



Public Works and Safety Committee
Standing Committee Meeting Agenda
Monday, May 21, 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 May 21, 2018 Agenda**
- III.** **Approval of standing committee minutes from March 19, 2018.**
- IV.** **Committee Agenda**

Item No. 1 - DISCUSSION: ROADSIDE MEMORIALS POLICY

Synopsis: Discussion on creating a policy for roadside memorials, submitted by Emerick Cross, Commission Liaison.

For discussion only.

Tracking #: 18227

Item No. 2 - RESOLUTION: INTERLOCAL AGREEMENT WITH BONNER SPRINGS

Synopsis: Addendum to the Interlocal Cooperation Agreement between the UG and Bonner Springs, KS, for street maintenance and police services to the unincorporated area of Loring, submitted by Jeff Fisher, Public Works Director.

Tracking #: 18254

Item No. 3 - GRANT: STRATEGIES FOR POLICING INNOVATION/PROJECT SAFE NEIGHBORHOODS

Synopsis: The Police Department is seeking a Strategies for Policing Innovation

Program/Project Safe Neighborhoods grant from the U.S. Department of Justice's Bureau of Justice Assistance in the amount of \$700,000, submitted by Terry Zeigler, Police Chief. The grant is focused on reducing violent crime. No match is required.

Tracking #: 18255

V. Public Agenda

VI. Adjourn

**PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, March 19, 2018**

The meeting of the Public Works and Safety Standing Committee was held on Monday, March 19, 2018, at 5:00 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, Johnson; and Tom Groneman, BPU Board Member. The following officials were also in attendance: Gordon Criswell, Joe Connor and Melissa Sieben, Assistant County Administrators; Henry Couchman, Senior Attorney; Ryan Haga, Assistant Counsel; Kathleen VonAchen, Chief Financial Officer; Brent Thompson, Director of Engineering/County Surveyor; Troy Shaw, County Engineer; Jeff Fisher, Executive Director of Public Works; Kirk Suther, Program Coordinator in Public Works; Tim Nick, Public Works; and John Droppelmann, Fire Marshal.

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

Approval of standing committee minutes for January 29, 2018. **On motion of Commissioner Markley, seconded by Commissioner Philbrook, the minutes were approved.** Motion carried unanimously.

Committee Agenda:

Item No. 1 – 18136... RESOLUTION: 2018 PURCHASE-LEASE AGREEMENT (ZOLL)

Synopsis: A resolution authorizing the Unified Government to enter into a lease-purchase agreement, pursuant to K.S.A. 10-1116b and c, to obtain 13 Zoll X Series AEDs for a total purchase price of \$384,043.50, interest free, to be paid in yearly installments of \$100,000 starting in 2018, submitted by Ryan Haga, Assistant Counsel. Funds for the purchase have been allocated in the 2018 budget. It is requested that this item be fast tracked to the March 22, 2018 full commission meeting.

Ryan Haga, Assistant Counsel, said this is, as the item says, is a lease purchase agreement for 13 AEDs. Under Kansas law because we're going to be paying for it in yearly installments over four years, it requires Commission action in order to adopt it and authorize the purchase.

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

Item No. 2 – 18135...ORDINANCE: AMENDMENT TO SEC. 15-92 FIREWORKS

Synopsis: The amendments to Sec. 15-92 revise the regulations for the storage and sale of consumer grade fireworks, the distribution of pre-ordered fireworks, and requirements for the issuance of permits for the retail sale of fireworks, which include the requirement that possession of more than 125 pounds of consumer grade fireworks be reported to the Fire Marshal and be stored in the same manner as professional grade fireworks, and that pre-ordered consumer grade fireworks be distributed from a licensed Kansas fireworks retailer's permitted sale establishment, submitted by Ryan Haga, Assistant Counsel. It is requested that this item be fast tracked to the March 22, 2018 full commission meeting.

Ryan Haga, Assistant Counsel, said this is a significant revision of our firework ordinance in order to address the sale and transfer of bulk fireworks. I think the primary issue that we're looking to address with the new ordinance changes is whenever a person sells fireworks by taking orders and then requiring the purchaser to actually go to a registered licensed fireworks stand to actually receive those fireworks without having that person who's taking the order and gather up all those fireworks and then take them back to their house in order to distribute it. If you have any other questions or wish to discuss any item I have Fire Marshal John Droppelmann along with me.

Commissioner Philbrook said yes, so do you want to address that why you think we need to change that. **John Droppelmann, Fire Marshal**, said last year the state Fire Marshal put out a definition of when the actual sale takes place of fireworks and I don't know if they had an inquisition. It's like like Boy Scouts, church groups, whatever and it set off a big firestorm amongst a lot of the departments where cities sell this stuff and they were in fear that somebody

would back a van up to a distribution place loaded with hundreds of pounds of this stuff, take it back to a church, an apartment complex which you cannot have in a church or residential areas. The state fire marshal then redefined it, kind of clarified their position on it to say that the actual sell is where the transfer of the product takes place so we just wanted to make sure that people know, that distributors know and the people that have the tents that they can't send a bulk of product with one person that's responsible for that. The person that actually purchased it has to show up and pick it up.

Commissioner Kane said so we're just going along with what the state fire marshal said. **Mr. Droppelmann** said we are, we're just making sure it's clear in our ordinances. **Commissioner Kane** asked have we had any issues like this before? **Mr. Droppelmann** said not that I know of, but there's no way for us to find out about it. Like I said, I've been doing this for—this will be my third year going through the fireworks sales and each year I kind of learn something new. Last year I ran across some tents that were kind of going—had advised me that they were to have like a clearinghouse on fireworks on the last day, whatever's left on the table. You know a high bidder shows up and purchased several hundred pounds of this stuff and Lord knows where it goes after that because the stand owners are required to report to us where they send that stuff to, the leftover product, but people that would show up and purchase this privately, we would never know and you wouldn't want that in an apartment complex somewhere or a storage facility where it's unmarked.

