. The first petition is to provide staff and the Public Works Committee information that there is support to study the street and determine what traffic calming devices could be installed, review issues and concerns about redirecting traffic, develop a preliminary plan that shows potential solutions and estimates, meeting expenses, etc are paid by the City. After we have determined what is to be installed and where it will be installed Staff will estimate the cost for installation and a second Petition with that information on the Petition with the costs and who is paying for it."*

I guess the governing body determines the cost. This is the procedure that was presented to us and we want you to follow it. We do appreciate that staff has made changes. Again we have, in good faith, relied on representations from the City. We didn't make any of this up. We wanted to follow what the City told us were the rules. And based on the memo, we get the 51 signatures, then the temporary devices would be install. It didn't say we needed to amend a policy or wait, it was we will do it. And we've submitted petitions after that point. So, I request that.. I'm unclear what the devices are. I'm concerned about surveying the residents without the residents having all the knowledge that they need to know what would be effective on our street. We're looking for long term solutions that residents, that will reduce traffic, will reduce speeds,

and be livable for the residents on that street. There are cars that speed there. They tracked 55 mph there and that's per a study done by Public Works or the Police Department. I think that's all I have for now. I will let others speak. Do you have any questions for me?

Julie Cain Your time is up. We'll call on Kathy Kelley and we'll see. Thank you.

Kathy Kelley 12800 Howe Dr. in Waterford. I don't live on the route. As a member of Waterford Homes Association, I own a slice of Waterford pool which is on the route. My interest stems from my longtime leadership in Waterford. I'm working on many things that don't affect me, right in front of my house. I've been a two time presidents, involved since the early 2000s and I continue to volunteer on projects for the board. Thank you very much for not requiring a second petition, I really appreciate it. I brought with us a stack of petitions that we submitted originally and it was a significant effort in the middle of winter. Julie mentioned all the planning that takes in advance of things in the City and I do appreciate the ability to plan for what is going to affect our neighborhoods based on preliminary approval of East Village. There's going to be 20,000 more cars in our specific area and some of those are going to affect us, and we need to plan for it. We already have a situation where there is an imbalance between the needs of walkers, bicyclists, people, and the quality of life is skewed by the surge traffic we have related to the surge traffic from school let out. We have 500 people getting in and out of that building in a period of time and because of the two stop lights, and I appreciate the efforts that David is making to try to improve that, but we're always going to have two stop lights there and that invites cut-throughs in our neighborhood. I hope we explore a robust process. I've done a fair amount of reading on this in the last year since we realized it was an issue. I've got this FHWA course on bicyclist and pedestrian transportation. It's a course that they administer and it goes over the traffic calming objectives and it has a tremendous amount of data on success of different devices. I'd be happy to send the link to anyone, or forward it to David and if he agrees, share it with you (council). What I learned was the importance of an analysis of the situation and that most often a combination of solutions is the best. Maybe entry treatments combined with road narrowing combined with one elevated crosswalk. So I feel like the petition process is early here. Not the petition, I'm sorry. The survey process is a little premature. What are our goals? What is the analysis of our situation? What is the circulation going on? I mean, we have pointed out that we should have pedestrian generation points and because 1-it's a bicycle route and 2- it school buses, I guess points are no longer relevant. We have some unique situations. It's, I'm not sure the correct term, main route to school? Safe route to school? On 132<sup>nd</sup>, when at the time, we have children going to and from school. We have this surge traffic. We have speeding and there is no crosswalks across 132<sup>nd</sup> except at Mission Rd. So, I think we have to see what our situation is before we jump in and say our solution is A, B, C, or D. And residents haven't been able to give their input on what their observations are living there daily. Every resident in these subdivisions have a stake because their children are walking on these roadways. They are walking on these roadways. They are driving on these roadways. So I hope we have a robust process and perhaps employ a professional who works with these situations daily and is facile with the statistics or what and what doesn't work and in addition I think this process has become a little political along the way. We've been working diligently, we've done everything that everyone has asked and unfortunately it's caught up in the...this very complex process Julie decided. Perhaps an outside person who doesn't feel the same pressures of retaining their jobs and perhaps influences of the local business community would be able to bring a fresh perspective to this. And to all the technology that there is. I know Seattle, Portland, there are centers for this. We don't necessarily need to be in our metro area to employ an objective consultant. Thank you for your time.

