

**MINUTES of the  
PUBLIC WORKS COMMITTEE**

Meeting held: Wednesday, May 5, 2021  
Staff at Leawood City Hall-Main Conference Room, 7:30 AM  
Attendees present via ZOOM media format

**COMMITTEE MEMBERS PRESENT via Zoom:**

Andrew Osman, Chair, Councilmember Ward 1  
Julie Cain, Vice Chair, Councilmember Ward 4  
Ken Conrad  
Abbas Haideri  
Marsha Monica  
Jim Rawlings, Councilmember Ward 2  
Chuck Sipple, Councilmember Ward 3

**ABSENT:**

Lori Ames  
Chris White  
Todd Harris

**STAFF PRESENT:**

David Ley, P.E., Director of Public Works  
Brian Scovill, P.E. City Engineer (via Zoom)  
Kristen Love, Administrative & Contract Supervisor  
Abby Colley, Administrative Support Specialist

Chair Osman called the meeting to order at 7:35 AM and welcomed everyone attending.

Chair Osman read the statement: To reduce the likelihood of the spread of COVID-19 the meeting of the Leawood Public Works Committee is being conducted remotely using the Zoom Media Format and some of the members of the board may appear remotely. Public comments will not be accepted during this meeting. City Hall is closed to public access during this meeting, however, the meeting will be live streamed on YouTube and the public can access the livestream by going to the link posted on the City’s website at [www.leawood.org](http://www.leawood.org). All votes will be by roll call of the committee members. David Ley took Roll Call.

David Ley introduces Kristen Love and Abby Colley, as it’s their first Public Works Committee meeting.

**FIRST ITEM OF BUSINESS: Review/approve the previous meeting Minutes.**

**ACTION:** Andrew Osman- Motioned to approve the Minutes as corrected of the Public Works Meeting held January 6, 2021. Ken Conrad- Asked that the language on page 3, paragraph 5 be cleaned up- “suggested that as far as committee haven’t we done our job we evaluated the proposals...”. With the language cleaned up, Ken motioned to approve the minutes. Marsha Monica seconds the motion. In favor were: Osman, Cain, Sipple, Rawlings, Conrad, Haideri, and Monica. Motion passed. Minutes Approved.

**SECOND ITEM OF BUSINESS: Request from Public Works for the Design Consultant Selection Process on the 2023 Tomahawk Creek Parkway (College to Roe) Improvements.**

David Ley We are going to go over the short list of consultants that were chosen by Brian Scovill and myself, and also go over the ranking sheet, so the consultants understand what they need to show us in their RFP.

The improvements to Tomahawk Creek Parkway are scheduled for 2023. This includes widening of the roadway 5 feet in both directions for bike lanes, installing ribbon curbs along the inside and outside of the pavement edge to keep the asphalt in place to prevent edge breaking, installing 2 pedestrian crossings from the west side of Tomahawk Creek Parkway with either rapid fire beacons or a hawk system, and trail extensions that

would allow pedestrians to get down to the Tomahawk Trail system. We'll work with Parks to install native trees, and the biggest thing will be the roundabout at Town Center Drive & Tomahawk Creek Parkway.

Initially, this was just going to be a mill and overlay with 4 foot bike lane, but in order to receive federal funding, we had to include those pedestrian crossings. The total cost of the project is \$5.6 million, and we're receiving \$3.7 million from the federal government. \$1.854 million is coming from Leawood; it's a bonded project.

The problem that we're having with this intersection is the width. If we were to put signals here, we would need 2 sets. The time needed to clear the intersection for a left hand turn would disturb the flow of traffic greatly. A roundabout would keep the flow of traffic moving. We are looking to hire a consultant that is an expert in roundabout design. If we decide not to have the roundabout, we potentially would have to give up the federal funds because it was part of the scoring system to receive that funding.

Jim Rawlings Would like to know what Dave's initial reaction to a roundabout is. David Ley I think it's an excellent location, for one because of the wide median. It will allow for free flowing traffic. Brian and I want a design firm that has expertise in roundabouts to verify it's the correct choice. If it's not the correct choice, we will bring that back to this committee for discussion.

Ken Conrad Would like to confirm that, if we don't have a roundabout, we wouldn't receive federal funds. David Ley explains that a roundabout was one of the items on the application to receive funds, so yes, it's needed in this project to receive funds. If we remove it, we would have to scale back the project to maybe just the bike lanes. Ken Conrad If we take the roundabout out, would you have to put in signals? David Ley We would look at that. The consultant we hire is going to review that intersection and if it meets signal warrants, we would install them. The cost for 2 signals would be between \$600,000 and \$700,000. The cost of the roundabout is about \$1.25M. Ken Conrad wanted to make sure that if the consultant says it's not a good place for a roundabout, that we would have a plan. David Ley We would pull the landscaping and the pedestrian crossing. Ken Conrad wants to make sure the roundabout has proper design. David Ley We will bring whatever the consultants come up with back to this committee.