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

Item No. 3 – 18133...PRESENTATION: HOLIDAY DRIVE COLLAPSE

Synopsis: Presentation of findings and options for moving forward regarding the collapse of Holiday Drive, 100 feet east of South 65th Street, submitted by Brent Thompson, Director of Engineering/County Surveyor.

Chairman Bynum asked, Brent, would you introduce your team. **Brent Thompson, Director of Engineering/County Surveyor**, said I will. I've got Troy Shaw, our County Engineer.

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Holiday Drive Roadway Subsidence and Action Plan

Presented to the PW Standing
Committee on March 19, 2018

Tonight, we're here to update the Holiday Drive collapse that had taken place along with an action plan to go along with that. This is for informational purposes only and we will entertain any questions during or after this short presentation.

Timeline

- December 23, 2016:
 - Public Works receives from Police Department requesting the closure of Holiday Dr. east of 65th St. due to road failure.
- January 2017 thru December 2017:
 - PW Staff and consultants monitor the area of subsidence for further settlement, and look at possible future for this section of roadway.
- December 2017
 - PW Staff and GSS Staff work to evaluate Emergency Services routing and response times.
 - PW Staff engages consultant to evaluate potential monitoring capabilities.
- February 2018
 - Met with the Morris Neighborhood Group

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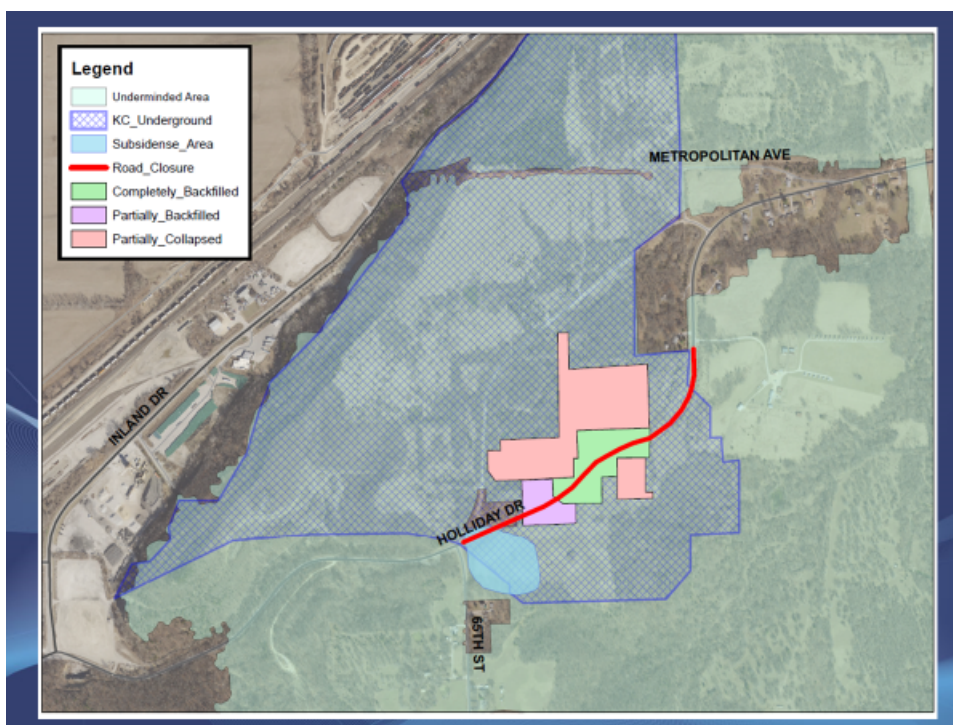
To recap the timeline and some activities that took place during this time, on December 23rd in 2016 we received a call from PD asking us to close down a portion of Holiday Drive due to the road collapse. The Public Works department staff went out there, put up temporary barricades and closed the road down. A couple days later we went back and put up permanent barricades because we had still people trying to drive around the outside of it.

In that timeframe from January 2017 to December 2017 we reached out to a consultant, Burns & McDonnell who has extensive knowledge of this area. We asked that they monitor the area that had settled and kind of report back to us and we wanted to give this area time to go through kind of the stages of spring, fall, winter and the rains and make sure that all of the settlement had taken place. So, at that time that's kind of what we had gone through. We asked them to provide us with some information on what it would take to replace the road, a cost and also what it would take if we shut the road down, what that would look like if we had to add a cul-de-sac up at the north end and they provided back numbers for that. Roughly, the numbers for replacing the road was a little over \$350,000; to put a cul-de-sac up there at that end is roughly \$75,000.

So, during that time we let it settle out and we decided that at best to—if we were going to think about shutting down the road we needed to reach out to fire and police and get some input from them, so we had a meeting with them and discussed that option. They wanted to go back and look at their calls and historically what they ran in that area, especially PD. What we did with fire is we worked with our GSS staff and put together a call response, if you will, from Station 16 and Station 17. Station 17 did not increase any just because they would not go down Holiday Drive, but it did increase the call time by two minutes for Station 16. With that said, they both came back asking that we keep the road open.

At that time we knew that it would probably be better if we reached out and kind of thought outside of the box, if you will, so we reached out to a geotechnical firm TerraCon and asked them to provide us with some alternatives, not only just rebuilding the road but what could be done to mitigate some of this happening again and maybe giving us a heads up so we can do some road closures and stuff like that. We got them onboard and, in the meantime, while they while they were doing that Troy and Jeff Fisher, our Public Works Director, met with the Morse Neighborhood group to kind of let them know what was going on, and talked to them for a little bit, got their feedback and they too would like the road to remain open.