Garreth Matthews 13241 High Dr in Wilshire Place. In going through this presentation, there are parts were the first I've seen of it. I do want to add some things. In addition to Scott Lambers saying he would pay for the temporary solutions, he also said we would not be paying for permanent solutions. And that because it's a project trying to get ahead of what is probably the largest development in Kansas City area. I googled that last year and nothing came close and that is coming right at the end of High Dr. So the effort is to get ahead

of that. There are existing problems so our concerns are that they will get much larger. And that's why the 30 point system, Scott Lambers said it's not in play. We're trying to get ahead of that and that is what is different about the traffic calming policy that exists right now. It tries to fix an existing problem and this is trying to get ahead of the problem. I put together a history of this traffic calming thing in respect to East Village and I thought I sent it to all of you. I printed out copies. This meeting about setting goals and process and timelines is really an effective way to start this. I understand that it's going to be multiple conversations. I do want to say that the one piece that has bothered me, with respect to East Village and it's tipped over into this process, is that changes are made without citizens being able to provide input. The one change was to the stipulation that the developer would be paying for this on the City's behalf. This stipulation was changed by the City from \$200,000 to \$30,000. But more than that, the people who are most invested in this and probably know this better than just about anyone else because we've been paying attention for 2 years, we don't have a voice. We see it go to the planning commission and think, *what on earth?*, Not only did it go from \$200,000 to \$30,000, now the developer gets to at each step in the process, no this didn't meet your current traffic calming policy. So not only did the power go away from the City, it went to the developer to say no to every step of the process. So rather than see the materials on the day we show up, let's share them so we can consider what the implications are and we don't feel blindsided. I think much of this is unintentional, but as residents who are vested in this feel like it's a constant thing. Like the traffic map that the City put together showed that it wouldn't be an issue because the cut through distance and the speed that one takes will be shorter if you go on 133<sup>rd</sup>. It neglected to show the traffic lights and that is a big miss. It neglected to show that there is a speed school zone. That's a big miss. It neglected to show that the Canterbury exit no longer exists and all that traffic will now be pushed out to High Dr and will have to make a left hand turn onto 133<sup>rd</sup>. I get trapped on High Dr all the time trying to turn left. It's much easier to turn right and then find another place to turn. That's just another example. I don't know if it was intentional to show City Council that there is no issue there, but as someone lives there, seeing that show up right before Governing Body meeting, having no opportunity for the public to give comment, it creates an environment where we feel cheated. It might not be intentional, but that's the affect it has because we know this stuff really well and more things are at stake for us than anybody else. So, in terms of goals, I have 2 goals. My first is to reduce traffic speed. I've have accidents in front of my house with parked cars. Part of the design of streets is that Leawood doesn't do straight streets through neighborhoods. I heard Chairman Elkins say that at a Planning Commission meeting. So they introduce all of these curves and they turn into blind curves. And people drive through cut-throughs because they want to go quickly so they don't always pay attention. So the fact that a car that was parked across the street from my house was hit by a man, nobody could figure out why. That's the sort of stuff that happens. This is main street to school. This is an attempt for families to walk straight to and from school. This street is also part of the Leawood South bike loop. The City itself is trying to get people to use this as a bicycle route. My concern is two-fold: to reduce the speed or traffic, and to disincen people using this street as a cut-through. Reduce the speed and reduce the traffic. There is an example between Walmart and Lowes in Martin City that I always look at. There is a neighborhood that hates cut-throughs but you avoid 2 lights if you do. They've put in mini-roundabouts, they've put in speed bumps, they've put in stop signs and it's really effective at slowing traffic down. I agree with the comment that was made. It would be nice to see someone who does this for a living provide some advice. The City did this with it's make the City more walkable/bikable plan. They brought in an outside expert. Some of the statements that he made were something I'd never had thought about. The second thing is, I went out to a school, can't remember which school it was, but they were doing another main route to school, they were trying to get more kids to walk and they hired an expert, I believe from Seattle, who walked through traffic calming options. Some of the things he said they couldn't do I thought were more eye opening than the things they should do, so I think that's an opportunity we don't want to miss. So my understanding was that we were going to get somebody to be involved in this process who is truly an expert, who isn't distracted by the other things they're doing. Someone who does this for a living. I agree, if you send me a survey and say do you like this, this, this, or this, I'm going to be forced into a decision knowing I have to pick something

