Public Works and Safety Committee
Standing Committee Meeting Agenda
Monday, April 23, 2018
5:00 PM

Location:
Municipal Office Building
701 N 7th Street
Kansas City, Kansas 66101
5th Floor Conference Room (Suite 515)

Name	Absent
Commissioner Melissa Bynum, Chair	☐
Commissioner Harold Johnson	☐
Commissioner Mike Kane	☐
Commissioner Angela Markley	☐
Commissioner Jane Philbrook	☐
Tom Groneman, BPU Board Member	☐

I. **Call to Order/Roll Call**

II. **Revisions to April 23, 2018 Agenda**

III. **Approval of standing committee minutes from February 26, 2018.**

IV. **Committee Agenda**

Item No. 1 - PRESENTATION/IMPLEMENTATION: TRASH & RECYCLING SERVICES PILOT PROGRAM

Synopsis: Presentation on a proposed pilot program to modernize trash and recycling services, submitted by Jeff Fisher, Executive Director of Public Works. Staff requests authorization to implement the pilot program.

Tracking #: 18205

Item No. 2 - DISCUSSION: TRANSPORTATION MANAGEMENT GUIDE

Synopsis: Discuss topics to be included in the Transportation Management Guide, submitted by Lideana Laboy, Public Works. This is the first of a three-part series to discuss the engineering guidelines.

For information only.

Tracking #: 18209

V. **Public Agenda**

VI. **Adjourn**

PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, February 26, 2018

The meeting of the Public Works and Safety Standing Committee was held on Monday, February 26, at 5:03 p.m., in the 5th Floor Conference Room of the Municipal Office Building. The following members were present: Commissioner Bynum, Chairman; Commissioners Philbrook, Markley, Kane, and BPU Board Member Mary Gonzalez substituting for Tom Groneman. Commissioner Johnson was absent. The following officials were also in attendance: Gordon Criswell and Melissa Sieben, Assistant County Administrators; Misty Brown, Deputy Chief Counsel; Ryan Haga, Assistant Counsel; Crystal Sprague, Municipal Court Administrator; Jon Stephens, Economic Development Director; Wilba Miller, Community Development Director; Robin Richardson, Planning Director; Reginald Lindsey, Budget Director; Kathleen VonAchen, Chief Financial Officer; and Master Patrolman II David Hopkins, Sergeant-at-Arms.

Chairman Bynum called the meeting to order. Roll call was taken and all members were present as shown above.

Chairman Bynum said I would point out that Mary Gonzalez, with the Board of Public Utilities, is substituting for BPU Member Tom Groneman, and Commissioner Johnson is absent.

Approval of standing committee minutes for December 11, 2017**. On motion of Commissioner Kane, seconded by Commissioner Markley, the minutes were approved.** Motion carried unanimously.

Committee Agenda:

Item No. 1 – 1846...ORDINANCE: FRANCHISE ORDINANCE REVISIONS

Synopsis: An ordinance revising the UG's prior Franchise Ordinance by requiring all entities installing, constructing, maintaining, extending or operating facilities such as lines, pipes, wires, cables, conduits, ducts, poles, towers, pedestals, boxes, appliances, antennas, transmitters, gates, meters, or wireless communication infrastructure for the purpose of providing or otherwise

facilitating any service within the UG to enter into a franchise agreement with the UG that will require the franchisee to indemnify the UG, meet insurance and bond requirements, install excess conduit for the UG's future infrastructure needs when appropriate, and to pay the UG a reasonable franchise fee for the use of its right-of-way, submitted by Ryan Haga, Assistant Counsel.

Ryan Haga, **Assistant Counsel**, said this is the item that Alan Howze, Jeff Fisher and I presented on last month. After the informational meeting, we're bringing the item back for action. Just to give you a quick summary, it's the ordinance—regards having service providers accept certain duties for the use of the Unified Government's right-of-way, including paying a reasonable franchise fee, carrying insurance requirements and bonding.

Action: **Commissioner Markley made a motion, seconded by Commissioner Philbrook, to approve.** Roll call was taken and there were five "Ayes," Gonzales, Philbrook, Markley, Kane, Bynum.

Chairman Bynum adjourned the meeting at 5:06 p.m.

mbb

Staff Request for Commission Action

Tracking No. 18205

Full Commission Meeting Date: 5/10/18
Committee: Public Works & Safety

Date of Standing Committee Action: 4/23/18
(If none, please explain):

Publication Required: No

Date:	Contact Name:	Contact Phone:	Contact Email:	Department/Division:
04/04/2018	Jeff Fisher	x5415	jfisher@wycokck.org	Public Works

Item Description:
Presentation on a proposed Pilot Program to Modernize Trash and Recycling Services. Staff will provide information and program elements from Waste Management for a proposed six-month automated cart system program implementation for three pre-selected areas throughout the city.