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At that time what we did, and to give you a little context here of what's going on, the red line being Holiday Drive. The big blue mesh area is actually the cold storage area of the mine. If you can see that's kind of where a lot of the work has taken place and the filling through there. The light purple as we move to the upper right is an area that has been partially backfilled so that's an area of still concern. The green portion has been backfilled completely and then as you move up to the north, there with the red line into the blue patched area, that is an area of concern as well. When TerraCon came back to us they gave us about three options. One of them was actually to go back in and try to open up the mine so we could actually continue to fill the voids and stuff but that's just feasibly not going to happen.

Another one which we were kind of interested in is what it would look like to implode that whole area and drop that road and get it taken care of now and then rebuild the road. Again, we ran into some issues with that of not knowing exactly drilling down, hitting the center line of columns. If we do implode that do we fill all the cavities, the areas of it and then they came back with a different type of technology. What I'll do is, I'll turn that over to Troy and he will explain a little about how that works.

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Real Time Monitoring

Time Domain Reflectometry utilizes a signal sent down a cable and the resistance or impedance force is measured. Allows for instant feedback and accurate location of stretch, sheers, or pinches in the cable.

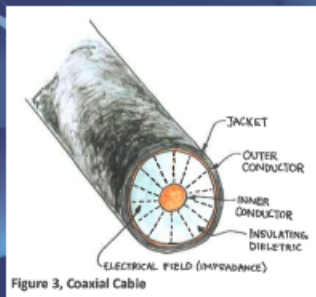


Figure 3, Coaxial Cable

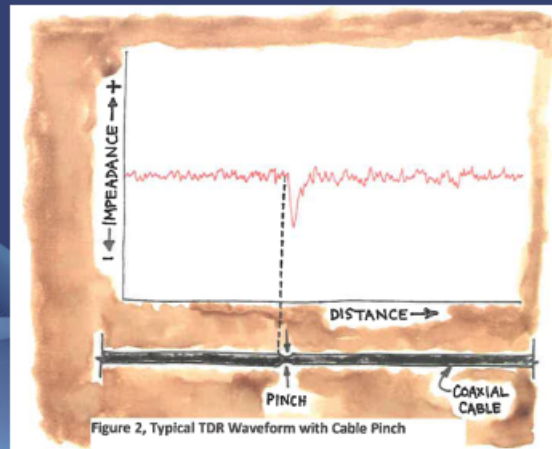


Figure 2, Typical TDR Waveform with Cable Pinch

Troy Shaw, County Engineer, said so what we're talking about here really is monitoring the roadway for any shifts in the ground. It's very similar to what they do a lot in California for earthquake monitoring. They've used this other places where there are mines throughout, I think Arkansas they've used it some. What they are talking about doing is running a coax cable which is basically your cable that comes into your house for your cable television across the ground in a horizontal fashion parallel to the road.

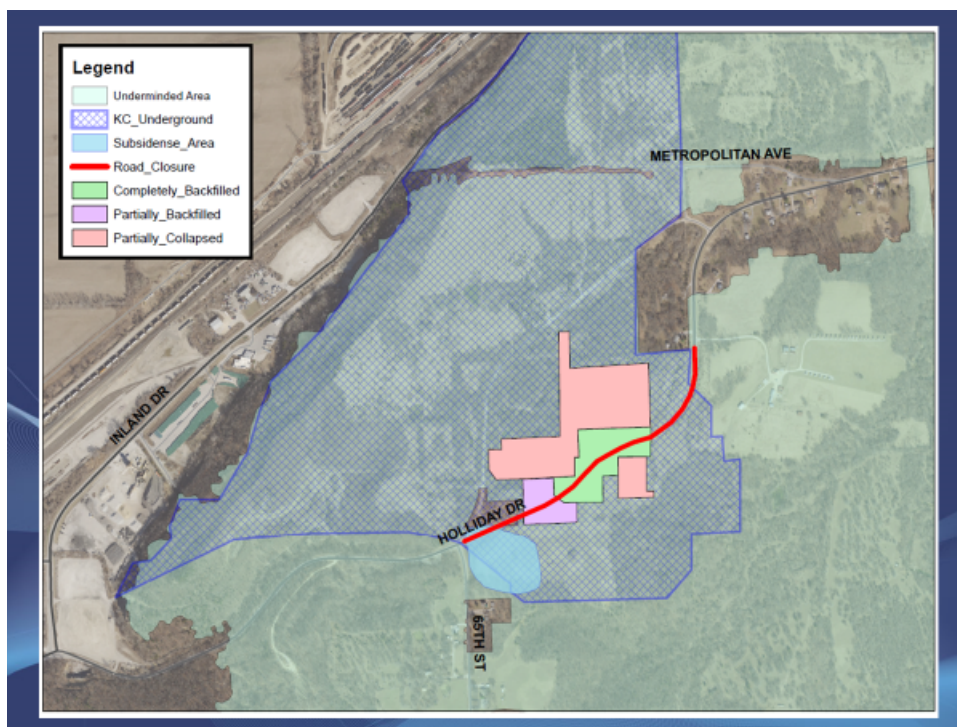


This is hooked up to sensors and if the ground shifts at all this cable, there are copper wires inside that cable that will break, and it will send a signal back to the monitor saying that they've had some sort of shifting in the ground, don't know exactly what it is at that point, but that sensor can also notify, send emails to whoever's in charge. It could be Police, it could be Fire, it could be Public Works, it could be the Street Department; however we want to work it out. But, along with that technology we would also consider hooking that up to some sort of LED type sign that might say road closed when flashing or something along those lines that gives immediate notification once that senses movement that hey, there's an issue with that road, let drivers know they shouldn't be driving down it and along with that there would be notification to like I said Police, Fire or Public Works that we could put gates in there and go out and close those gates immediately so we could have time to look at it the next day or if it happens in the middle of the night.