but I don't know if the 4 things listed in the survey are going to be helpful. I'd like to get a little more background information on that. That's it. Thank you. I'm really pleased this process is starting. I would like to say that getting the information sooner so that we can all be informed and have a bit of back and forth would be helpful to us and to you as well.

Doug Euston 3413 W 132<sup>nd</sup> St which is the intersection to Glenfield. I'm all for reduction of traffic. I don't have as big of an issue with speed on 132<sup>nd</sup>. I'm curious if we know how much traffic is on High Dr right now and on 132<sup>nd</sup> and what the estimated traffic will be once the East Village is completed. I'm sure there's a number that says, if you have 5000 cars a day and you add a development like that then we should expect a 30% increase, a 60% increase. How bad can it get? Volume of traffic is my biggest concern versus speed. I'm intrigued by the experts. I don't know all the traffic calming options. I would assume in the industry of traffic management across the country, certainly there's got to be dozens of options for like situations. It'd be interesting to see what they are. I don't know if we need an expert to tell us that or if within the traffic industry that there is all these options we could at least look at and see what is right and what is manageable. The other thing I'd like to say is that actually living on this street, I'd be adamantly against speed tables and speed bumps. If you've ever lived on a street with those, it's obnoxious. It's like living in a Target parking lot. Going over them multiple times a day is annoying and incredibly obnoxious. I'm hoping that there are other options that are reasonable to reduce the traffic because I am concerned about the amount of traffic that's going to come in from East Village but speed bumps and tables are just horrible. But I don't know what the other options are. I don't want a yellow caution sign in my parkway with flashing yellow lights all night either, so I don't know what the other options are. But I am totally against speed bumps and speed tables. I see all of you (council) nod there; you don't want them on your street and I don't want them on my street either. Thank you.

Mary Cray 3708 W 132<sup>nd</sup>. I am right next to the pool. I am there every day with all of those babies coming and going to school. They are also coming to the pool. The traffic is horrendous. A friend of mine was taking two littles across the street, a car was coming so fast, the grandfather fell, and the littles ran to the side. I just think it's a matter of time. I do believe in a soft speed bump. If I can save these little people from horrific disaster, I can go over a speed bump occasionally. I'm here to say it's unsafe, it's the speed for me. It's the kids not paying attention, it's the cars packed up every day after school, and it's the kids running across the street. Maybe another walkway, I don't know. I want to thank everyone up here; I'm a grandmother of 10. I'm out there telling them to slow down. It's become a big problem. Waterford is beautiful and I'm pleased to live there, but we need some accountability and some help.

Chuck Sipple A number of suggestions have been made to engage an outside consultant to come up with options. It's hard to say what this will cost the tax payers of Leawood but it would probably slow down the process. In order to engage an outside consultant, look at a variety of proposals, and pick one. Then have them do the work, review their findings. How far back would that push the timeline?