Action Requested:
Presentation and request for approval

Budget Impact: (if applicable)
Amount:
Source:
Included In Budget:
Other (explain):

Attachments List:
PowerPoint

Pilot Program to Modernize Trash and Recycling Services

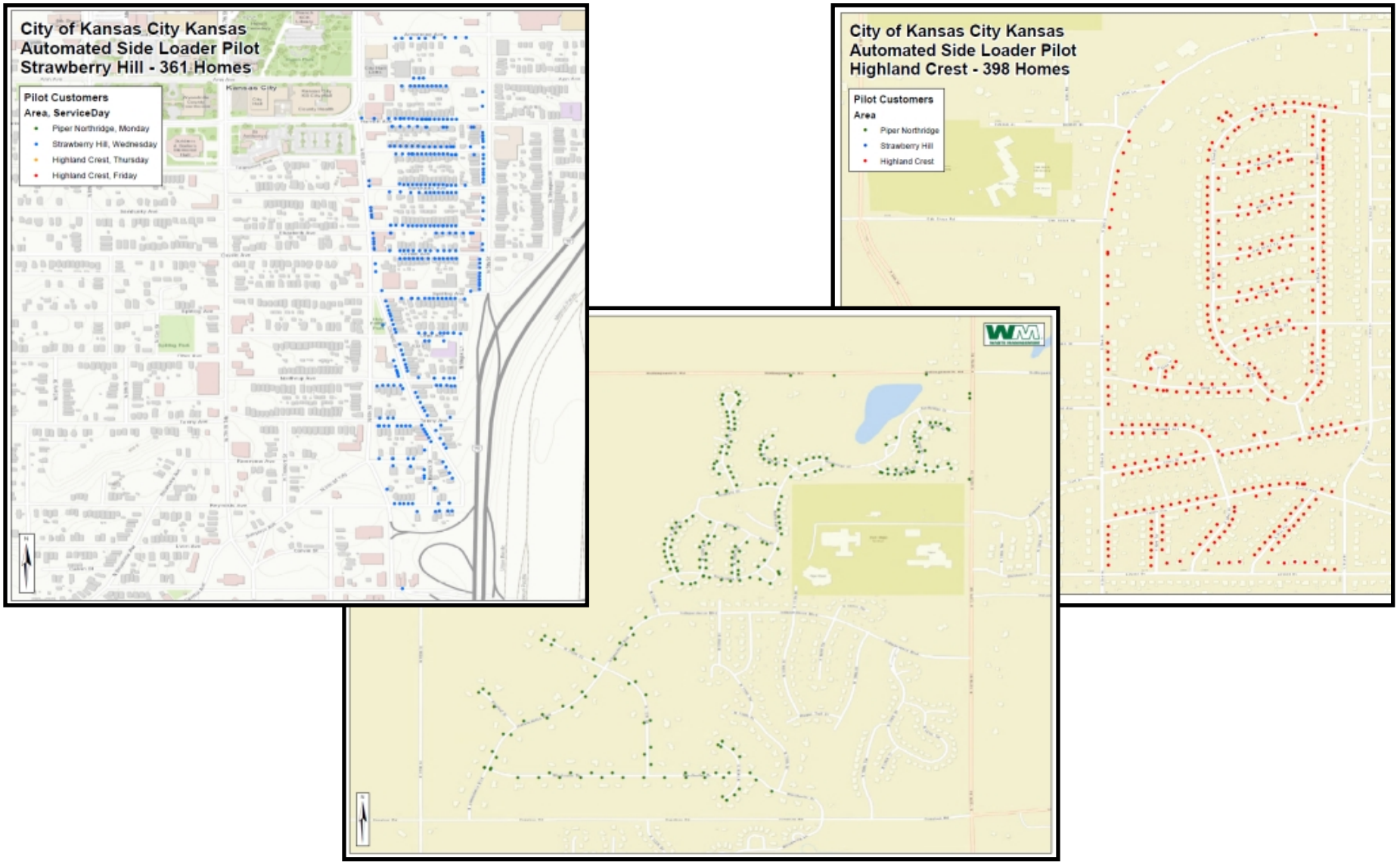
Why?