A lot of the concern originally was if you've seen that settlement right now, it's a 10-15 foot void in the road. What would happen to a car if it was driving through there at night at 50 miles an hour and fell into that, that would not be good. That was a lot of our concern originally so kind of wanted to have some sort of monitoring with that as opposed to just opening the road right away and putting the risks back on the city and also to avoid injuring someone or possibly

killing someone. That's really what we're looking into. Like Brent said, we've talked to TerraCon and they've used this other places. I think it's a pretty economical use to do this so we're considering it on the stretch of Holiday Drive and also if this is successful, we're having TerraCon look at it right now as other areas around that mine as well. If we can make this work and it works well, then there's a lot of opportunity for that elsewhere in the county too. With that, does anybody have any questions. We'd be glad to answer them.

Commissioner Markley said it's not a question. I just wanted to say thank you for coming out to the Morse Neighborhood Group meeting and you did a great job presenting to that neighborhood who has been most impacted by this and I really appreciate the solution. I do think that this technology could be useful in other areas of that Morse community where cave-ins are continual safety concern. The neighborhood was pleased with the solution and I'm pleased as well.



Commissioner Philbrook said so my engineering genes are jumping out a little bit. Do you want to put the picture back up of the area for me? **Mr. Thompson** said of the mine? **Commissioner Philbrook** said yes, thank you. Who owns the property under the road?

Mr. Thompson said Americold owns the mining area from what I understand. **Commissioner Philbrook** asked are they having to help foot any of this bill to backfill or anything. **Mr. Thompson** said no. **Commissioner Philbrook** said no. **Mr. Thompson** said this is I believe our third collapse and we've been in this same song and dance before and we've never been able to get anything out of them. **Commissioner Philbrook** said Grrr! Well, I'm trying to figure out in these kind of case scenarios who has responsibility. Of course, we put the road over it, bad, bad us, you know, because of possibilities of issues but has then—you're planning on putting the road right back where it was. **Mr. Shaw** said what we're repairing is, I don't know, it will probably be about 300 feet of road in all so there's one chunk probably 100 feet of actual digging down ripping out the road and putting it back and then we'll transition back into it. It'll probably be—**Commissioner Philbrook** said so you're just going to backfill all of that to bring it up. **Mr. Shaw** said yes, compact it and rebuild the road there. **Commissioner Philbrook** said compact it. All the fun stuff that you—**Mr. Shaw** said which is kind of why we had to wait, let it sit for a year to settle out to get everything, let the rains go through, cold, freeze, fall cycle a few times. **Commissioner Philbrook** said all the fun stuff. That was the first thing that came to my mind when I saw that is like, so who's getting the benefit under that. I don't see any, but do we have any more roads over any of their property. I don't see anything but—**Mr. Shaw** said on this portion no.

Mr. Thompson said on this particular part no, but there are some other areas. If you look, the shaded area to the right is like the green shaded, that's all mined as well. The hatched area is just where the freezer section was. We kind of think that's why we're having some of the collapsed areas under there is because the freezer section and the cold and the thaw and everything that's happened over time through there. There are some other areas, as Troy said, and once we look at this technology we could be looking at other areas in the future to install it just to have that—**Commissioner Philbrook** said to lay those lines along those possible fault areas. **Mr. Thompson** said right, because I believe if I remember right when we sat down with them it was like \$5 a foot to install that cable. It's pretty manageable and we feel if we can put it in some of the other areas down the road, we'd be good. **Commissioner Philbrook** said that sounds like a really great idea because you know I'm sure we'd like to know ahead of time before the bottom

falls out, so to speak, and especially since we're not getting any help from the company that's getting the advantage of using that. Alright, thank you.

Commissioner Markley said I was just going to respond, no longer really using it, had used it and at some point long before all of us were up here, I don't know if they called it a settlement agreement, but there's essentially a settlement where Americold agreed to do certain things and since they've completed those certain things, they basically have fallen off of the face of the earth. At this point they don't even respond to our emails and stuff about code issues and things like that. So, if anybody has friends at Americold, we could use some good contacts to help us out, if not we are kind of on our own in dealing with those problems. **Mr. Shaw** said part of what we didn't mention, I don't think, we may have had in the past but right down where the collapse is, basically right now it collapsed over the entrance to the mine. Before we were going in and building dams and putting fly ash in there to build up stability underneath the road, we can't get in there anymore so that's the issue that we're having right now.

Chairman Bynum said I think I even remember that. Was that like a decade ago. **Mr. Shaw** said that collapse was just when it did this one. **Chairman Bynum** said well I appreciate it. I want to make sure I understand, you're going to lay the cable and monitor the road and we're going to repair the road because our public safety and our neighborhoods are asking for that and just one more time the cost of the repair is...**Mr. Shaw** said about \$350,000. **Commissioner Philbrook** said and so we're looking at having a repaired road in probably about a year and a half. **Mr. Shaw** said I would hope to have it by the end of the summer. **Commissioner Philbrook** said okay, I just wanted to make sure what we were talking about. Thanks.

Commissioner Kane said don't hold him to that because the fire station has not broken ground yet either. **Chairman Bynum** said duly noted. This item is for information only. We thank you.

Action: **For information only.**

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Item No. 4 – 18134...PRESENTATION: STORM TREE MANAGEMENT

Synopsis: Presentation on last year's major storms that caused severe damages throughout the city, and steps to mitigate tree damages in the future, submitted by Jeff Fisher, Executive Director of Public Works.



Jeff Fisher, Executive Director of Public Works, said we just handed out presentations. I believe we tried to get them in the packet so if you don't have them, we apologize, but we brought those just in case you needed them. I have Kirk Suther here next to me and Tim Nick and I wanted to recognize Scott Paulsen with BPU. He's been a really big partner on this as well.

TREE PLANNING STRATEGIES

- 1. Storm Clean-up Events.**
- 2. Trees on Public Properties.**
- 3. Trees on Private Property.**

We had a pretty tough year last year, you might recall with weather, and we had several storms. Two of which were particularly high wind storms that caused a lot of damage with trees, power lines and that kind of thing so that was my first experience with this weatherization and going through things like that.

