

Minutes of
PUBLIC WORKS COMMITTEE
Meeting held: Wednesday, July 7, 2021
Leawood City Hall-Council Chambers, 7:30 AM

COMMITTEE MEMBERS PRESENT via Zoom:

Julie Cain, Vice Chair, Councilmember Ward 4
Ken Conrad
Marsha Monica
Jim Rawlings, Councilmember Ward 2
Lori Ames
Kyle McCawley
Chris White – Via ZOOM

ABSENT:

Abbas Haideri
Chuck Sipple
Andrew Osman, Chair

STAFF PRESENT:

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

Jim Rawlings called the meeting to order at 7:40 AM and welcomed everyone.

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

ACTION: Jim Rawlings- Motioned to approve the Minutes of the Public Works Meeting held May 5, 2021.
Marsha Monica seconds the motion to approve the minutes.

In favor were: Cain, Rawlings, Ames, White, and McCawley. 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.

Jim Rawlings begins the discussion of this project by reminding everyone that this will be a very expensive project, and that while roundabouts are new to us, this location was chosen for a variety of reasons by Public Works. Also reminded the group that this is a preliminary plan; not discussing flood control or design at this time.

David Ley agrees that this is a preliminary plan and lets the committee know that when a firm is selected, we will be back to present the design. Brian and I short listed these 4 firms, and believe they could all do a great job.

Marsha Monica asks if staff would like the committee's ranking now. I had GBA as number 1, and I liked particularly that they said they would first evaluate the intersection for what is best.

Kyle McCawley asks staff what sort of experience they have with all 4 firms.

David Ley- we don't have any experience with roundabouts ourselves, but we reached out to firms that had done quite a bit of work in Johnson County. We have worked with all of these firms before on various projects.

Brian Scovill details his past work with each firm. He's worked with GBA, Olsson, and TranSystems on designing roundabouts in the past, but has not worked with HDR in that respect. He has worked with them on inlet drainage.

Kyle McCawley states that Olsson and GBA rose to the top of his list because of the time and effort they put forth. He felt that GBA was a bit boilerplate in some of their responses.

David Ley let the group know that another firm will be hired to verify the design of the roundabout of the consultant that is chosen.

Marsha Monica brings up the question of how to integrate bike lanes into the roundabout design. Brian Scovill reassures that bike lanes will be evaluated. Customarily there are 2 ways bike traffic is handled in a roundabout – first being that bikes act as cars would and travel through accordingly, or bikes lanes can merge off the road onto a multi-use trail behind the curb, and then they go through the crosswalks, and then would use a ramp to rejoin the bike lane.

Lori Ames says that the 3 primary objectives of this project are intersection management, stormwater management, and bike/pedestrian traffic and that is how she ranked the consultants. Olsson and TranSystems had the roundabout experience, but Olsson was the top because of their experience in stormwater and their involvement with Johnson County's stormwater management plan. Julie Cain agrees with Lori's rankings and asks staff which of the 3 objectives they consider most important. David Ley roundabout and the stormwater are the most important. The bike lanes will come in the design. Stormwater is critical because the county is looking to remodel all of the floodplains throughout the county and we'd like to pull Tomahawk Creek Parkway out of the flood plain, or at least elevate it.

Julie Cain references back to a prior conversation about which firm was at the best at roundabouts and questions whether that is the most important objective to look at. David Ley says that based on the proposals, Olsson and TranSystems are pretty close, both having designed about 100 roundabouts. Julie Cain questions whether a roundabout would be best, and reiterates that she hopes the firm that is chosen will carefully evaluate the intersection. David Ley reassures the group that the chosen firm will evaluate the intersection and decide whether a roundabout is the best option. If it is not the best option, the City will have to go back to MARC, because the majority of the funding received was because of the roundabout and the points it scores.

Ken Conrad asks if a bike traffic study has been conducted. David Ley says that one will be conducted.

There is talk about the different roundabouts around the area and how well they work to slow traffic, but keep it moving. Brian Scovill discusses how signage, size, and geometric design play a part in getting traffic to slow naturally.

Chris White brings the conversation back to the ranking of firms. He has Olsson and TranSystems as his top 2.

Marsha Monica asks if there is money tied to the roundabout. David Ley explains that if the roundabout is removed from the proposal, this project would need to go back to MARC for approval. This could result in a loss of \$3.76M.

Ken Conrad reiterates that this is an expensive project and wonders if more studies should be conducted.

Ranking sheets are collected and tallied. As they are being tallied, Kyle McCawley is introduced. Members discussed what they each liked/disliked with each proposal.

Julie Cain –HDR talked about their experience, but didn't give an example. GBA had female engineers, but she didn't think the firm had the experience necessary. Had TranSystem and Olsson tied.

Lori Ames- TranSystems was great, but Olsson tipped the scales because of their stormwater plan. She echoed Julie's thoughts on GBA.

Chris White- The proposals were all well put together and easy to get through.

Julie Cain- It was helpful to the firms that the scoring sheet was changed and explained to the firms.

Jim Rawlings- HDR had a very extensive permitting process portion and that should be complimented. Olsson and TranSystems had the best flood control analysis.

Marsha Monica- TranSystem's was a bit too wordy, but everyone else seemed to like it.

Lori enjoyed the narrative it provided, and Kyle liked the geometry piece.

Kyle McCawley- GBA and Olsson did a really great job.

Would like the selected firm to communicate with bikers.

There is discussion about trucks not being allow as through traffic and how that might affect the size of the roundabout, but emergency vehicles still need to be taken into account.

With a score of 27, Olsson has the highest votes. TranSystems had 25. Chris White motioned that Committee recommend Olsson as the consultant of choice for this project. Lori Ames seconded the motion.

Jim Rawlings adjourns the meeting at 8:32am

Summary report submitted by: Kristen Love, Leawood Public Works Department