David Ley Part of this project is not federal funding. Johnson County is going to begin funding flood plain projects. They're still working on how, but they think they'll start in fall 2021. They are allowing preliminary engineering studies (PES) again. The consultant will also do a (PES) for the parts of Tomahawk Creek Parkway that are in the floodplain, to determine if they can be raised out of it or make channel improvements. These studies are funded by the county at 100%. We want the same consultant to do both portions of the project. If we qualify for funding, we'll make another application to the county to do the floodplain improvements. The funding will either be 50 or 100%. If it's 50%, we'll need to work with council to see if we want to add that to the project. The PES is fully funded, so we'll do that either way.

Julie Cain Where are the 2 trail connections going to be? David Ley Consultants will look at pedestrian traffic and determine that, but it's probably going to be mid-block around 114<sup>th</sup> and right around 115<sup>th</sup> street area. We're looking at one that comes behind City Hall using different funding. Julie Cain would like art pieces kept in mind when looking at crossing locations. David Ley We're going to work with Parks on that and on BMPs. Abbas Haideri would like to know what kind of signals will be used to the crossings. David Ley We're looking at doing flashing yellow lights. Abbas Haideri mentions how cars tend to fly through those lights, and also wants to talk about furniture along the route. David Ley We will put what the consultant says is best, and we'll work with Parks on that as well. Marsha Monica had the same question of crossing signals that Abbas had.

David Ley The consultants that are on the short list have designed roundabouts and have completed Johnson County Stormwater PES. The short list is GBA, HDR, Olsson & Associates, and TranSystems. Chuck Sipple would like to know what projects each of these consultants have done for the city in the past. David Ley GBA has designed a storm sewer and does our biannual bridge inspection. HDR just completed the Johnson County Wastewater treatment plant, and prepared a PES for flooding north of 435, between Mission Rd and Lee Blvd. Olsson is the city's traffic consultant. TranSystems hasn't done much work for us, but they are very experienced with roundabouts. Abbas Haideri questioned why Burns & Mac wasn't on the list.

David Ley wants to go over the Design Engineering Selection worksheet; would like to see if more weight should be added to certain categories. Jim Rawlings thinks the form is just fine the way it is. Julie Cain thinks that more weight should be added to experience. Abbas Haideri would like to know which of these categories have proved to be the most important in past projects. David Ley That depends on the type of project. For this type of project, 3 and 4 would be the most important. Ken Conrad If we are looking to change this, we need to really study the form. Jim Rawlings Maybe we can change the weight on categories based on the project type. Ken Conrad We will have to change what is written on the top of the selection sheet to reflect the change. Julie Cain We need to make that clear in the RFQ as well.

It's decided that weight would be the following:

Project Understanding- 10%, Project Approach- 10%, Similar Experience (Roundabout)- 20%, Similar Experience (Floodplain)- 20%, Key Personnel- 20%, Project Schedule- 10%, Customer Service- 10%.

Jim Rawlings would like to know if any accident studies have been done on that intersection. David Ley It's been a few years since we've really looked at it, but there were several accidents at that time. Covid has reduced traffic, so it hasn't been an issue. We're concerned that accidents will pick back up once traffic is back to normal. Jim Rawlings There are times where people blow through the stop sign to get across traffic, so the roundabout should help with that.

Chuck Sipple Is this intersection in the top 10 of accident locations in the city? David Ley Most of the top 10 are along State Line Rd. Julie Cain The reason roundabouts are on the federal point system is because of the safety that comes with them. David Ley Accident types are much less damaging in roundabouts than in traditional intersections. The efficiency is also higher than having to stop all traffic for a left hand turn. Abbas Haideri doesn't see many people slowing down for the roundabout at Blue Valley High and would like to see the accident data for it. David Ley The speed is a function of the design.

David Ley Our next meeting is tentatively scheduled for July 7<sup>th</sup>.

Chuck Sipple Is there anything planned for the bridge north of College to make it safer for bikers? We're spending a lot of money to make it safer for bikers, but this area is the most dangerous. David Ley Striping and signage is pretty much all we can do because of the width of the bridge. We will look more into it once that project comes up.

David Ley adjourns the meeting at 8:40am

Minutes transcribed by: Kristen Love, Leawood Public Works Department