#1. STORM EVENT PLANNING

- 2017 KCK two storm events.
- 2017 Olathe, Overland Park, & K.C. Mo. each with one storm event.
- Storm Policy Recommendations.

I've asked staff to sort of do an autopsy and recognize lessons learned and benchmark some other communities to see how they're handling these kinds of things and then to see how we can mitigate risks. We've done quite a bit of work in that way. Kirk Suther's been real important to that and Scott Paulsen has as well.

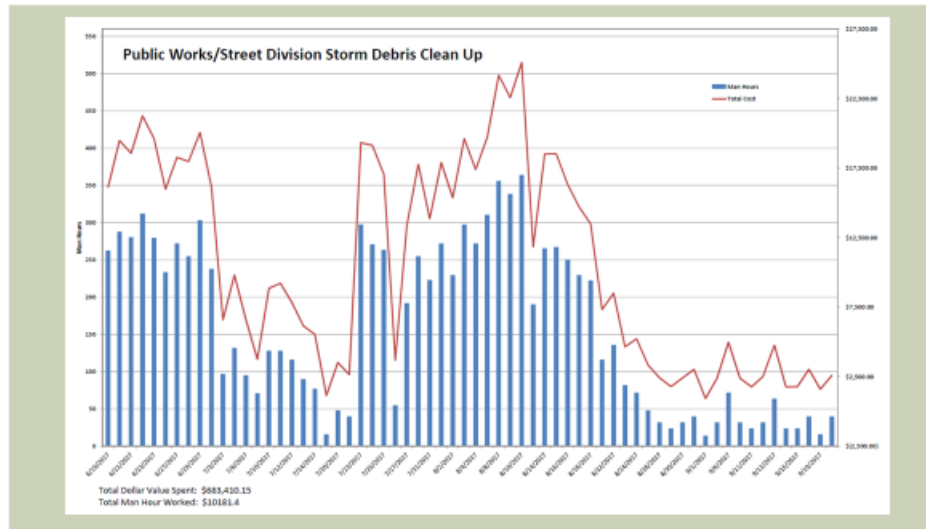
KCK MAY & JUNE 2017 STORM EVENTS



- 10,181 man hours.
- Impacted routine daily operations.
- \$683,410 spent
- Orville & Riverview storage sites.
- FEMA 80% reimburse.

We had the two storm events so the impacts of a couple of events like that are lots of man hours and staff hours. What I was struggling with the whole time is we have a hard time staying focused on our core responsibilities which is street maintenance, curbs and all of those things. Not only are we committing a lot of staff hours to these things, we're putting off work and maybe even not getting the work done because by the time we catch up, the weather is turning into fall and so we kind of miss the opportunity right.

MAN HOURS VS. TOTAL COST



So, what can we do differently? What are other communities doing? So fortunately, though in this case though, Matt May did a great job of making a case to get a declaration and so we'll get much of the dollars spent on those two storms back. We're working on that right now with the state so that's the good news. The graph here points out kind of visually the impacts to operations.

The first event on the left side of the chart and you can see that we start to get that to a manageable point and then we have the next event. So, the two culminate into this real long period of time where we have a lot of resources committed to this, BPU as well. That was really telling in my opinion and you know the difference between the curve in the top of the chart is you know—that's the time left that we could work on street maintenance and those kinds of things. Big impacts, put off a lot of work and in some cases we weren't able to get any of that work done. **Commissioner Philbrook** said so the red line is what. I can't read that from here or on this. What does that mean? **Mr. Fisher** said total cost. **Commissioner Philbrook** said total cost and then I'm sorry what was the blue? **Mr. Fisher** said that's man-hours, staff hours.

2017 STORM DAMAGE



2017 STORM DAMAGE



So, these are just some—I'm sure you all saw these things. Being out there in the field we had lots of issues out there, big trees so, that's the other part of it is how do we mitigate that risks in the future? Help folks mitigate that risks, help the UG mitigate that and BPU. So, you'll see

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some of that. I'm going to let Kirk take it over for a little while and then I'll jump back in, but along the way if you've got questions, please stop us.

Kirk Suther, Program Coordination in Public Works, said in order to find out how we are compared to some of the other cities for storms, I called Kansas City, MO. Basically, they had two weeks where their crews went out and picked up when they called 311. Their Parks and Forestry Division picked it up. If it would have been a bigger one, they would have pulled in more Public Works trucks also. Then they also had two free weeks of drop-offs at their three sites where they lifted the charge for their drop-off of the yard waste—of the tree branches.

Olathe, KS, basically, the same thing. They had the one week where they picked up. Olathe does their own trash pickup, so they had their own crews pick that up. They also own and operate their own compost facility. So, the residents can take tree branches down to their compost facility all the time.

OVERLAND PARK, KS. ONE STORM EVENT



All Cities Surveyed Use Tree Shredders

- **One Week:** Curbside pickup by 30 Public Works & Parks trucks 12-hr M-Fr & Sat.
- Used a park as temporary storage, C.S. Carey grind and haul.
- Public Works Facility as storage site: Suburban Garden grind & haul.

I also checked with Overland Park. They identified a specific area that got hit hard. They took their crews out for one entire week, a Public Works crew. They picked up all of the debris there. They used a park as a temporary storage and had C.S. Carey grind and haul it. They also had some of it at their Public Works facility. It just gives you a little idea that most everyone did

some unlimited pickup, plus they had the drop-offs sites with the exception of Overland Park. One of the things that we—as we’ve gone through this process is trying to get to the point where we can educate the community a little bit more about tree issues. **Chairman Bynum** said, Kirk, can I interrupt with a question. **Mr. Suther** said yes. **Chairman Bynum** said you said that Olathe does their own trash pickup. Where do they take their trash? Not this but their trash. **Mr. Suther** said regular trash, they have a storage facility and it gets shipped to Hamm, Hamm Landfill in Topeka. **Chairman Bynum** said okay.