David Ley It's our estimate that it would take 2-3 months to go through that process. We would have to bring that contract to the Governing Body. Staff isn't opposed to find someone to assist us and give us ideas, but staff would still be driving the questionnaires and items like that for data collection so we could have the information. If we use them as an on-call consultant, then the City Administrator could approve that contract.

Chuck Sipple Instead of May coming up with the recommendation for temporary traffic calming, we'd be looking at late summer to even know what we're going to do and put them in in the fall of '23. Based on your construction projects on Mission Rd, would that give us reasonable data?

David Ley It would be the worst weather, and then you're inconsistent because some of the data will be collected when Mission is closed and it's just southbound traffic. The other caveat is that we have Mission Rd 133-south that will be multiphased where they're closing 133<sup>rd</sup> & Mission. We're still working with the contractor to get their schedules.

Chuck Sipple That's my concern. Even if we engage a consultant, the timing might be such that we don't get representative data that the neighbors are concerned about. It seems like we should have a clean slate of projects, at least north of 135<sup>th</sup> St, for the consultant's recommendations to be implemented and see how the neighbors like them. I don't know if you want to wait until '24, but it seems like you might have to get clean data.

David Ley We do have traffic data from the past 10 years. We collected data in '21 and '22 so we have background data. It actually goes back to 2009. We collected speed and volumes down the corridor.

Chris White First I'd like to thank everyone for coming in and making comment. I'd would point out that half the people on this committee and the council got involved with the City government because of discontent with a City project, so I look forward to seeing you on this committee sometime in the future. I hope you understand that one of the issues we see was brought up by the differing viewpoints in the comments. For everyone that wants a speed bump on their street, there is someone who doesn't. There are always different viewpoints and that's where I ask that you have goodwill with the City personnel. David and the Public Works staff, there were comments about bringing in an expert. And while they don't call themselves experts, it doesn't mean that they're not knowledgeable about these things. We deal with this on a regular basis. We often get people who say that there are 100 cars going up and down the streets in excessive speeds, and staff goes out and investigates, and commonly it's not that bad. They're doing their best and they have a very long history of understanding what is going on. One of the advantages of having this decision made within the Public Works group is that they are very sensitive to the entire community. Experts are very good at coming in and saying, *here's a solution*, but they're not accountable long term. David hears it, Julie hears it. Wherever this ends up, we will hear feedback from the residents.

Marsha Monica Sounds like everyone here is in agreement that there is a lot of traffic and they want some sort of calming done sooner rather than later. If we proceed with the schedule you outlined today, what kind of temporary devices can be put in fairly quickly?

David Ley We don't want to move too quickly because we want that background data. We want to have a preliminary design of where these devices will go and then we can collect data between those devices and we can do speed profiles. Then after we put them in, we can do another speed profile and overlay them with each other to see what the changes are in speed along the either corridor. We don't want to move too quickly so we can go get that information. The other item to put in there, we've been talking all along about doing multiple options. We do talk about speed tables because most people don't like driving over those. So that would cut down on cut through traffic. There are multiple items we would put on the questionnaire. We can design something up front, but we don't want to get to that point and have all the residents come back and we have to redesign. We'd like to have information and peoples' preferences. We want this to be successful. If we have 4 residents within an area that don't want a speed table and we put one there, they might not sign the petition to take it to a permanent install. Another option is we can do islands down the road, about 7 feet wide. But they would restrict parking in front of a property. So you don't have the speed hump and the noise associated with that, but you lose parking in front of your property. So that's the kind of information we want to put out. If someone says they don't want a speed table, but it's the appropriate device for that location, it might still go in. We would like to get a little input upfront so we're not excluding people, so when we need to get that 75% of signatures, we'd have a better opportunity.

Marsha Monica David has done a great job with the City and he's worked on numerous street issues just like we're experiencing. I like his idea about, if there are people nearby who can come by and assist him, I think that's an option to consider. I don't know that we need to keep reinventing the wheel because they done enough of this stuff that goes around around here and around the country. So I have every confidence in them. I think we have a great Public Works department.