- Reduce blowing trash/debris and improve appearance of the community
- Increase recycling, reduce trash volumes and streamline collection services
- Reduce the number of trucks on the streets – improving safety
- Improve overall quality of service and efficiency

What We Are Proposing

- Three selected pilot areas:
  - Strawberry Hill – 361 Homes
  - North Ridge/Piper Estates – 252 Homes
  - Highland Crest – 398 Homes
- Six month test period
- Evaluate results and make decisions
- Pilot program cost to UG – $79,000 (negotiating)

Pilot Areas


City of Kansas City Kansas
Automated Side Loader Pilot
Strawberry Hill - 361 Homes
Pilot Customers
Area, ServiceDay
Piper Northridge, Monday
Strawberry Hill, Wednesday
Highland Crest, Thursday
Highland Crest, Friday
City of Kansas City Kansas
Automated Side Loader Pilot
Highland Crest - 398 Homes
Pilot Customers
Area
Piper Northridge
Strawberry Hill
Highland Crest

Pilot Guidelines

- Pilot areas only will receive two 95 gallon carts
- Trash service picked up weekly
- Unlimited recycling service every other week
- No additional cost for basic service during the pilot
- Cart volume limit on trash (includes yard waste)
- Additional stickers available at a cost
- Bulky item pickup the first week of the month at no additional cost, by appointment
- Additional trash carts can be ordered for $5/month

Phase One

- Develop pilot address list for pre-determined areas
- Determine Phase Two execution date
- Formulate cart delivery process and dates
- Develop joint invitation/mailer to inform residents and encourage participation
- Develop list of FAQ's for Customer Service Team
- Host Open House events in each pilot area

Phase Three

- Develop and open on-line post-survey for participating pilot residents
- Send joint WM/UG communication to participating residents at conclusion of pilot
- Close out on-line survey 2 weeks after communication and process results for presentation to UG staff

Questions?

Staff Request for Commission Action

Tracking No. 18209

Full Commission Meeting Date: NA
Committee: Public Works & Safety

Date of Standing Committee Action: 4/23/18
(If none, please explain):

Publication Required: No

Date:	Contact Name:	Contact Phone:	Contact Email:	Department/Division:
04/11/2018	Lideana Laboy	x5771	llaboy@wycokck.org	Public Works

Item Description:

The Public Works Strategic Plan includes a very important, comprehensive review of all engineering standards that is ongoing. To supplement the engineering standards, the County Engineer and his team are developing the Transportation Management Guide that will be used by staff, private development, and general public.

Staff will present the outline of the Transportation Management Guide and begin to highlight a few of its key components. This guide will also include procedures for the public at large that have a concern and would like some kind of solution (i.e. signs, speed bumps).

This is the first of three-part series (tentative) of presentations to discuss the engineering guidelines. The first meeting will discuss the topics to be included in the Transportation Management Manual/Guidelines and point out a few specific items for the committee to think about before next meeting. The second presentation will include the documentation for review and comments, and follow-up on items from first meeting. The third (if needed) meeting will be to wrap up any discussion items and provide final draft for review.

Topics for Discussion:
What additional transportation related topics would you like to see included in the document?
Which of these topics concern you or the citizens in your districts the most?

Action Requested:
Information only, no action required.

Budget Impact: (if applicable)
Amount:
Source:
Included In Budget:
Other (explain):

Attachments List:
Example of Frequent Asked Questions of 85th Precentile Speed Limit, UG Transportation Management Guide - Outline for Presentation

Rational Speed Limits and the 85th Percentile Speed

Frequently Asked Questions

What are Rational Speed Limits?

Rational Speed Limits promote public safety by helping drivers choose a reasonable and prudent speed that is appropriate for normal traffic, weather and roadway conditions. They encourage more drivers to travel at about the same speed, which has been shown to reduce the likelihood of crashes. Traffic engineers and safety officials determine rational speed limits based on a formal review of traffic flow, roadway design, local development and crash information. Rational speed limits make more sense to the vast majority of drivers because they are neither unrealistically low nor high, thus they are largely self enforcing. To be fully successful, rational speed limits must be strictly enforced to reduce the relatively low numbers of flagrant high-speed violators. Public education is also a key element, to make the public aware that the new speed limits have been carefully chosen for each road segment, reflect

what the vast majority of safe drivers are already doing, and will be strictly enforced by the police.

How were the rational speed limits determined?

A team of traffic engineers and public safety officials analyzed traffic flow and speed data from many locations along the roadway. They also reviewed crash data from multiple years, and considered the existing roadway design features. They combined this information to select a reasonable and prudent speed limit that is consistent with the speeds chosen by the vast majority of drivers. The starting point for determining the new speed limit is the **85th Percentile Speed**. The traffic engineers may then adjust that speed limit to account for other safety factors.