MITIGATE RISK: EDUCATIONAL OUTREACH



Surveying to identify dangerous ash trees in R-O-W.

- Educational articles.
- Listing of Tree Businesses for public to use.
- 2-27-18 Stony Point Neighborhood Meeting.
- Ash Tree ROW Inventory.
- Tree Inventory in & near R-O-W.

Mr. Suther said we put that together. We went to Stony Point last month where it really got hit hard and we had a listing of tree contractors that individuals could use that are licensed with the UG and we also gave them, I believe, three years ago when I was at this committee I was telling about the surveying we did about the Ash trees, which we had about 2,200 that could impact us if they would fall. So, we went over all of that information too, so we’re going to try that and we’re going to do another survey on that.

Mr. Fisher said if I might jump in really quick. I think one of the things with Stony Point that Scott Paulsen was particularly worried about was that they had trees still out there that had been

damaged in the storm and if they don't know that they need to take care of that that those trees are going to die. Then we have the next storm and now they might have trees on their house and now they're out there trying to address the same problem, right. So, we're trying to keep them from having to go through that experience again and he wanted to educate them on that. That also helps us, our emergency response, and BPU's response and that kind of thing.

Commissioner Philbrook said did I hear you say something about having a short list of tree trimmers that they could access. **Mr. Fisher** said, yes. Scott went through a process of identifying three contractors that he believed that were capable, confident, had all of the resources they could call and possibly have the three bid against each other. **Mr. Suther** said we got the listing from Phil at Business License of all the tree companies that are licensed and have all of their requirements for like the insurance and that. **Commissioner Philbrook** said thank you.

BOARD OF PUBLIC UTILITIES PROGRAMMING

Proactive Programming:

- Three contractors assist BPU with line clearance of trees.
- Set up for a 3-year cycle.
- Designed to minimize power outages caused by storms.

Emergency Services:

- With outages the BPU will dispatch a crew to clear tree branches damaging power lines before restoring power.
- If necessary they will contact one of their contractors for emergency tree trimming to be done.

Mr. Suther said of course BPU does a lot with tree trimming. Without their service of what they do, we would be in a whole lot worse conditions when we have storms. Proactively they've got three contractors assisting and they're trying to do a three-year turnaround with all of the trees

and then of course when there is an emergency with a tree branch getting in the line itself they respond rather quickly too. Board of Public Utilities is a very important component of this helping out.

#2. PUBLIC PROPERTY TREE PLANNING

- Bench mark Olathe, Overland Park, & K.C. Mo. programming.
- UG programming.
- Policy Recommendations.

Mr. Fisher asked can we jump back two slides? At the bottom there, one of the things and we may talk about this later, like Kirk said, we have an Ash tree inventory. We've already done that work, we got it populated in GIS, but can we take it a step further. How much time would it take if we hired some interns that worked for BPU and our arborist with the Park's Department, how can we inventory almost all trees even on private property? Especially the areas where they could fall under the right-of-way or they could fall into the BPU system and even assess their health, right. Then let the property owners know what they have and what kind of challenges they might have and then give them those resources to help them take care of it and take sort of a compassion approach to Codes Enforcement ultimately, right. So that's something that I think is a big long-term risk mitigation effort. I think it would have great benefits to everybody involved. So, we'll continue to work through that.

One of the primary outcomes of this is what's our protocol going forward. On a more routine basis what is the daily business where we have a storm and you get a few branches fallen

and you get a couple of trees, you know more routine things. The protocol is that, and the code is that, property owners are responsible for trees even in right-a-way. Now, if the one falls in the street, it's Public Works responsibility to go through and clear the right-of-way. Get it up out so cars can travel through, first responders can get where they need to go. That's sort of the everyday policy. We get into these bigger events, what's our policy going to be? After conversations with the County Administrator and the Mayor we determined that we'll take it on a case-by-case approach. Staff will assess the situation within a 24-48-hour period and then make a recommendation to the County Administrator and the Mayor on how we're going to handle it.

Generally, it's going to be, notify the public what the approach is going to be, give them a week to two weeks and then we have a defined period of time, maybe two weeks where people can get their debris out to the street and we'll come by and pick it up in a very organized fashion. The longer it drags out the more complications we have and so if we can give them time to prepare, give them a couple of weeks. Then there are another couple of weeks where we're going to drop by and pick it up and then they have the other resources, drop off locations, waste management off the curb and those kind of things. I feel like we can manage these a lot more effectively than we did this last year. Did I hit everything? So that's sort of the protocol going forward. So, case-by-case and we'll make those reports, those recommendations to the Mayor and the County Administrator.

Commissioner Markley said this is good and I don't want to take away from your recommendations and your final decision. I just want to say what the elephant in the room is, which is taking down a tree is really, really expensive and for most of our residents that's just—\$2,000 laying around to take down a tree just isn't an option. I don't have a solution for that and I don't expect you to, but I think there are probably some people who will watch this and say why are you even talking about this if the trees are the residents responsibility and I think that's the reason we're talking about this because we know that most residents don't just have \$2,000 laying around to take down a tree. So that's why we're talking about this and trying to find the best way to help our residents but also to spend taxpayer dollars wisely. **Mr. Fisher** said absolutely.

Commissioner Johnson said the only thing I was going to add to that would be the importance of communication, getting the word out so that all persons in that—I assume that in this process,

as we're putting our protocols in place that we'll take that or it already has been taken into consideration on how we get the word out to our constituency. **Mr. Fisher** said yes, it's usually important, communication, having the plan all the time and then when an event happens then it's easier, but that public education and public communication and public awareness is a big component of this, absolutely.