Julie Cain And since we've begun this process, we've hired Todd Thalmann. Do you want to introduce yourself and tell a little of your background?



Todd Thalmann I started my career in the City of Manhattan for about 5 years. Then I went to the consultant side and did numerous types of projects. I've close to 200 roundabout projects across the country and world. I've done roadway design for 33 years. I bring the consulting side of the business to Leawood.

Julie Cain This is good for us. You were with TransSystems, and if the City hires a consultant for a traffic study in this city, it's usually TransSystems or Olsson or Kimley-Horn.

Todd Thalmann In addition to them being local, they have a national presence as well and they can draw on that national knowledge.

Julie Cain So we've got more experience now with Todd on our team.

Andrew Osman If we were to hire an outside consultant, what's a typical cost?

David Ley I would guess \$20,000.

Andrew Osman This is my opinion. I'm not in a hurry to do anything at this location and I'll tell you why. You look at my district, Cure of Ars at 93<sup>rd</sup> and Mission. We've had for 2.5-3 years, significant backup there. But we knew we had road improvements we needed to do along Mission Rd. It just doesn't match up on the infrastructure work we need to do. And with the traffic situation of getting people in and out of Cure of Ars at 8 and 3:30 each day. We had to fly drones, meet with the principal and staff multiple times, try different things to find out what the root of the cause was to try to reduce that back up on Mission Rd. In this situation, we have 2 problems. 1- We can't put off Mission Rd. It's budgeted and we're lucky as the City of Leawood to have a less than 1% cost because of our AAA bond rating. Rates have been doing up over the past year and it's my understanding that any bonded project, we are committed to. When we do those things, traffic flows can change on a temporary basis. 2- I don't know what happened last night, but it's my understanding that there was a meeting with the Planning Commission. If anything happens on the project, East Village, that's a multi-year project. We have time. We want to make sure it's done right and professionally. You've had this problem for 20 years, in my opinion, another 6 months or year will not change anything to get the solution agreed upon. I look at other municipalities. A prime example is Overland Park. They will just take down a 4-way stop sign for traffic lights for several hundred thousand dollars and say, *Crap*. 6 months later, they see that traffic is backing up and they put back the stop signs instead. That's why I'm proud of our staff for looking at it all and trying to do it right the first time and not spend tens of thousands of dollars. We have to be a good steward of public money. That's why I'm saying to look at this carefully. That's why there is multiple meetings.

Abbas Haideri Thank you for the presentation David and to the residents for their comments. Welcome Todd to the team. I think it's a great addition and will help significantly. As we only have 9 minutes left, I assume this discussion will continue to the next meeting. I was wondering if it would be worthwhile to have the inputs of David, Brian, and Todd in figuring out pros and cons of various traffic calming devices and what might work and what's a better solution. Or maybe present it so the residents can view those.

Jim Rawlings Appreciate all of the input. To me, before we decide what we need to do which could be down the road, I need a baseline for my thought process and future dialogue, that baseline to me would be temporary traffic calming devices and begin to do traffic counts and analysis. Whether that goes into next year because of the Mission Rd construction issues, we might not get a good count. But next year, to Andrew's comment, we have some time before the new development, but we want to do it right. Once we do it, there is no going back. To me, I think we ought to move forward with the City's recommendation on the steps of the process. For me the process should be: put up temporary calming devices and begin the count then share that with the committee.

Marsha Monica I was going to make a motion that we move forward with the plan that David presented today to get this ball rolling, because we all know that we can do meeting after meeting. I think he's laid out the plan with homeowner input and I think we should start down this road.

