PUBLIC WORKS COMMITTEE

Meeting Agenda for
Wednesday, December 5, 2018
7:30 AM to 9:00 AM

Leawood City Hall-Main Conference Room
(4800 Town Center Drive
Leawood, Kansas 66211

MISSION STATEMENT
To recommend to the Governing Body how to support and enhance the high quality of life for the City’s residents and businesses by providing a public forum to address issues such as transportation, safety, and infrastructure maintenance.

ANDREW Osman, COMMITTEE CHAIR – COUNCILMEMBER WARD 1
JULIE CAIN, VICE-CHAIR - COUNCILMEMBER WARD 4
CHUCK SIPPLE, - COUNCILMEMBER WARD 3
JIM RAWLINGS, COUNCILMEMBER WARD 2
DREW ALINGH
KEN CONRAD
ABBAS HAIDERI
TODD ALAN HARRIS
MARSHA MONICA
CHRISTOPHER WHITE

WELCOME- Introductions –

OLD BUSINESS:

1. Approve previous meeting Minutes of September 5, 2018.

NEW BUSINESS:

2. Review Traffic Calming Request-
97th Street; Lee Boulevard to State Line Road

ADJOURN

If you require any accommodation (i.e. qualified interpreter, hearing assistance, etc.) in order to attend this meeting, please notify this office at 913-663-9130.
MINUTES of the
PUBLIC WORKS COMMITTEE
Meeting held: Wednesday, September 5, 2018
Leawood City Hall- Main Conference Room, 7:30 AM

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

ABSENT:  
Chuck Sipple, Councilmember Ward 3

STAFF PRESENT:  
David Ley, P.E., Director of Public Works  
Julie Stasi, Public Works Admin. Services Manager, Sr.

Vice Chair Cain called the meeting to order at 7:35 AM. Chair Osman was unable to begin the meeting and had asked Vice Chair Cain to call the meeting to order due to his late arrival.

FIRST ITEM OF BUSINESS (OLD BUSINESS): Review/approve the previous meeting Minutes.
ACTION: Marsha Monica- Motioned to approve the Minutes of the Public Works Meeting of May 2, 2018.  
Christopher White-Seconded the motion to approve the Minutes. All members present were in favor.  
Motion passed. Minutes Approved.

Committee Members received packets prior to the meeting in order to review the request for proposal (RFP) packages along with a score sheet for each proposal. Five companies were sent RFP’s and all five responded. The companies were: (in alphabetical order) Affinis Corporation, BHC Rhodes, Continental Consulting, Olsson Associates, and Walter P. Moore.

David Ley advised that we were looking for a recommendation on the top two consultants in order to enter into an Engineering Design Contract for the 2019 Residential Street Reconstruction Project and for the 2019 Lee Boulevard Project. Staff looks at who has worked in the City in the past and who has worked at local municipalities and done a good job. Staff narrows it down initially and then from that we ask that the Committee members read through the packets and complete rankings based on what you feel is the best from what each firm has to offer. We have worked with all of these firms except Walter P. Moore. Walter P. Moore has done a lot of work for Overland Park, Kansas. We feel any of these five (5) firms would do a great job.

Score cards were collected and tallied.
Top scores went to Continental Consulting-first place, BHC Rhodes-second place.

ACTION: Marsha Monica Motioned that the Committee recommend to Council the Committee’s number one choice of Continental Consulting for the 2019 Residential Reconstruction Project and the second place company, BHC Rhodes for the 2019 Lee Boulevard Design Project. This Motion was also based upon staff’s recommendation that the two projects be offered to the top two selected companies.
Todd Harris-Seconded the motion. Member Conrad abstained from the vote due to a conflict of interest. All other remaining members present were in favor. Motion passed.
Vice Chair Cain explained to Chair Osman when he arrived that the group discussed the merit/ranking system and how difficult it is sometimes on paper vs experience vs knowing the dollar amount/budget. Reviewing how the selection process works and perhaps refined or tweaked for future selections.