Commissioner Philbrook said well I'm going to do the devil's advocate thing. I've got a nasty looking tree in my yard and you tell me I should be doing something about that tree and I'm looking at you going and I'm getting that money where as they say. Hmmmm, let's see if I'm going to make the payments on my car or am I going to have the tree cut down and I think, you know what, I'm just going to wait and see what nature does and then it lands and partially out in the street, partially on whatever, maybe my neighbor's house. Who knows? Then what? I mean where am I in the middle of all that. What does that tell—you know because people are going to take that way of looking at things. If my tree lands on the neighbor's house, you know who's responsible because I didn't take action excetera because I'd been told, or it lands on, it's big enough that it actually blows towards a BPU line you know and takes out a whole pole and maybe a line, those sort of things.

So, in the information that you give us to John Q. Public I think maybe you might want to mention some of the outcomes that are possible to come from that. Does that make sense? You know because we would prefer not knowing and just pray it doesn't happen, but on the other hand when it does and then we go oh darn if I had of known that maybe I would have made an effort to do something about that. I think you need to understand what their inaction means for them and those around them.

Chairman Bynum said I'll just say to that point, Kirk and the gentleman from BPU were specifically in that Stony Point neighborhood meeting for that purpose and I really appreciated that. I attended that meting and I was appreciative of what you were trying to do there with that particular neighborhood but continue.

Mr. Suther said, Commissioner, there's an article already written up to address what you just said. That will be coming out soon. **Chairman Bynum** said alright. Yay! **Mr. Suther** said for the sake of time we covered the storm part of it, but we just wanted to let you know that we're

also looking at public property tree planning and also more with the private sector tree planning. I don't think some of the information is in the PowerPoint but like I said for the nature and for the time sake it might take quite a while to go through all of that unless anybody's got some questions. Basically, I did the same format as what we did with the storm, looking at other cities, looking at what we do and then coming up with some recommendations that other cities are using. **Chairman Bynum** said Commissioner Kane or Mr. Groneman do you have anything at all to add on this topic? I think the key is the communication piece and the planning piece and you're working on both of those. You know, you're setting a protocol—it'll happen again. It's happened before. It'll happen again. **Mr. Suther** said we just wanted to say the Parks Department has been wonderful too working with us on all of this. They're very instrumental in all that and as a result of some of this they did just—are in the process of purchasing of purchasing a Big Chipper so we'll have the capacity of chipping up to a 15' diameter tree, which they're going to try to utilize on some of their paths. **Mr. Fisher** said so they're going to be big in the response because that's one of our weaknesses. We take it to a drop-off and then we don't have any way to dispose of it unless we contract that out. So that will be big for a lot of those storms. We get into a bigger one and then we'll just have to have someone come in and help us.

Commissioner Philbrook said I just want to thank you again for the hard work that everybody did in the Stony Point area. Mr. Groneman, BPU was Johnny on the Spot. Those guys were working so hard and I mean they were working a minimum of 12-hour days plus. We appreciate how nice they were and people talking to them, running out in the street, hey what's going to happen here or what's going on. I want to tell you, you guys really did a wonderful job and I want to thank our Public Works folks and BPU for working so well together. Thank you so much.

Action: For information only.

Chairman Bynum said that's the end of that presentation and we appreciate it. It's also the end of this meeting.

Adjourn

Chairman Bynum adjourned the meeting at 5:38 p.m.

tpl



Staff Request for Commission Action

Tracking No. 18227

Full Commission Meeting Date: NA

Committee: Public Works & Safety

Date of Standing Committee Action: 5/21/18

(If none, please explain):

Publication Required: No

<u>Date:</u> 04/18/2018	<u>Contact Name:</u> Emerick Cross	<u>Contact Phone:</u> x6784	<u>Contact Email:</u> ecross@wycokck.org	<u>Department/Division:</u> Commission Liaison
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Item Description:

Roadside memorials generally denote where a vehicle accident occurred resulting in death(s). There is no specific form for a roadside memorial. They can vary greatly in size, décor, and location. The Unified Government currently has no official policy on roadside memorials. This issue is for discussion only.

Action Requested:

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List:



Staff Request for Commission Action

Tracking No. 18254

Full Commission Meeting Date: 5/31/18

Committee: Public Works & Safety

Date of Standing Committee Action: 5/21/18

(If none, please explain):

Publication Required: No

<u>Date:</u> 05/09/2018	<u>Contact Name:</u> Jeff Fisher	<u>Contact Phone:</u> x5415	<u>Contact Email:</u> jfisher@wycokck.org	<u>Department/Division:</u> Public Works
<u>Item Description:</u> The attached resolution authorizes the Mayor to amend the 1996 agreement with the City of Bonner Springs, Kansas regarding street maintenance and emergency services in Loring, the unincorporated areas of Delaware township south of Bonner Springs. This agreement is for one year and authorizes the Unified Government to pay \$106,651.13 to the City of Bonner Springs for street maintenance, traffic control signs and devices, snow removal, right-of-way mowing, pavement markings and guardrail maintenance in Loring and an additional \$27,329.35 for police, fire, and ambulances services for 2018.				
<u>Action Requested:</u> Approve and forward to the full Commission for consideration				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> Loring Reso, UG.BonnerSprings.1Year.Agreement(2018)				

RESOLUTION NO. _____

**BE IT RESOLVED BY THE UNIFIED GOVERNMENT OF WYANDOTTE
COUNTY/KANSAS CITY, KANSAS**

That the Mayor of the Unified Government of Wyandotte County/Kansas City, Kansas, is hereby authorized and directed to execute in the name of the Unified Government and to attach the seal of the Unified Government thereto as the voluntary act of the Unified Government as Addendum to the Interlocal Cooperation Agreement among the Unified Government of Wyandotte County/Kansas City, Kansas and Bonner Springs, Kansas for street maintenance and police services to the unincorporated area of Loring being dated _____.