What does the 85th Percentile Speed mean?

The **85th Percentile Speed** is the speed that 85 percent of vehicles do not exceed. Another way of looking at this is that only 15 percent of vehicles go faster than this speed, and 85 percent go at or below this speed.

Why is the 85th Percentile Speed a good basis for the speed limit?

Most drivers behave in a safe and reasonable manner, do not drive at excessive speeds and do not want to get into crashes. The **85th Percentile Speed** is usually slightly slower than the upper bound of speed that includes these generally prudent drivers. Research has shown that vehicles traveling between the 50th and 90th percentile of speed have

the lowest risk of crashing due to speed. Drivers who exceed the 90th percentile have a significantly higher risk of crashing. Laws are intended to protect the public by regulating unreasonable or unsafe actions. So the **85th Percentile Speed** is a reasonable basis for the speed limit.

- ***What happens if the 85th Percentile Speed is too fast?***

The traffic engineering and safety team that sets speed limits should also take into account road design, roadside development, crashes and other factors when they choose the rational speed limit for a road segment. If the **85th Percentile Speed** is too high for prevailing conditions, then they can choose a somewhat lower speed limit that still includes the majority of drivers.

- ***Won't raising the speed limit cause people to drive faster and cause more crashes?***

The Federal Highway Administration studied nearly 200 roads in 22 states where speed limits were raised, lowered or left unchanged. Prior to the speed limit change, 55 percent of drivers exceeded the posted speed limits. After speed limits were raised or lowered as much as 20 mph, there was a slight change in speed, but generally less than 1 mph. <u>There were no significant changes in crashes,</u> although crashes tended to decrease where speed limits were increased to realistic levels. Also, there was little effect on speeds or crashes on intersecting or nearby roadways.

Will a rational speed limit be more difficult to enforce?

It should be less difficult to enforce than the current speed limit, and will meet with less driver objection, thus will not erode respect for law enforcement. It is a speed limit that seems fairer to drivers because the vast majority already drive at or below that speed without crashing. It leads to a more effective allocation of enforcement and other speed management resources.

What should the threshold of enforcement be?

Strict enforcement of the rational speed limit is essential for its success. During an initial enforcement period the threshold may be set higher, to target the top 5 percent or so of speeders. As speeds of the worst offenders come down as a result of enforcement, the threshold can be lowered as more drivers comply with the new limits. At that point, an enforcement threshold of about 5 miles per hour above the rational speed limit is appropriate. That threshold will normally target the fastest drivers who constitute the most flagrant speeders. These are probably the same violators that traffic law enforcement officers would normally target even without rational speed limits. **The difference is that with rational speed limits, 85-90 percent of the drivers are within the law, whereas under conventional lower speed limits, typically less than half of drivers obey the speed limit.**

Traffic Management Guide
Outline

1. **Purpose of Traffic Policy**
    a. Standardize policy and procedures
    b. Provide consistency and transparency for staff and applicants
    c. Assist staff with administrative process
    d. Document traffic engineering standards
    e. Guidelines for traffic impact studies for developments
    f. Establish Asset Information
2. **Public Engagement and Communication**
    a. Process for Traffic Related Citizen Complaints
        i. Document the current policy?
        ii. Available on UG Website?
        iii. Establishes Citizen follow-up protocol
        iv. Notification email to public works / traffic engineering
        v. Could include a FAQ section
            1. I want a Stop Sign installed.
            2. I want traffic on my street to slow down.
            3. I want more lights on my street
            4. A street light is out on my street
            5. Etc.
3. **Transportation System**
    a. Functional Classification
    b. Speed Limits
    c. Truck Routes
    d. Transit/Bus Routes
    e. APWA Street Classification Table
4. **Access Management**
    a. Desired and Minimum Intersection Spacing
    b. Entrances
        i. Proximity to Intersections
        ii. Spacing
        iii. Maximum Opening Width
        iv. Full and Partial Access
    c. Controlled Access
    d. Dedicated / Shared Turn Lanes
5. **Traffic Control Devices**
    a. Traffic control signs
        i. Sign types (Regulatory, Warning, Guide, etc.)
        ii. Maintenance of signs (Retroreflectivity, post type, breakaway)
        iii. Asset Management