VICE CHAIR Cain adjourned the meeting at 8:34 A.M.
CITY OF LEAWOOD

INFORMATION FOR
PUBLIC WORKS COMMITTEE
December 5, 2018

TO: Andrew Osman, CHAIR
    Committee Members

FROM: David Ley, P.E.
      Director of Public Works

SUBJECT: See attached agenda

OLD BUSINESS

Approval of the Minutes from September 5, 2018.

NEW BUSINESS

The residents of 97th Street between Lee Boulevard and State Line Road have submitted a petition requesting traffic calming along 97th Street. A valid petition requires signatures from 75% of the property owners along the street requesting traffic calming.

Public Works Staff completed the Traffic Calming Calculation and determined 97th Street scored 29.3 points. The minimum score of 30 points is required to proceed to Public Works Committee, however, staff felt this was close enough to proceed with discussion of options. A copy of the evaluation is included.

In 2011, the residents along 85th Terrace between Lee Boulevard and State Line Road submitted a Traffic Calming Petition and a Benefit District was formed to install raised intersections. This project was completed in 2014, along with major roadway improvements. The residents abutting 85th Terrace pay $300/year for 10 years to reimburse the City for the Traffic Calming Devices. Since the devices were installed at the time of the roadway work the cost to the residents abutting 85th Terrace was greatly reduced compared to retrofitting an already improved roadway as 97th Street.

The Traffic Calming Policy references several methods that have the potential to reduce speeds and traffic volume.

Traffic Calming Measures

1. **Roundabouts:** A raised circular structure constructed in an intersection designed to deflect the flow of traffic entering the intersection in a counter-clockwise direction around the circle. The objectives of roundabouts are to slow traffic and reduce the number and severity of accidents. Roundabouts are designed to accommodate all sizes of
vehicles. These features address vehicle speeds and may discourage cut-through traffic. This requires considerable amount of Right-of-Way and is expensive.

2. **Semi-Diverter:** Islands installed on the ingress side of the street in which entry is being prohibited. Vehicles are still allowed to exit from this street but entrance is prohibited. This feature discourages (actually prohibits) cut-through traffic.

3. **Mid-Block Islands:** Islands constructed mid-block in the center of the roadway separating driving lanes and may reduce lane widths. The objective of midblock islands are to slow traffic and reduce the number and severity of accidents. These features address vehicle speeds and may discourage cut-through traffic. This requires considerable amount of Right-of-Way and could create homes that would not meet setback requirements.

4. **Splitter Islands:** Splitter islands are treatments that may provide landscaping and physical channelization to lanes at the entrances to the neighborhood. The objectives of splitter islands are to slow traffic and discourage cut-through traffic.

5. **Roadway Narrowing:** These treatments reduce the width of pavement while maintaining two-way traffic. Landscaping planted in conjunction with the narrowing may further enhance the feature and impact driver behavior by reinforcing the impression that the pavement area is limited. The objectives of roadway narrowing are to slow traffic and reduce the number and severity of accidents. These features address vehicle speeds and may discourage cut through traffic.

6. **Forced Turn Islands:** The installation of raised islands at the approach to an intersection prohibits vehicles from making certain movements. The objectives are to slow traffic, reduce the number and severity of accidents, and prohibit certain turning movements.

7. **Chicanes:** This feature changes the alignment of the roadway so that the street is not straight. This eliminates driver tendencies to accelerate on a straight street and may add beautification opportunities without significantly impacting emergency services. Two-way traffic and full access for larger vehicles and emergency services is maintained. The objective is to slow traffic. These features address vehicle speeds and may discourage cut-through traffic. This feature would be on streets that are much wider than the typical 26-foot back-to-back residential street.

8. **Neighborhood Signs:** Signs may be included at the entrance(s) to the neighborhood to advise motorists that the area is "traffic calmed". This may eliminate or reduce the use of other warning signs within the neighborhood, at the discretion of the City Engineer. These signs discourage cut-through traffic.

9. **Speed Tables:** A type of speed hump with a flat top that may also be used as a raised pedestrian crossing area. Speed Tables are generally three to four inches high, have a six-foot sloped approach, with a ten-foot top and a six-foot sloped departure profile. The objective is to slow traffic and reduce the number and severity of accidents. These features address vehicle speeds, increase visibility for pedestrians and may discourage cut-through traffic. Parking is prohibited near Speed Tables so that could have a negative
impact to the adjacent property owners. Storm sewers are required on the uphill side of the Speed Tables to prevent water from ponding.

10. **Raised Intersections:** A raised intersection involves the construction of the entire intersection 3” to 4” above the approaching streets. The intersection is typically constructed of a different material type or the approaches are of different material to indicate a change at the intersection. The objectives are to slow traffic and reduce the number and severity of accidents. Raised intersections are designed to accommodate all sizes of vehicles. These features address vehicle speeds and may discourage cut-through traffic. Storm sewers are required on the uphill side of the Raised Intersections to prevent water from ponding.

Staff reviewed two options for 97th Street:

1. Raised Intersections at High Drive, both Sagamore Roads and Overbrook Road with Speed Tables installed between Lee Boulevard and High Drive and High Drive to Sagamore Road to create 300 foot spacing. The cost estimate is $400,000.00, which includes additional storm sewers, curb removal and replacement and pavement removal and replacement at the traffic calming devices.

2. Install two Radar Speed Limit signs that have a 25 mph Speed Limit sign with an LED readout of the drivers speed when in excess of the posted speed limit. The cost for two Radar Speed Limit signs is $8,000.00 and these would be placed between High Drive and Sagamore. The City installed two Radar Speed Limit signs on Belinder between Somerset and 83rd Street.

If there is a consensus with the residents to move forward then the next step would be the Committee making a recommendation to the Governing Body to move forward and prepare the Benefit District Petition. Once approved, staff would hire a consultant specializing in this area to work with the residents and staff to develop the traffic calming plans for construction in 2020.
PETITION & REQUEST FOR TRAFFIC CALMING STUDY

LEAWOOD, KANSAS

To the Governing Body of the City of Leawood, Kansas:

We the undersigned, citizens of the City of Leawood, Kansas, hereby
Petition and Request the City to consider a Traffic Calming Study at the
following location/s:

Subdivision: Leawood Estates

Street or Streets to be considered in the traffic calming study:
97th Street between State Line & Ice Blvd

all within the
Corporate limits of the City of Leawood, Kansas.

In presenting this Petition and Request, we understand and acknowledge
that upon receipt by the City Engineer’s Office of a petition signed by at
least one member of seventy-five percent (75%) of the households facing
the street(s) on which the Traffic Calming Study is requested; a study
may be initiated by the City.

A block shall consist of every developed property having frontage on the
street to be studied between successive intersecting streets.

We hereby understand and acknowledge that we are familiar with the
City’s Traffic Calming Policy; adopted May 19, 2003.

We also hereby understand and acknowledge that if the petition does not
meet the required minimum points for traffic calming devices, the
petitioners may appeal to the City Administrator one (1) time. If denied
by the City Administrator, the City will not review another petition, on
the denied street, for a period of two (2) years.

We hereby agree to all reasonable requests to locate and perform traffic
studies on our properties where and when necessary. We further
acknowledge that this Petition and Request is not legally binding on any
person, corporation or on the City of Leawood, but that it is merely an
expression of intent on our part in order to secure a Traffic Calming Study in the area described above.

<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contact info: Jamie Swisher</td>
<td>316-706-7667</td>
<td></td>
</tr>
<tr>
<td></td>
<td><a href="mailto:Jamie.Swisher1@gmail.com">Jamie.Swisher1@gmail.com</a></td>
<td></td>
</tr>
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</table>

Please also do a fall traffic count study when the traffic is heavier due to school in session.

Thanks.
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Signature</th>
</tr>
</thead>
<tbody>
<tr>
<td>Haley Day</td>
<td>2228 W. 97th St. Leawood</td>
<td>Haley Day</td>
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<tr>
<td>Kimberly Dodd</td>
<td>2208 W. 97th St. Leawood</td>
<td>Kimberly Dodd</td>
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<tr>
<td>Andrew Swisher</td>
<td>2229 W. 97th St. Leawood</td>
<td>Andrew Swisher</td>
</tr>
<tr>
<td>Karrie Wolf</td>
<td>2335 N. 97th St. Leawood</td>
<td>Karrie Wolf</td>
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<tr>
<td>Bill Krause</td>
<td>2336 W. 97th St. Leawood</td>
<td>Bill Krause</td>
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<tr>
<td>Jeff Knight</td>
<td>2105 W. 97th St. Leawood</td>
<td>Jeff Knight</td>
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<tr>
<td>Christie Montagie</td>
<td>2105 W. 97th St. Leawood</td>
<td>Christie Montagie</td>
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<tr>
<td>Barnett Snyder</td>
<td>2000 W. 97th St. Leawood</td>
<td>Barnett Snyder</td>
</tr>
<tr>
<td>Art Korn</td>
<td>2001 W. 97th St.</td>
<td>Art Korn</td>
</tr>
<tr>
<td>Dallas Martens</td>
<td>2109 W. 97th St.</td>
<td>Dallas Martens</td>
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<tr>
<td>Mary Ann Kacel</td>
<td>2231 W. 97th St.</td>
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<tr>
<td>Bill Davis</td>
<td>9694 High Drive</td>
<td>Bill Davis</td>
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<tr>
<td>Daniel Lary</td>
<td>2337 W. 97th St. Leawood</td>
<td>Daniel Lary</td>
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<tr>
<td>Eddes J. Shields</td>
<td>9701 High Drive</td>
<td>Eddes J. Shields</td>
</tr>
<tr>
<td>Megan Mocney</td>
<td>9700 High Drive</td>
<td>Megan Mocney</td>
</tr>
<tr>
<td>André McMahon</td>
<td>9701 Sagamore Road</td>
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<tr>
<td>Lisa Cooper</td>
<td>9638 Sagamore Rd.</td>
<td>Lisa Cooper</td>
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<tr>
<td>Victoria Wahlman</td>
<td>9700 Overbrook Rd.</td>
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<tr>
<td>Shawn Schaffer</td>
<td>9701 Overbrook Rd.</td>
<td>Shawn Schaffer</td>
</tr>
<tr>
<td>Name</td>
<td>Address 1</td>
<td>Name</td>
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</tr>
<tr>
<td>Tony Hundley</td>
<td>2201 W. 97th Street</td>
<td>Douglas Hundley</td>
</tr>
<tr>
<td>Matthew Culp</td>
<td>2004 W 97th St</td>
<td>Matthew Culp</td>
</tr>
<tr>
<td>Penny</td>
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<td>Penny</td>
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97th Street (Lee Blvd to State Line Rd)
Traffic Calming Request
Traffic Calming Petition
97th Street (Lee to State Line)
October 24, 2018

97th Street - Local Street Calculation

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<tr>
<th>Criteria</th>
<th>Points</th>
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<tbody>
<tr>
<td>Speed 33.0 85th Percentile</td>
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<tr>
<td>Volume 855 adt</td>
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<tr>
<td>Sidewalks No</td>
<td>5</td>
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<td>Traffic Accidents 0.7 avg/year</td>
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<td>School Crossing No</td>
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<tr>
<td>Pedestrian Generators No</td>
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<tr>
<td>Total Points</td>
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(Minimum 30 points required for consideration)