David Ley I know there is concern because Mission Rd will be under construction and we may not have accurate counts. We're proposing to purchase temporary speed tables, and I think Scott Lambers said we'd purchase 3. So we could go through this process and what we purchase would just be temporary. We could

do temporary this year and monitor to see how it's working this year. If we do speed tables, we'd have to pull them before winter. But we could go out next year in March or April and evaluate those devices over the winter and if we need to tweak them, then we could install them back in 2024 and have the temporaries through 2024, or until the residents submit the petition for permanent traffic calming. It's not an increase in cost as we were going to purchase those temporaries anyway. This would change a little bit because we'd look at temporaries for an entire year, so we could see with the roadway open, how traffic would be.

Julie Cain I don't know if the residents know that the temporary calming measures, that the only temporary calming measure we were anticipating at this time are 3 speed tables that would be pinned directly into the pavement.

David Ley And Scott had mentioned that. Also Public Works has mentioned, we could get the tubular markers, 24" in height and you drill them in. So if we were narrowing the road, if we were pinching it in or putting in an island, we would purchase and install those to give the perception of narrowing or an island. Those could stay up over winter.

Julie Cain I do have to agree. If residents are going to get a questionnaire and these are the options but they don't know where they're going to go, how do they make an informed decision? If you don't know where the speed tables are going to go or where the pinching will be, how is a resident to provide information?

David Ley It's more of a question to determine whether we have a group of people that are absolutely opposed to one option, then we would try to look for another option that would work. Instead of trying to force something in a location that they might not like it and what we want is as many people as possible to agree with what we're proposing after the temporaries are installed so they sign the final petition.

Abbas Haideri That brings me back to the point I was trying to make. At the next meeting if it's worthwhile for staff to talk about these options so residents are aware of the options and can make an informed decision. David, is this something you need to move forward with to the next meeting or is this something that can be decided in the next meeting?

David Ley Public Works would like to send out a questionnaire that has pictures of these different devices with pros and cons. If the residents have questions, they can contact us. We thought that would be the cleaner way to do it rather than to come in here and discuss all the options.

Andrew Osman Can you put up the green map again? I know that speed tables aren't the only option. Are there options to put up stop signs or yield signs with a crosswalk? Those are things I want to discuss in greater detail before we say we're going to put down these temporary speed tables. So again, I know we have a hard break...

Julie Cain I know we have a motion on the floor from Marsha.

Chris White I want to make sure that the schedule that David presented was that we're going to have a procedure estimated scheduled placed for approval on the February Council Meeting, so we'd need to make a recommendation.

Julie Cain Yes we would, and this would be what we're recommending. We have a motion; do we have a second?

Marsha Monica motions to move forward with the presented procedure and schedule as outlined by David Ley. Chris White Second.

Julie Cain I am not ready to move forward with a motion. I don't think the residents have had an opportunity. I'll be voting no. I think we need at least one more meeting prior to that.

We have a motion and a second. All in favor of moving forward with exactly the way this says and timeframe and exactly what this says, please say aye. Jim, Chris, Marsha.

All against moving with this right this second, say nay. Julie, Andrew, Abbas, Jim, Chuck, Roger. Motion fails (3 aye, 5 nay).

What we need to do next is schedule the next meeting to move this to the next step. We will have information disseminated and you'll (residents) will have a chance to speak. We have more time to contemplate; we're not crunched for time. When will that be?

Marsha Monica I'm confused. What more information do you want? He's told us the temporaries will be the tables and the tubes and that he's going to get with the people and tell them where it's going to be and get their input. I'm confused what the next meeting will be. What new information are we going to get?

Julie Cain We can have this dialogue after this meeting. We had a vote and the vote was nay. What would the next meeting be?

David Ley February 1<sup>st</sup>.

Julie Cain We have an open agenda for February 1<sup>st</sup>. You heard it over here, I'm all about slow and steady wins the race. Let's do this right and allow the input. Let's not come to a rushed decision. We will keep the conversation going and the information coming. Thank you all.

Julie Cain **adjourned the meeting at 9:03 AM**

Minutes submitted by: Kristen Love, Leawood Public Works Department