6. **Intersection Traffic Control**
    a. **All Way Stop Sign**
        i. Warrants
        ii. Pavement Marking
    b. **Traffic Signals**
        i. Warrants
        ii. Traffic Signal Spacing – Access Management
        iii. Design guidelines
            1. APS Pushbuttons (Draft ADAAG)
    c. **Roundabouts**
        i. Design guidelines
        ii. Standards
        iii. Pedestrian and Bicycle Accommodations / Recommendations
    d. **Others**
7. **Intersection Geometrics**
    a. Left-turn Lanes
        i. Turn lane warrants
            1. KDOT
            2. Others
        ii. Min storage length or recommendation by traffic analysis
        iii. Design Guidelines
        iv. Dual versus single lane
        v. Shared Left Turn lanes
    b. Right-turn lanes
        i. Volume warrants
            1. KDOT
        ii. Required or Optional
        iii. Min / desired deceleration length
        iv. Design guidelines
    c. Intersection Sight Distance
    d. Others
8. **On-street parking guidelines**
    a. Parking Regulations
        i. High Parking Demand Areas
        ii. Residential Parking Permit
        iii. Handicap On-street Parking
    b. Fire/Safety concerns
    c. Provide off-street parking
    d. 96’ dia. Cul-de-sac
    e. Access points to neighborhoods

9. **Complete Street Design**
    a. Concept
    b. Design Guidelines
10. **Bike and Pedestrian Accommodations**
    a. Pedestrian Crossings
        i. Unsignalized Midblock Crossing
            1. Design Guidelines
            2. Pavement marking and signing
        ii. Signalized Midblock Crossings
            1. Warrants Analysis
            2. Schools Crossings
            3. HAWK
            4. RRFB (recently lost FHWA approval – Dec 2017)
    b. Bike Facilities
        i. Separated Paths
        ii. On-Street Dedicated/Shared lanes
        iii. Others Accommodations
        iv. Bike Route Signing
11. **Bus Stops**
    a. Type of Services
    b. Bus Routes
12. **Traffic Calming**
    a. Traffic Calming Guidelines
        i. Speed reduction
        ii. Cut through traffic
        iii. Neighborhood Enhancement
    b. Resident Request Forms
13. **Other Miscellaneous**
    a. Road Side Memorials
    b. Honorary Signs
    c. Traffic counts
14. **Streetlights**
    a. Design guidelines
    b. Standards
15. **Work Zone Plans**
    a. Design guidelines (MUTCD; KDOT)
    b. Minimum requirements
    c. Street Closures
        i. Notification
        ii. Detour routes (Acceptable Routes; Signage requirements)
        iii. Duration
    d. Standards

16. **Pavement Maintenance**
    a. Incorporate with Asset Management Plan
    b. Priority
        i. Street Classification
        ii. Traffic Counts
        iii. Truck percentage
    c. Condition Assessment / Rating
    d. Last Reconstruction or major Rehabilitation
    e. Last maintenance action
17. **Intelligent Traffic System (ITS)**
    a. Current ITS Policy
    b. Variable Message Signs
    c. Traffic Counters
    d. Traffic Management Center
18. **Emergency & Event Management**
    a. Protocols and Procedures
    b. Emergency Routes
    c. Coordination with Local, State & Federal Agencies
19. **Traffic Impact Study (TIS) Guidelines**
    a. Type of Study
        i. Based on trip gen
        ii. Forecast condition(s) and year(s)
    b. Traffic Analysis
        i. Acceptable Software Programs/Parameters
        ii. Base condition
        iii. Growth
    c. Completed by qualified PTOE
    d. Scoping Meeting
    e. Components of a TIS
    f. Deliverables

Traffic Impact Studies Guidelines (ITS) for Private Development

A. TIS threshold requirements
    a. A currently undeveloped property proposed for development and/or rezoning.
    b. A currently developed property proposed for expansion, intensification, or redevelopment to a level that requires agency approval.
    c. A previously approved project in either category above that has not been developed within time-frames specified in this section and is re-starting.
    d. Scoping meeting with City Traffic Engineer
B. TIS Report Outline
    a. Executive Summary
    b. Introduction and study scope
    c. Existing Conditions
        i. Traffic counts
        ii. Existing Land Use
        iii. Proposed Land Use
        iv. Speed limit
        v. Functional classification
        vi. Sight distance
        vii. Access Management
    d. Project Description
    e. Traffic Volume Scenarios
        i. Existing Conditions
        ii. Existing plus site traffic
        iii. 20-year background
        iv. 20-year plus site traffic
    f. Recommendations
C. Analysis Guidelines
    a. Acceptable LOS
        i. Overall D
        ii. Individual E
    b. Software programs
    c. HCM6 results or HCS 2010