THIS RESOLUTION IS ADOPTED by the Governing Body of the Unified Government of Wyandotte County/Kansas City, Kansas, this ____ of _____ 2018.

UNIFIED GOVERNMENT OF WYANDOTTE
COUNTY/KANSAS CITY, KANSAS

By:

David Alvey
Mayor/Chief Executive

(SEAL)
ATTEST

Unified Government Clerk

Approved as To Form:

Misty S. Brown, Deputy Chief Counsel

ADDENDUM TO INTERLOCAL COOPERATION AGREEMENT

THIS ADDENDUM is made and entered into this ____ day of _____, 2018, by and between the Unified Government County/Kansas City, Kansas, the City of Bonner Springs, Kansas, adding additional terms to the Interlocal Cooperation Agreement entered into by and among the parties and the City of Edwardsville and dated May 16, 1996, and to the 1997, 1998, 1999, 2001, 2002, 2003, 2007, and 2013 Addenda to the Agreement.

WHEREAS, the parties wish to amend certain provision of the Agreement and addenda.

NOW THEREFORE, the parties agree as follows:

1. Paragraph 8 of the Agreement is amended to read as follows:

8. Street Maintenance. Bonner Springs will provide for a one (1) year period street maintenance, traffic control signs and devices, snow removal, right-of-way mowing, pavement markings and guardrail maintenance for the Loring area, the unincorporated areas of Delaware township south of Bonner Springs. The Unified Government agrees to pay in each fiscal year \$106,651.13 beginning in fiscal year 2018. Bonner Springs shall perform, pursuant to its ordinances and state laws, noxious and general weed control within the Loring area, as well as within Bonner Springs. The Unified Government agrees to provide storage and sale of weed control chemicals. The Unified Government does further agree to use whatever authority is has under Kansas law to assist Bonner Springs in the above noted responsibilities. The Unified Government will be responsible for property maintenance of Unified Government owned properties in Bonner Springs and the Loring Area.

2. Paragraph 10 of the Agreement is amended to read as follows:

10. Emergency Services. Bonner Springs will provide police, fire, and ambulance services to the Loring area for a one (1) year period, beginning January 1, 2018 for the annual sum of \$27,329.35.

3. Paragraph 11 of the Agreement is amended to read as follows:

11. Payments. All annual payments to be made pursuant to this agreement shall be made no later than July 1, 2018.

4. The Interlocal Cooperation Agreement dated 1996, subsequent addenda and their terms re incorporated herein.
5. All other provisions of the Interlocal Cooperation Agreement and the 1998 addendum shall remain as previously agreed to, consistent with this addendum.

IN WITNESS WHEREOF, the parties hereto have executed the above and foregoing Addendum the day and year and written above.

UNIFIED GOVERNMENT OF WYANDOTTE
COUNTY/KANSAS CITY, KANSAS

David Alvey
Mayor/CEO

Attest:

Unified Government Clerk

Date: _____

(Seal)

CITY OF BONNER SPRINGS, KANSAS

By: _____
Jeff Harrington
Mayor

Attest:

Rita Hoag, City Clerk

Date: _____

(Seal)



Staff Request for Commission Action

Tracking No. 18255

Full Commission Meeting Date: 5/31/18

Committee: Public Works & Safety

Date of Standing Committee Action: 5/21/18

(If none, please explain):

Publication Required: No

Date:	Contact Name:	Contact Phone:	Contact Email:	Department/Division:
05/09/2018	Terry Zeigler	x6009	tzeigler@kckpd.org	Police Department

Item Description:

The Police Department is seeking a Strategies for Policing Innovation Program/Project Safe Neighborhoods Grant in the amount of \$700,000. This grant is awarding funds under two main purpose areas: (1) developing innovative, data-driven approaches to challenges confronting law enforcement, and (2) confronting precipitous and extraordinary increases in type(s) of crime in our jurisdiction. The length of the grant is 48 months. No matching funds required.

Synopsis of Crime Initiative:

- Operation ICON zones are established based on current data from the past 30 days. Resources are deployed into those zones to conduct proactive patrol. Some of the funding would be used to pay overtime to officers to work solely in the Operation ICON zones. The BJA is pushing a theory based on data known as the "Koper Curve Principle." In this theory, officers are in a micro hot spot for 15 minutes and perform high visibility patrol work (traffic stops, ped checks, etc...). It's the same things we do in DDACTS, but for only 15 minutes in these micro zones. Then officers leave and move to another micro hot spot. Officers would not return to the same micro hot spot for at least one hour. It's possible that four Operation ICON zones would need to be established to operate within this theory. We establish the zones based on the increase in drive-by shootings and other violent crime that we have experienced from 2013-2017. Over that 5-year period we have seen the number of drive-bys rise from 149 to 344. Agg. Batteries are up from 151 to 301. Agg. Assaults are up from 229 to 381. Homicides are up from 29 to 41, peaking at 47 in 2016. This certainly fits purpose area #2. Funding can be used for equipment that we can justify as supporting our efforts to reduce violent crime.
- Operation Triple Beam had an aspect to it that included looking for known offenders with warrants. Funding again would cover overtime for officers to develop prolific offender lists and execute warrant roundups. The BJA noted that they are fond of task forces and federal prosecution, so this is in our wheelhouse I believe. Equipment can again be purchased with the funds.
- Child and Youth Engagement is being pushed as well by the BJA. I believe we can tie in the new PAL being established and our efforts to reach out to the youth that are susceptible to ending up in gangs. The data on the number of juveniles arrested for violent crimes in our city would be the data-driven approach we would use. We are obviously trying to reach kids at a young age and prevent them from going that same route. The PAL will provide the kids with good role models and alternatives to associating with older gang members. This meets criteria #1. Equipment can be purchased as well.

Action Requested:

Approve Grant

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List:

