PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, October 22, 2018

The meeting of the Public Works and Safety Standing Committee was held on Monday, October 22, 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 BPU Board Member Tom Groneman. The following officials were also in attendance: Commissioner McKiernan; Joe Connor and Melissa Sieben, Assistant County Administrators; Susan Alig, Assistant Counsel; Lideana Laboy, Traffic Engineer; and Alan Howze, Chief Knowledge Officer; Misty Brown, Deputy Chief Counsel; Robin Richardson, Director of Planning; Reginald Lindsey, Budget Director; Kathleen VonAchen, Chief Financial Officer; Police Chief Zeigler, Jeff Fisher, Executive Director of Public Works, Kirk Suther, Program Coordinator in Program Coordinator, Public Works; James Bain, Assistant Counsel; John Droppelmann, Fire Marshal; Patrick Waters, Senior Attorney; John Kelly, Director of Buildings & Logistics; Jeff Fisher, Executive Director of Public Works; Brandon Grover, Asset Coordination Manager for Public Works; Zachary Flanders, Planner in Planning Dept; Laura Cromwell, Professional Fiscal Assistant, Police Department; Pam Waldeck, Assistant Chief; Mike York, Deputy Chief; and Officer Jay Doleshal, 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 we have two revisions on tonight's agenda. Item No. 6 is a clerical error which has been corrected to three ordinances instead of two ordinances for the Motorized Stand-up Scooters and Shared Small Vehicle programs. Then also, Item No. 12 has been added, which is the grant award from FEMA for assistance to Firefighters Grant program.

Approval of standing committee minutes from August 27, 2018**. On motion of Commissioner Markley, seconded by Commissioner Philbrook, the minutes were approved.** Motion carried unanimously.

Committee Agenda:

Item No. 1 – 18460… GRANT AWARD: FY18 EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT (JAG)

Synopsis: The Police Department's application for the FY18 Edward Byrne Memorial Justice Assistance Grant, in the amount of $104,142, has been accepted and awarded by the U.S. Department of Justice, submitted by Laura Cromwell, Professional Fiscal Assistant, Police Department. On September 13, 2018, the Commission unanimously approved the submission and acceptance of this grant.

Laura Cromwell, Professional Fiscal Assistant, Police Department, said here with me tonight is Assistant Chief, Pam Waldeck. On October 2nd the Police Department received notification that our application for the FY18, Justice Assistants Grant was approved and accepted by the US Department of Justice. We're here to provide notification to the committee of this award. Our application, which was approved by Commission on September 13th, outlines plans to use the funding for the following projects: air and tank gas mask filters for sworn personnel; equipment upgrades for the Special Operation Unit and training materials for the Crisis Intervention team. The grant award amount is $104,142 and does not require any match from the UG.

Action: For information only.

Item No. 2 – 18463…GRANT AWARD: FY18 STRATEGIES FOR POLICING INNOVATION

Synopsis: The Police Department's application for the FY2018 Strategies for Policing Innovation Grant, in the amount of $700,000, has been accepted and awarded by the U.S. Department of Justice, submitted by Laura Cromwell, Professional Fiscal Assistant, Police Department. On May 31, 2018, the Commission unanimously approved the submission and acceptance of this grant.

Laura Cromwell, Professional Fiscal Assistant, Police Department, said also on October 2nd, the Police Department was notified of the US Department of Justice acceptance of our FY18 strategies, for Policing Innovation Grant Application. The application for this particular grant

was approved by Commission on May 31st. Once again, our presence here tonight is just simply to provide notification to the committee of this award. Funding in the amount of $700,000 will be used to compensate officers for overtime worked in multiple micro hotspot policing zones, as well as to purchase officer safety and investigative equipment. Once again, there is not UG match for this grant as well.

Action: For information only.

Item No. 3 – 18449… REPORT: SOLID WASTE PLAN AND UPDATE

Synopsis: Request approval of the Solid Waste Planning Committee's annual report of the Wyandotte County Solid Waste Plan, as required by the Kansas Department of Health and Environment (KDHE); and an update on Waste Management Operations, submitted by Kirk Suther, Public Works.

Kirk Suther, Program Coordinator, Public Works, said each year the KDHE has each County look at their Solid Waste Plan and review it. We done that on May 8th. We look at the infrastructure to make sure if there's any changes. The major change we had in 2017 was that we added the recycling back at the Yard Way Center so its now Yard Waste and Recycling Center. I think that the minutes have been submitted to everyone. **Chairman Bynum** asked in the packet? **Mr. Suther** said yes. **Chairman Bynum** said what we're doing is, this is an approval item and it's an approval of our Annual Solid Waste Plan.

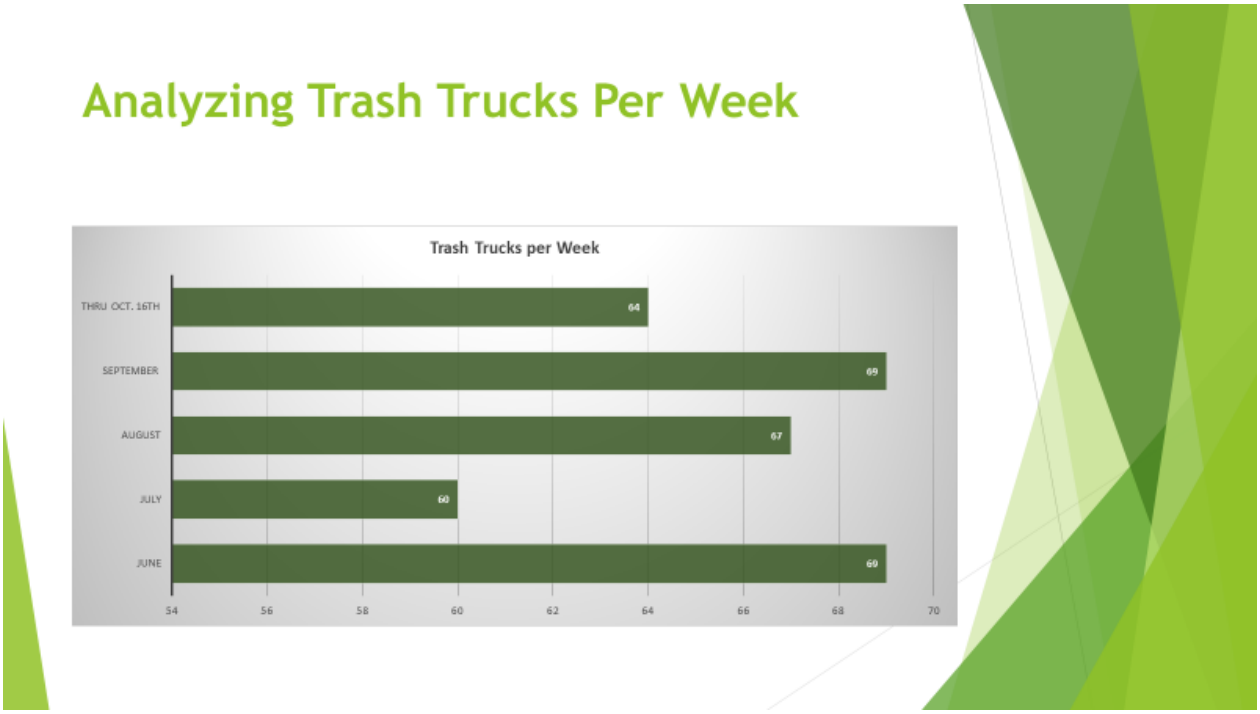
What Kirk is bringing forward is we have the plan in the packet, the major change or update is the recycling back at the Park Drive facility. Do I have that right? **Mr. Suther** said, yes, we review the 2015 Solid Waste Plan each year and that's what this is.

Action: **Commissioner Markley made a motion, seconded by Commissioner Philbrook, to approve**.

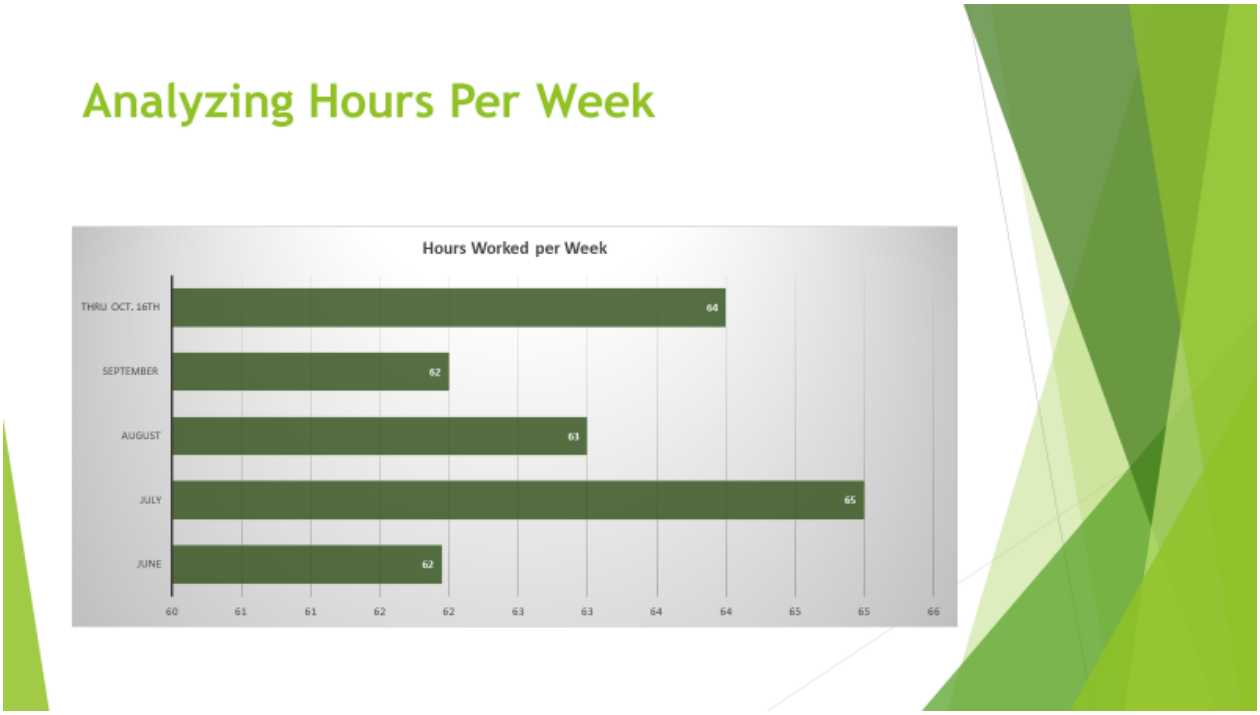
Commissioner Philbrook asked on this, will you guys make this available on the UG website. **Mr. Suther** said yes, we can do that.

Action: Roll call was taken and there were six "Ayes," Groneman, Philbrook, Markley, Kane, Johnson, Bynum.

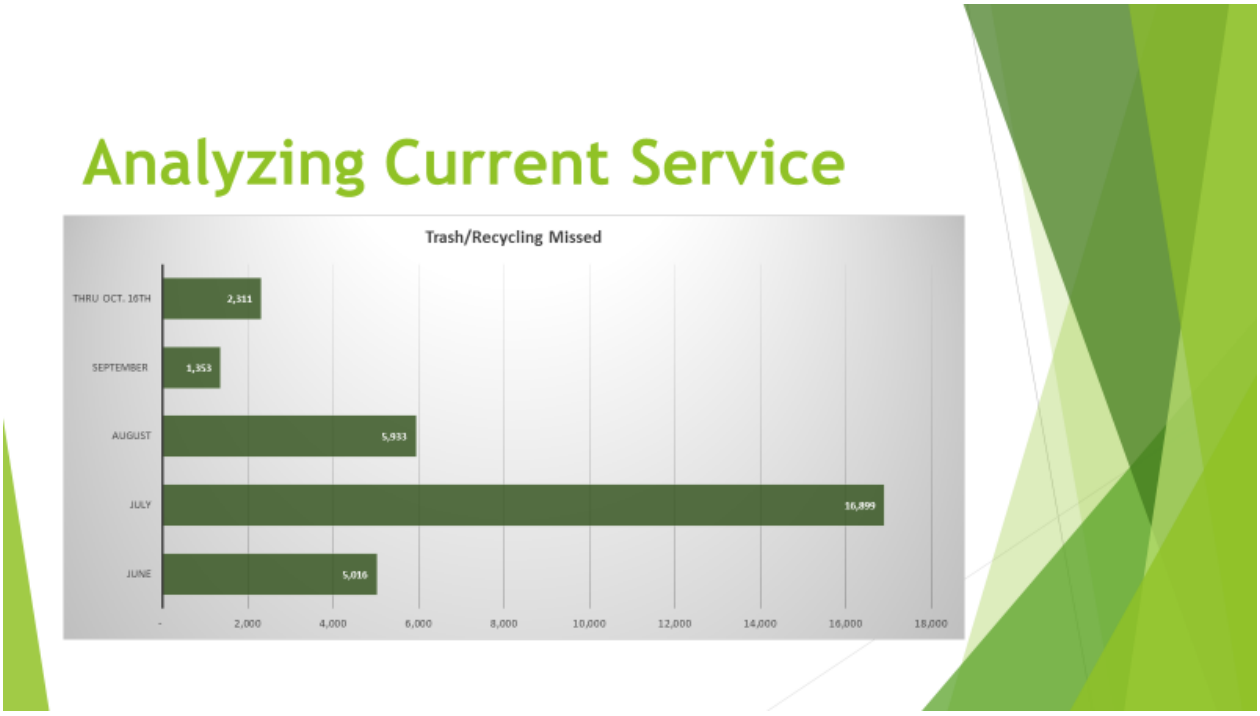
Chairman Bynum asked do you have the brief update. **Mr. Suther** said yes. Back in May, we started meeting weekly with Waste Management with trash and recycling.



I just wanted to bring some new data to everyone as far as analyzing the trash trucks. You can see it's not a steady line that goes from 69 to 60, to 67, to 69, to 64.

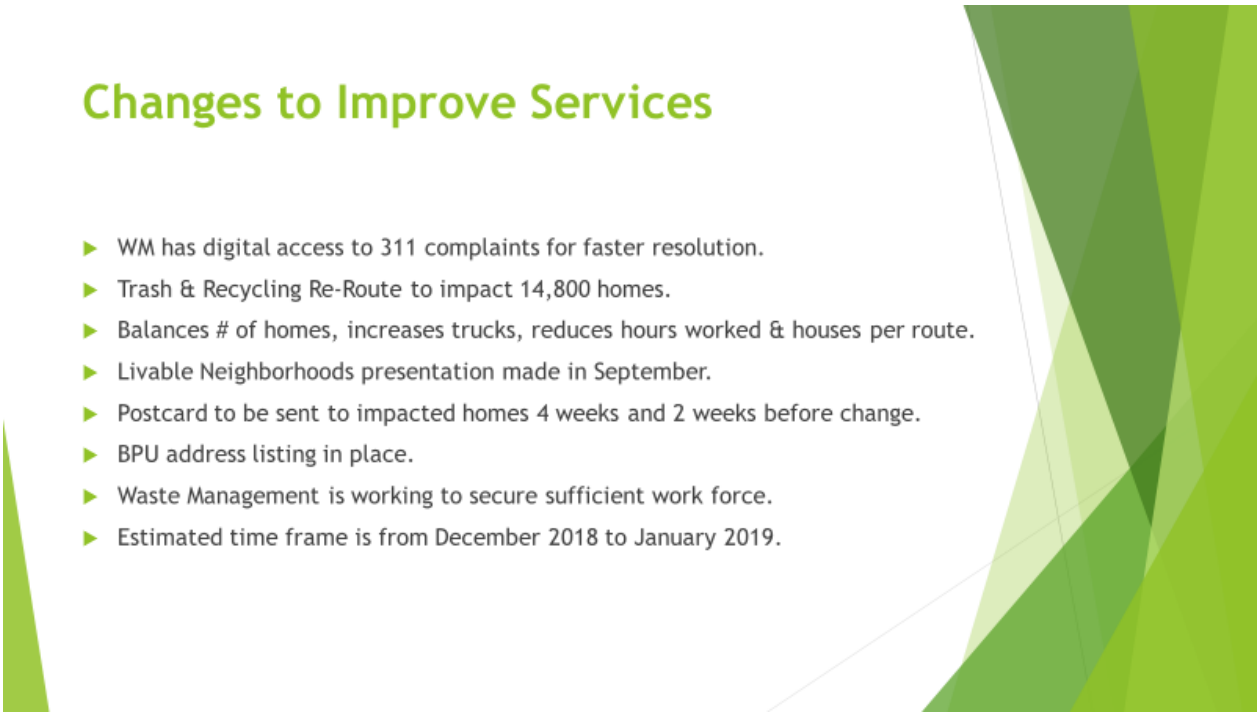


Of course, your hours that each person is working changes according to the number of trucks they have out on the street from, 62 to 65 hours a week which is 12 to 13 hours a day for their employee's.



This is the number of complaints that we've had by the month. In June it was over 5,000; July

was nearly 17,000; August was about 5,900; September 1,300, and then through the middle of this month 2,300.



We came about two months ago, and we were talking about ways that we thought we could help to improve services. This is just a little update, Waste Management now has digital access to the 311 system, so that they can get complaints as we receive them which has helped out a lot. At the last meeting we talked about trash and recycling reroutes that would impact approximately 14,800 homes. We wanted to balance the number of homes per day because one day there's 2,500 more homes for them to pick up than another day. This will increase the number of trucks, reduce the hours that their employees work and reduce the number of houses that they pick up.

We did make a presentation to Livable Neighborhoods, last month. What we plan is just getting a hold of the people that will be impacted with postcards four and two weeks ahead of time and the postcards are tentatively done, they're ready. We've been working on the BPU list and I believe that's all in place. At this point in time, we're just working with Waste Management to make sure that can secure the sufficient workforce to be able to implement what we have planned here. The estimated timeframe that we have right now is probably the messaging, some time in December and hopefully it'll roll out after the first of the year.

Chairman Bynum said we know that it'll be part of an on-going effort for continued service improvement and this is one piece of the puzzle. I do think that you have data to show that even though it'll be something for people to get use to having a new trash day, the goal is service improvement. We'll keep bringing that home.

Commissioner Johnson asked slide 2 that says analyzing hours per week, how do we understand. That is the average hour per person or how am I supposed to understand this? **Mr. Suther** said that's the average hour per individual. **Commissioner Johnson** said per person person. **Mr. Suther** said yes, because they give us an end time that they finish their day so we just have to approximate that. **Commissioner Johnson** said so the average hour thus far this month per person is 64 hours per week. **Mr. Suther** said yes.

Commissioner Johnson said I'm just trying to analyze this just in the little bit of time that we've had. This looks like the number of complaints seem to coalesce with the number of hours worked per week, it seems the more hours that they work per week the more complaints we get. Am I interpreting that right? **Mr. Suther** said I think that the big factor is the trucks. **Commissioner Johnson** said number of trucks. **Mr. Suther** said the number of trucks they have impacts everything. **Commissioner Johnson** said so the more trucks, then the more complaints. **Mr. Suther** said and then the longer hours they have to work. **Commissioner Johnson** said so the combination of both.

Chairman Bynum said it's a workforce issue. If they're working 60 and 65 hours a week, it's because there's not enough people to put more trucks out. Therefore, that worker is working 60 to 64 hours, so that's part of what we're trying to resolve by one of the tactics of changing the pick-up days. Even that out across the week, might have fewer hours worked, but more people working and, therefore, more trucks out picking up.

Commissioner Philbrook said they have some of the same problems everybody else does that needs a CDL driver. They have to compete for those CDL drivers as well. There's a big shortage in that. Comparison, I don't know how their pay runs in comparison to other drivers, so I'm sure that's part of their problem too.

Item No. 4 – 18457…ORDINANCE: MCIMETRO (VERIZON) FRANCHISE

Synopsis: An ordinance granting to MCImetro Access Transmission Services Corp. DBA Verizon Access Transmission Services a fiber optic cable franchise, submitted by Alan Howze, Chief Knowledge Officer.

Alan Howze, Chief Knowledge Officer, said I'll just speak briefly and then hand it over to Daniel Kuhn, from the Legal office who's negotiated the agreements. Basically, this is a franchise ordinance is the first one to be negotiated under the changes in the franchise ordinance that was made earlier this spring and adopted by the Commission. In the fact sheet we laid out to the Commission, just a refresh on that.

Some of the changes that requires, it updated our ordinance around restoration and tightened up the requirements around restoring damages to cuts in the right-of-way. That was the first part of the revised ordinance changes that were made. It also, in the franchise ordinance, focused on utilizing existing conduit in the ground first before others can dig up the right-of-way. It also put in there the ability for the UG to also run alongside or with, put our own conduit in when somebody else is making a run under this franchise agreement. Those are some of the changes that were adopted as part of the franchise updates as well. With that, I'll turn it over to Dan thoughts specifically about this agreement and see if there's any questions.

Daniel Kuhn, Assistant Counsel, said this (inaudible) in particular does allow MCImetro Access Transmission, which is a subsidiary of Verizon, to more or less install and upgrade the facilities that should provide better wireless services for its customers. We believe the ultimate goal is that it would provide 5G technology. Of course, that's in the future. Specifically, this ordinance would allow for 5% receipts from gross revenue from MCImetro. It would span 10 years with an auto renewal for an additional 10 years.

Commissioner Philbrook said I saw this little cute in quote, street furniture. **Mr. Kuhn** said yes. **Commissioner Philbrook** said do you want to talk to me a little bit about some of the locations that we would allow? **Mr. Kuhn** said I believe that's more technical, I'd deafer to Alan on that. **Commissioner Philbrook** said sorry. **Mr. Howze** said it's kind of structures in the right-of-way, is really sort of a term of art for that. I'm trying to think. **Commissioner Philbrook** asked I don't want to stand still very long.

Commissioner Philbrook asked are there any particular—I guess I don't know what all this new technology looks like. Could you give the public an idea of what some of this stuff might look like that you're talking about? **Mr. Howze** said sure. It's basically, 5G is the next generation of wireless cellular communication. It operates at a higher frequency, it allows for much greater data transmission over shorter distances. There is a build out underway starting nationwide and telecommunication companies are putting these agreements in place that allow them to put the infrastructure in to support that. Really, you need a fiber backbone to carry the data from place to place within. You've got a node on a pole and another node on another pole a quarter mile away, you need to be able to transmit across that.

There's a separate agreement, a pole attachment agreement, that is negotiated with the carriers that sort of is the physical equipment that you see maybe hanging off a street pole, a street light. This agreement really focuses more on the underground transmission within the right–away. **Commissioner Philbrook** asked having said that, knowing that we're working on Leavenworth Road, are we going to need to worry about anything being torn up in the near future. Will they be putting anything more underground? **Jeff Fisher, Public Works Director**, said I don't believe that's the case. **Commissioner Philbrook** said I'm just going to ask because I know that's a question I'm going to get.

Mr. Howze said part of the change to the franchise ordinance, again, required that if there's existing conduit in there, that's where they go first. It's part of Leavenworth Road work, conduit was put into place as part of that, that works to conduit to exist in there for the UG's use and that can also be utilized or leased out to providers. **Commissioner Philbrook** said it's already present so it's not like you're tearing anything out.

Commissioner Johnson asked Verizon, are they the only ones that provides this type of service or was this a situation where we contract, or we received RFP's and took the best bid for this. **Mr. Howze** said this was Verizon coming to us, saying we want to access you right–a-way. **Commissioner Johnson** said okay, coming to us. By them providing that, and this is an elementary question, but I just need to try to understand this better. Regardless of what the user has or the person using this, it doesn't have anything to do with what I want to call, consumers, it's just more or less for municipal access. **Mr. Howze** said correct, and Dan can speak to this as well, there's a specific reference in the agreement that this is not cable service, this is not direct to

consumer services. **Commissioner Johnson** said that's what I wanted to get an understanding on.

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

Item No. 5 – 18461…ORDINANCE AMENDMENTS: CHAPTER 35, SEC. 35-281
Synopsis: Request revision to City Ordinance Chapter 35, Sec. 35-281, speed limits in residential areas and city parks, submitted by Lideana Laboy, Traffic Engineer.

Jeff Fisher, Executive Director of Public Works, said I'll just give you the quick why we're here and then I'll let Lideana get into a little presentation. As we were going through the Traffic Management Plan earlier this year and I noticed we had speed limit of 30 in our residential, I noted that. We've done the research to help the legal. Best practices in the metro is 25 and for safety and other reasons, that's our recommendation tonight but I'm going to let Lideana give you a little more detail.

Lideana Laboy, Traffic Engineer, said I'm trying to get our presentation on the board.

Chairman Bynum said, Ms. Brown, I've got a point of order question. While we solve our tech problem, must we wait, or can we juggle our agenda? **Misty Brown** said I believe we can juggle the agenda, Commissioner.

Commissioner Philbrook said while they're trying to figure that out, let's move on to No. 6. **Commissioner Bynum** said I would like to—feel free please to continue to try to work with technology, but is Mr. Waters here? Why don't you come forward on Item No. 6? We are going to hold Item No. 5. We really do want to see that presentation on the proposal for the speed limits. While we work on that, let's hear Item 6. It's two ordinances regarding motorized stand-up scooters and shared small vehicle programs and associated related traffic rules and regulations. Mr. Waters, and we have Zach Flanders here from Planning. Why don't you go ahead and present this item for us?

Heard later in the meeting.

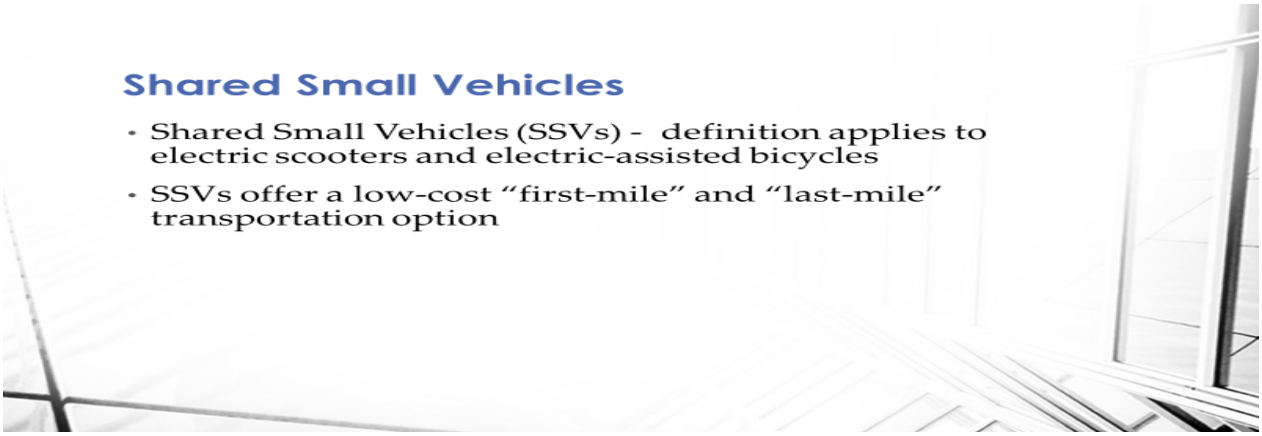
Item No. 6 – 18451…TWO ORDINANCES: MOTORIZED STAND-UP SCOOTERS AND SHARED SMALL VEHICLE PROGRAMS

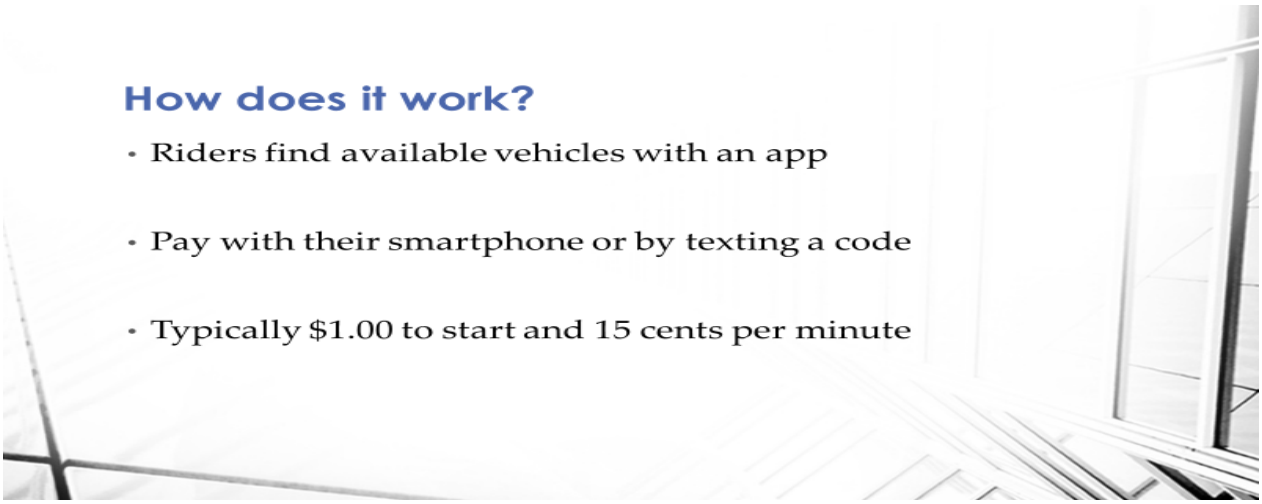
Synopsis: Two ordinances amending Chapter 35 – Traffic, to allow motorized stand-up scooters and shared small vehicle programs, and providing related traffic rules and regulations, submitted by Patrick Waters, Senior Attorney.

Patrick Waters, Senior Attorney, said we actually have a presentation as well so I can go ahead and just get started though. What we are here to talk about are motorized scooters and electric assisted bicycles. You may have already seen these motorized scooters in Kansas City, Missouri. They have kind of a test program going on right now. A company such as Byrd and Lime have already started.

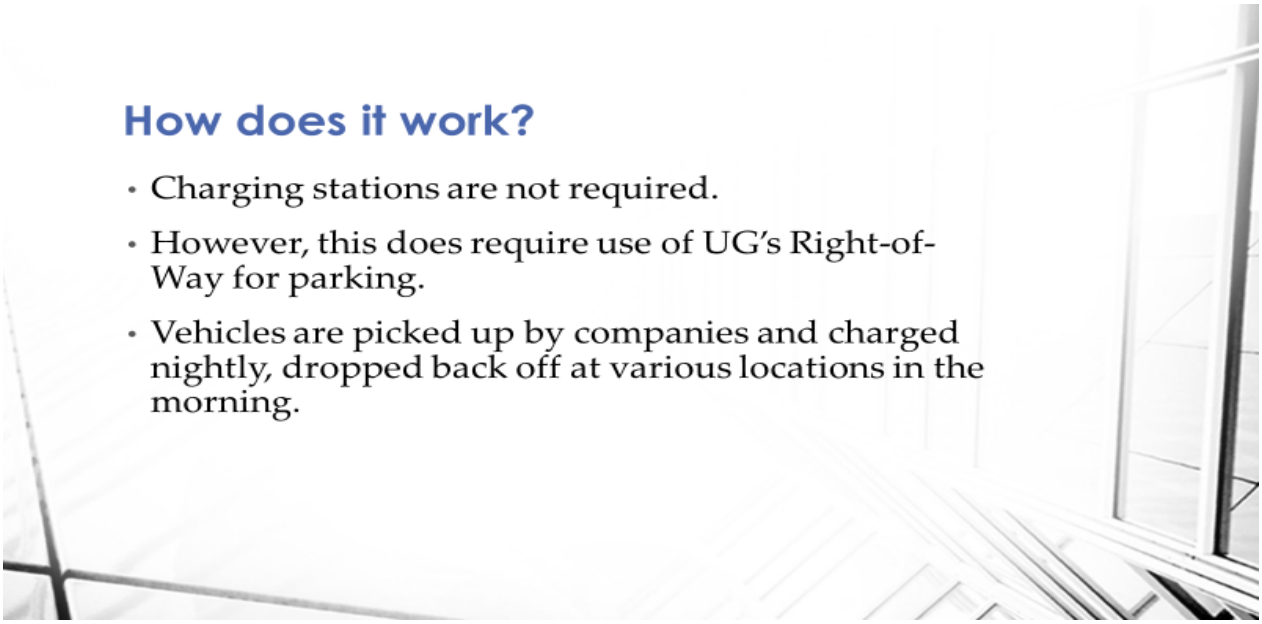
What these vehicles allow are a low cost first mile and last mile transportation option. You can imagine if someone lives within about a mile of their work and they wanted to jump on one of these outside of their apartment, ride it to work. Or maybe if you take a bus to a bus stop but it doesn't quite get you where you want to go, you can take the bus and then ride one of these scooters the last mile to your work.

A couple of other examples, I kind of looked up online. If you think about if you lived at Village West Apartments and wanted to go to a Sporting KC game, that's about a mile. If you're at City Hall and you wanted to go to 7th & Central at Slaps or Splitlog Coffee, that's about a mile also. Those kind of short distance trips are what these specialize in.



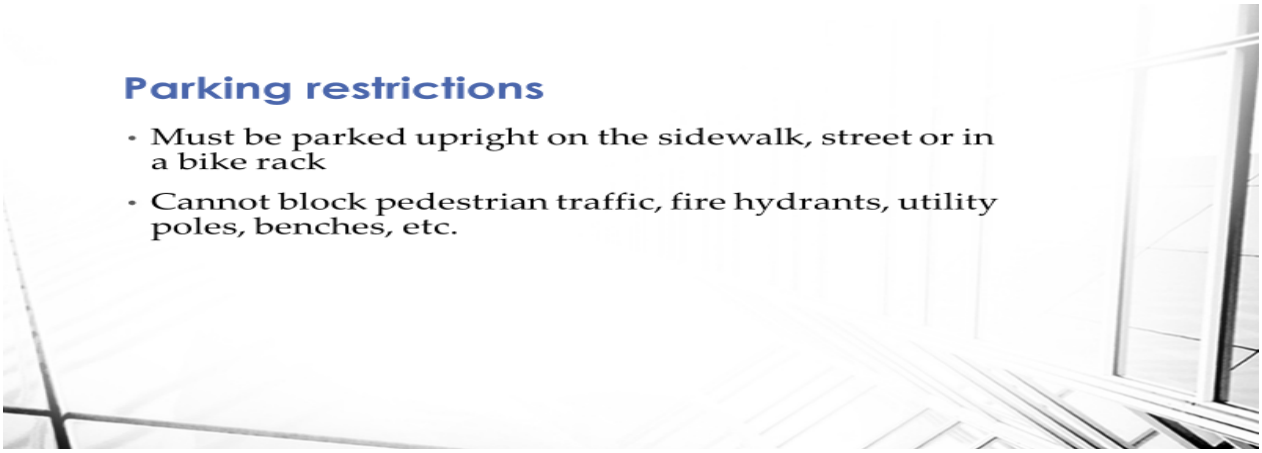


Really how it works, is most riders will use their phone. There's an app and they have GPS responders on them. You find the vehicles, they show where they are just like you're looking at a google map. You walk up to the device, use your smartphone to activate it. Like it says there, they're about a dollar to activate it and 15 cents per minute after that.



What's different about these is that charging stations are not required. What this means is that it will require the use of Unified Governments right-of-way, because you don't have dedicated stations in specific places. You drive to where ever you want to go and then place it there. How it works it that the company hires people to go and pick these up every night. They take them home, they charge them and then they redeploy them in the morning to the locations that they think will be used the most.

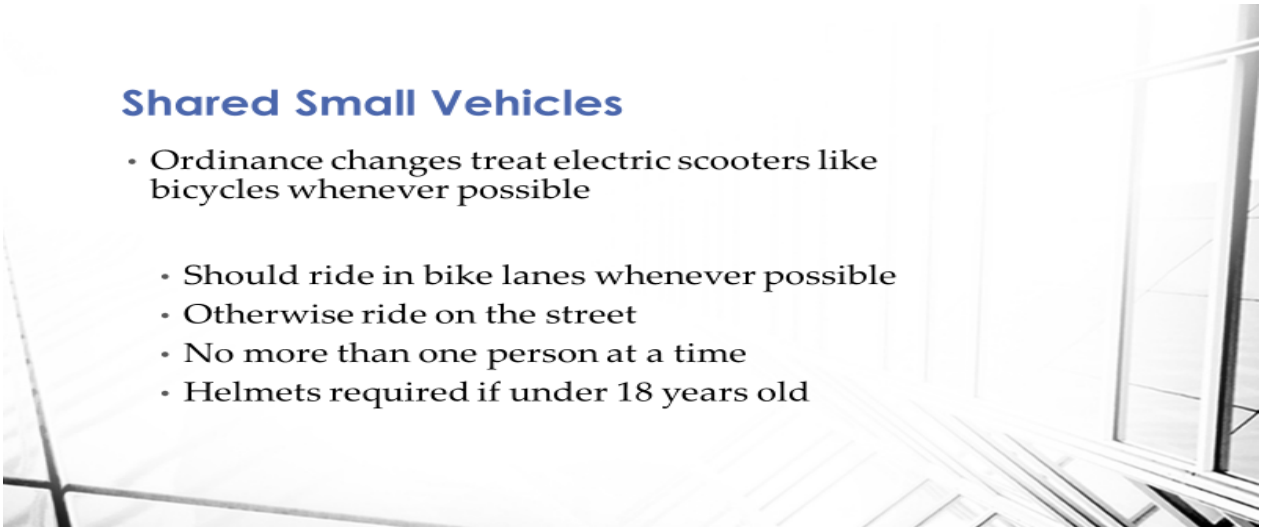
Chairman Bynum said just on that item right there, these scooters, once charged all night will hold that charge all day? **Mr. Waters** said I believe so. I don't know, if it's used the entire day, it may test the limit, but they are designed to go most of the day.



What that means is that we're going to see these parked-on sidewalks and so you have to have some rules and regulations. This is going to take some education on the part of the public about where you can park and where you can't park. You're are supposed to park them on the sidewalk or street or in a bike rack and be sure not to block any pedestrian traffic; fire hydrants, and other street furniture as we talked about.

Here's a couple of pictures of examples of how you should park them upright and next to the curb, so that they are available for the next user to easily pick up.

Here some examples of how not to park them; blocking the sidewalk, just thrown on the ground, blocking the entrances to buildings. We have seen some kind of pushback in some cities because when these first came out, the picture on the left especially is kind of how people just kind of how you saw them, just leaving them anywhere. I think as these get used more, hopefully, again there's kind of a public education campaign that people will understand where they should leave them and how they should leave them.



For the most part we've tried to treat these scooters like bicycles whenever possible because we think that's kind of the closest example in terms of how people will use these. The riders should

use bike lanes whenever possible. But, if not, you have the right to use the street just like you would on a bicycle. Only one person at a time and minors under 18 would have to wear a helmet.

In terms of how we actually—when you will actually start seeing these before—even with these ordinance changes, what these changes does they allow the County Administrator to enter into operating agreements with a specific company. Even after these traffic changes go into effect, we still need to enter into agreement with the companies. What we're proposing right now is a one-year interim agreement to kind of give us time to see how these work, what changes need to be made, because I'm sure there's a lot of things that we're just not even thinking of right now, changes to the policy that we will have to make. Then, a year from now we can kind of address that and maybe enter into a longer-term agreement.

Chairman Bynum asked, Mr. Flanders, did you have comments to make before we have our questions?

Zach Flanders, Planning Department, said no, I just did the on the ground research. Doug wanted to find out if I would end up on the ground. **Chairman Bynum** asked how did it go. **Mr. Flanders** said it was fine. It felt very similar to riding a bike. **Chairman Bynum** said I know when we had a Better Block event, Lime actually brought the scooters for that day and people actually used them.

Commissioner Philbrook said during this one-year operating time are we going to be collecting data on all of this; how often they're used, what areas, all of that so we can be really attuned to is this worth the—I guess, letting them operate versus is it a problem on safety. **Mr. Waters** said absolutely. We'll actually have access real time data. Just like you talked about terms where these are being used, how often they're being used, so I think that's going to provide us some really interesting information about where you know—we can use this to kind of track where we might need to add bike lanes in the future, where the heaviest traffic is, so we will absolutely have access to that data.

Commissioner Philbrook asked do they have them with training wheels. **Mr. Waters** said not that I know of. **Commissioner Philbrook** said well I'm just asking personally. I guarantee you I'm not getting on one of those because I don't want to have to call the EMS people. I do appreciate the fact that your planning on really being cautious and paying attention to the safety.

What happens to people that decide to use these on the sidewalk? **Mr. Waters** said it would be a traffic infraction, people should be aware of that. **Commissioner Philbrook** asked what kind of fines are we talking. I just want to make it out here, so the public understands that if they do silly pet tricks they get in trouble. **Mr. Waters** said I'm not sure the exact fine amount. I guess I would have to look that up. **Commissioner Philbrook** said it would be a good idea to put that information out so they understand these are not for the sidewalks. **Mr. Waters** said right. We want to make sure that pedestrians have a clear path and that there's not any pedestrian scooter interaction on the sidewalks.

Chairman Bynum said I know the companies are ready to be here. I also do see these used pretty prevalently, particularly over in Kansas City, Missouri. I have the same kind of safety concerns that Commissioner Philbrook was speaking to and there's been times that I've been driving over there and someone was on a scooter on a sidewalk. They were just kind of zipping across intersections and I thought when we do bring these, we certainly have to do everything we can to encourage people to use them properly and follow traffic laws as they use them.

Mr. Waters said part of the operating agreement will require the companies to hold educational campaigns and also to give out free bike helmets. We'll hold the company's accountable to that.

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

Item No. 5 – 18461…ORDINANCE AMENDMENTS: CHAPTER 35, SEC. 35-281

Synopsis: Request revision to City Ordinance Chapter 35, Sec. 35-281, speed limits in residential areas and city parks, submitted by Lideana Laboy, Traffic Engineer.

Chairman Bynum said are we ready to go backward. Mr. Flanders, if you'll hang out because I know you have another item and we will step back to Item 5, which is Lideana Laboy, Traffic Engineer. We also have Mr. Fisher with Public Works. This is again the speed limit conversation.

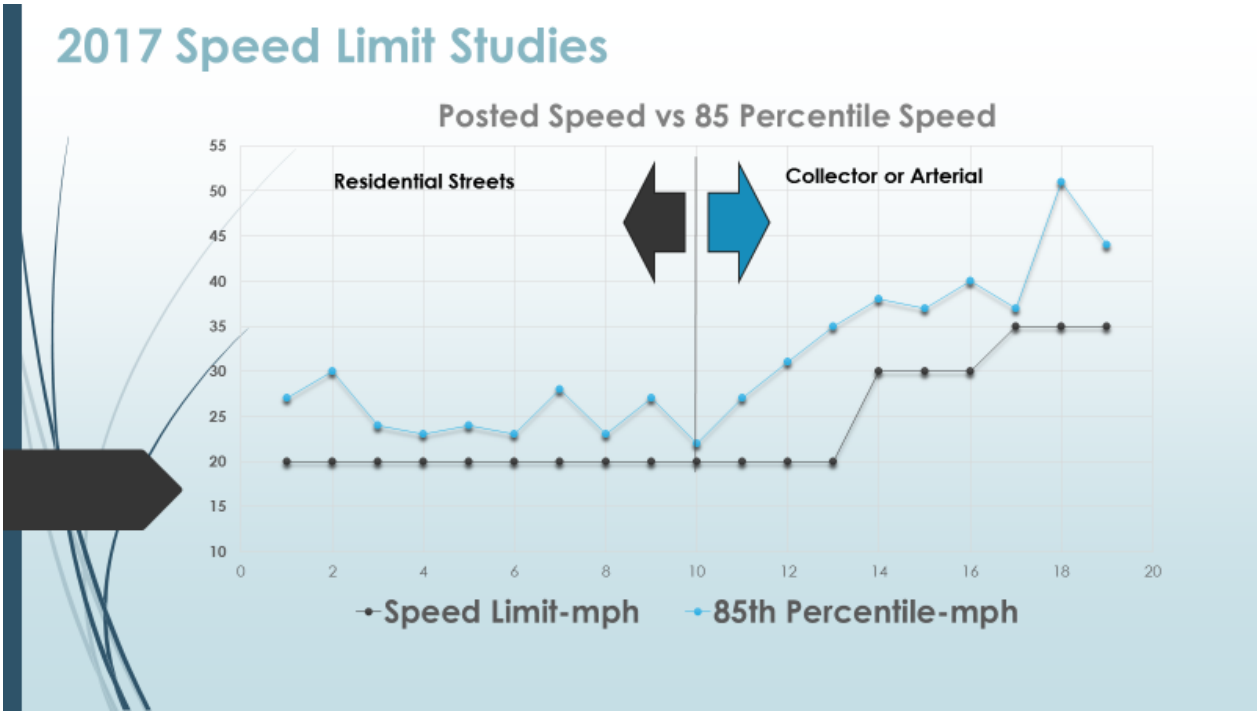
Lideana Laboy, Traffic Engineer, said today we're going to present to your recommendations for modifications to our city ordinance related to maximum speed limit. All of you should have received a red line of the modifications which we're going to be summarizing in this presentation.

City Ordinance 35-281
Maximum Speed Limit Modifications

Location	Current Ordinance	Proposed Modifications	State of Kansas K.S. 8-1558	Other Metro Cities
Residence District	30 mph	**25mph**	30 mph	25 mph
Urban District		30 mph		30 mph
Separated Multi-Lane Highway	75 mph			
County or Township Highway	55 mph			
All Other Highways	65 mph			
Parks	-	**20 mph**	-	20 mph

Maximum speed limits ordinance resembles our state of Kansas ordinance for maximum speed limit. We define the urban—the maximum speed limit in urban districts is 30 miles per hour.

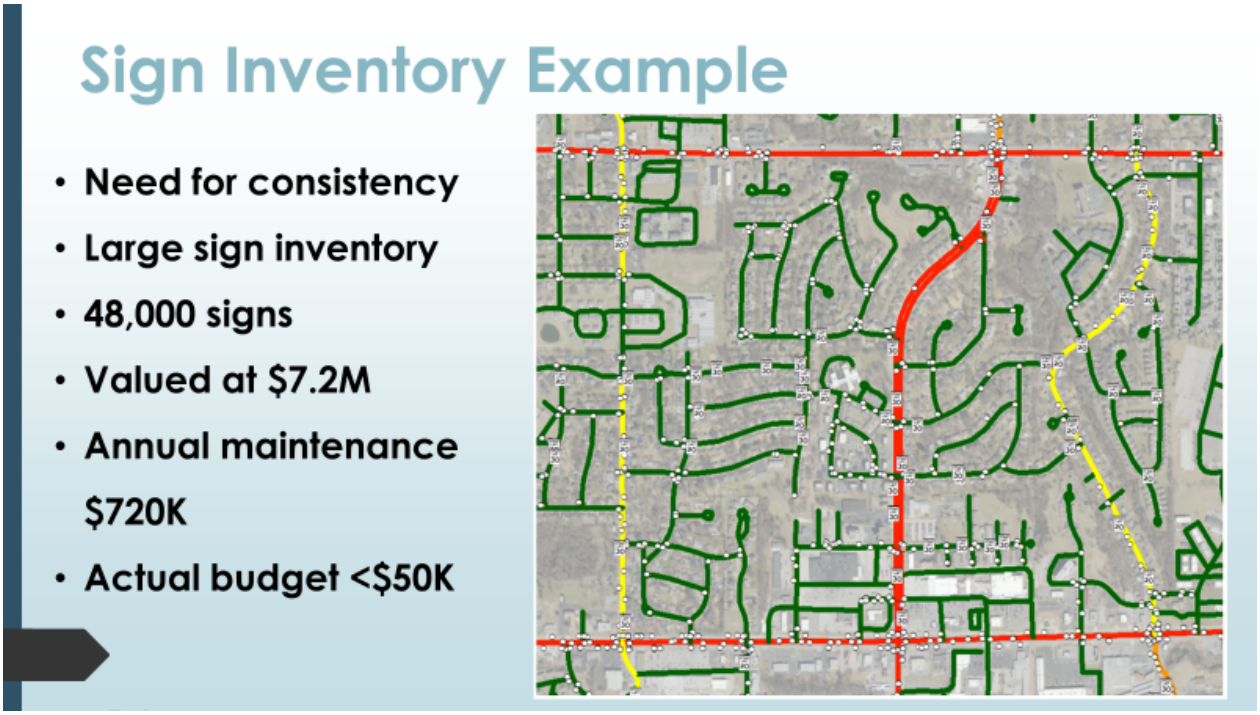
Today, what we are bring to the table for recommendation is to add in our ordinance a section to define the maximum speed limit for residential districts. Actually, at a lower speed than the urban district, at 25 miles per hour. By statute and by state law, as a Traffic Engineer, I had the authority to conduct a traffic evaluation and recommend and provide a recommendation for the governing body to modify the statute laws for speed limits according to the—for traffic evaluations.



Since I've been the City Traffic Engineer, we have been conducting traffic studies and responding to requests from residence areas about speed limits in their neighborhoods. This representation that we have in the graph shows 85 percentile speeds in our area. This in particular shows that the data collected during 2017 of 20 locations where we have collected data. The 85-percentile speed represents they speed at what the majority of the people drive which is considering standards, is safe and the speed that a driver will drive over the prevailing conditions of the road.

As you can see on your left side the residential areas, you typically were through when you conducted this study then. The speeds are within 25 miles per hour, plus a minor two or three miles, but almost 25 miles per hour which we have in many of our residential areas, but below the statutes of 30 miles per hour for urban district.

On the right side, you see the difference on data collection for other type of roadways, collectors or arterial streets where the middle line represents the 85 percentiles for the speeds. You can see from those that when we collected we had great difference between locations where we have posted speed limits of 20 miles per hour. The actually 85 percentiles is a little larger and the difference is a lot larger, where we are talking about collector and arterial streets.



Jeff Fisher, Public Works Director, said out of this discussion recently about speed limits, staff has been looking into our total sign inventory and a couple of things that we saw right off the bat was the number of signs we have in our system. We'll have a better handle on that over the next few months and probably have another discussion with the Commission about how we might go about controlling that and reducing that if we can.

What you can see is we have a few, like the yellow routes right here, where we have inconsistency between 20 and 30. This is this clutter and these inconsistencies is what happens when we don't have good controls, good policy, like the Traffic Management Plan. We very much want to use written policy and plans so we can administer that and be consistent and create that safe environment for everybody to travel.

We have 48,000 signs roughly, divide that by 7.2 million and on a 10-year replacement that's about $720,000 a year and our budget right now is less than 50. This is all within the context of what we been talking about recently which is a very tight street preservation budget which includes signs as well. We're trying to do as much as would be really smart with this constrained budget. **Commissioner Markley** asked I just was to clarify what I'm hearing you say. You're saying the reason why we're talking about signs right now in this presentation is you're saying that our speed limits are inconsistent so we have to put more signs out because

we're dropping it to 20 here, raising it 25 here, and raising it 30 here, and dropping it to 20 where if it were consistently one speed limit, we would have to put out so many signs.

Mr. Fisher said that's right. I'm glad you're bringing that up. We will not go out and pull 20 miles per hour signs. We will go out methodically and pull 30 miles per hour signs where they're appropriate and try to be as consistent in our corridors as we can. Then over time as we replace signs, we'll make corrections through attrition. We'll get the system in order, but that'll take years.

Commissioner Philbrook said you said that you won't be pulling up the 20 miles per hour signs, I'm happy to hear that because I've already heard from residence chewing about, they don't want 25, its bad enough now with 20 and people speeding. They don't want to give them even more opportunity to go faster and faster yet. The other thing is, I want to understand this better on the collector and the arterial roads. Would you explain that to me again? Are you wanting to raise the speed limit on those? **Mr. Fisher** said through study's, she's just simply pointing out as an example, other than residential, we know generally speaking our speed limits are set fairly low and probably unnecessarily low.

Commissioner Philbrook asked now, give me an example of a couple of arterial roads. **Mr. Fisher** said Leavenworth Road between 435 and east to 90th. **Commissioner Philbrook** asked those double wide roads. **Mr. Fisher** said yes. **Commissioner Philbrook** said that's one spot. **Mr. Fisher** said there's several examples of that. **Commissioner Philbrook** asked but we're talking the east/west Parallel in some of that too. I'm trying to get an idea because I'm trying to understand where she wants to go with this.

Ms. Laboy said other non-residential areas we will raise the information on data like this one. Normally these are areas where we have a mix of commercial or residential areas where there are collectors or arterial streets, which our speed limit might be posted below 30 miles per or a speed limit that is way below of what people actually feel comfortable driving through those conditions.

Commissioner Philbrook asked we're looking at what they're comfortable doing or what we think they should be doing? Two entirely different things. **Ms. Laboy** said he is going to help me in the language. **Mr. Fisher** said by comfort she means what they feel safe driving. **Commissioner Philbrook** said well that's not a good sign of anything, because what I might feel

safe at driving versus anybody else with two kids in a car, that's a whole different ballgame. **Mr. Fisher** said understood, and this 85 percentile represent the majority of people and what they are currently driving at and that is the standard for setting speed limits. I know it sounds kind of counterintuitive but that's how cities do this.

You can see right here evidence of it. You've got a 20 mile per hour zone and nobody's driving. They're all 25 to 30, generally. **Commissioner Philbrook** said I know and your talking a collector or an arterial. **Mr. Fisher** said and then the collectors, yes exactly. We brought PD here by the way, so if he wants to add anything. **Commissioner Philbrook** said do you want to say anything about this while we're talking about this? **Mike York, Deputy Chief**, said I would just say the PD does support this because the data supports this and other major cities in the metropolitan area have gone to it. I think when you reduce the speed limit in the parks and in the residential neighborhoods, there's a safety right there. It adds to the safety of that neighborhood, that's why we support this.

Commissioner Philbrook said I do have another question for you since I am talking to the PD. What are the chances that people are really going to even pay any attention to these signs anyway? **Deputy Chief York** said I think it's pretty high just because if we do the right signage and they are notified that's the speed limit, I think they will adhere to it. I think signage is a critical piece to this. They have to know that's what the speed limit is in the neighborhoods and the parks. **Commissioner Philbrook** said I agree there needs to be consistency in it and needs to be not just 20 miles an hour because we feel like it. It needs to be appropriate to the street. I guess we'll just have to see how this goes. If it creates issues or problems or we have more trouble, then we'll have to address it.

Commissioner Kane said we had Mr. Fisher and her come out and talk to our neighborhood association and depend upon where you're at in our neighborhood, going 20 is too fast, if you come around the corner, because some of them are blind corners. You now how on our curbs, if 51% of the people want a new curb, then we get it, and I think if the neighborhood wants to have a 20 mile an hour speed limit and 51% of them sign a petition for that, we should allow that.

Number two, on this Overland Park thing, it says all vehicles 25 miles an hour in any resident's district except where posted otherwise. In an area where I've got cul-de-sac's, I've got people coming around—on my street alone they didn't go fast when the strips were out, which I thought was kind of funny. We had a motorcycle kid driving up and down there way too fast

yesterday, but the bottom line is we feel a need to go 20 miles an hour, not 25. I want to make sure that the neighborhoods have some sort of way to voice their opinion and say hey, we understand this and we all want to be safe.

If the neighborhood is willing to reduce the speed to 20, I think we should abide by that because who knows their neighborhood better than they do? I think if we do something there, I think we need to leave—put a part about that in there saying if there's any discussion the neighborhood has to show a petition, this is what they want and then we abide by what they want. I don't want to stir up any trouble for the police or anything like that, but if you drive our area out there, like Independence Boulevard, its huge, and it's 20 miles an hour and ours is 30 miles an hour. When you get down by the pool, I mean there's cars everywhere. I think a Home Association should be able to help us out, tell us what they want instead of us telling them what they want.

Commissioner Markley said I have two questions I'd like you to address. One is how does this impact areas like school zones or community center areas where we have specifically set the speed limit lower because we wanted to create a gap between the normal speed limit and that lower speed limit? Secondly, I think you kind of addressed this when you were talking about the arterials, but just to be clear we're not just changing all the speed limits, like 59th St., where it's 45 miles per hour, not impacted by this at all, until we decide something different with these arterials, right? **Commissioner Philbrook** said she means the one south of the river. **Commissioner Markley** said yes, but I mean all those streets where the speed is set at something different than the residential streets or the standard, those aren't going to just randomly change? **Mr. Fisher** said right. **Commissioner Markley** asked to stay the same? **Mr. Fisher** said staff proposing in neighborhoods, they post at 25 and then on all other parts of the system use 85th percentile and determine what the best speed is.

To answer your first question, I'm sorry, what was your first question? **Commissioner Markley** said about areas like school zones where we tried to create a gap and now there will be less of a gap, maybe? **Mr. Fisher** said the Traffic Engineer is telling me they're normally 20, I don't think we will change that even at a 25. I would like to see all school zones with flasher's eventually, where they don't now. That's something that we've discussed.

Commissioner Philbrook said I really do believe that one of the reasons that we do have all of the neighborhood groups is because we respect their, what they see going on in their community.

Each one of those groups is different, okay. They know, they live there, its their children, their grandchildren that they're concerned about. If I have little kiddos back in one of these areas, 20 miles an hour would be all the fast I would want anybody driving. You may not think five miles an hour makes a big difference, but I tell you what, about the first kid that darts out in front of your car, you're going to be having a heart attack. I really, just because other people have decided that they want 25 miles an hour across the board, I can understand why you would want too, but I have to go along with Commissioner Kane on the fact that if a community decides, the small community decides in that area they want 20 miles an hour, I think they have that right. I really do. I have to go along with that.

If nobody in that community cares if it's 25, then fine, then the rest of them could be the other. At least then when you have those communities like what he is talking about, you don't have a lot of spare people driving around, you have the people that live in that area or maybe the kids that come over to visit their friends. I really have to say I really need to respect the different neighborhoods on how they feel about what their safety needs to be. Having said that, I think that we need to take that into consideration with what you're presenting.

Mr. Fisher said I think staff clearly understands those concerns. **Commissioner Philbrook** said we can address that though on an individual basis. Is that what I'm hearing? I know I'm putting you on the spot. **Mr. Fisher** said my pause, my concern would be the time it would take to administer a program like that. If we're taking request like that, neighborhood by neighborhood, now traffic engineering is tied up with a lot of that.

I was going to point out since Commissioner Kane brought it up, we have had good discussion with that neighborhood. This is the most recent analysis. It's a 30 mile per hour neighborhood and in all cases the 85th percentile is below 30. As you saw on all the studies from 2017, on one of the slides earlier, everybody was hovering around that 25 miles per hour mark. I guess, what I would ask is what would we gain from posting the 20? Will we change behaviors? **Commissioner Philbrook** said I don't know, you tell me because as we talked about earlier, we can have almost any kind of sign up and some people are going to do whatever they want anyway. On the other hand, if you are diligent and persistent, in a particular neighborhood, then I think those neighbors have a tenancy to support each other in what's going on. We can't have police everywhere. These guys are already trying to take care of a lot of stuff. We can't have

them sitting on every street just waiting for somebody to do that. We do ask them on occasion when we have complaints about a lot of speeding going on. I have certain areas, and all of us have certain areas, where we have those problems. Short of having some kind of an automatic response on a car that says I'm speeding and turns him in. I don't know what else to do as far as that, I don't know how to stop people from going too fast.

Mr. Fisher said we're looking at a lot of different things. In the Traffic Management Plan, you might recall, there were a number of different traffic calming measures in there that we'd like to do. In this case, two things that we have agreed to do is put new crosswalks in here. These 3D crosswalks that'll be done in the near future and then two stop signs that we're going to add to the neighborhood. **Commissioner Philbrook** asked which type of crosswalks are you going to use. **Mr. Fisher** said 3D.

Commissioner Kane said you can look at one point on the top right-hand side, they're only going 34 miles an hour. What you can't see is when you're coming through there, you come around the corners, the trucks, the vehicles, the traffic, but I want to remind everybody we are the Public Works and Safety Standing Committee. We are not staff, we're elected to do what the community has asked us to do and this is not unsafe. The community is saying this is what they want in this particular are, which is my area, where I live. I'm not trying give staff a hard time, but you're talking this area right there and if there's another area, then let's look at it. If they get a petition together that says this is what we want to do, we should do it and we shouldn't have to fight staff over it either.

We've had multiple meetings with these and its nope, here's the data. Well, the data doesn't get it when you're coming around the corner at night and there's a vehicle there in the middle of the road or barely off to the side. Like on my street, at 26 miles an hour, if you're coming down around the corner and every now and then there's a 5th wheel parked at the end, and there's an immediate right hand turn up there on the middle left to where there is a new addition is supposed to go, they are asking to impose this on themselves. We should not get in the way of what they're asking, and I don't know why staff wants—staff should say okay, you tell us what you want. Well I'm telling you that's what I want. If we're going to approve this, then I want to add an amendment to it to where if the Home Association comes up with 51%, that we follow along with those guidelines. Hell, if we have to pay for the signs, I'll buy them. I don't think we need staff telling us how to run our districts.

Commissioner Johnson asked I want to get an understanding of what this term urban district is versus residence district. **Ms. Laboy** said urban district is a term used in the Kansas state law to refer to urban areas. In essence, Kansas City, Kansas is an urban district because compared to the rest of the state we are an urban district within in the state of Kansas. **Commissioner Johnson** said so regardless of any place in the city, from 1st St. all the way out to 150th St., that's considered an urban district? I see somebody shaking their head, is that correct? **Ms. Laboy** said yes, it is considered urban district unless otherwise posted they no posted they prevalent statute for speed limit is 30 miles per hour. **Commissioner Johnson** asked what is the difference then between urban and residential. **Ms. Laboy** asked I'm sorry? **Commissioner Johnson** asked what is the difference between urban and—if in fact the district throughout the entire community, where then are our residential districts then. **Ms. Laboy** said the residential, that will be in essence the residential areas local streets, smaller streets from collectors. Collector streets are the street that gather all the small local street and gather all that traffic so those are collector streets and over. Collector arterials and thoroughfare are other streets, but when we are talking about residents' districts, we are referring to local streets.

Commissioner Johnson said I can already tell you I've got a few names that are just popping in my head right now that would be livid if I were to vote to increase any ordinance speed limits, even by five miles, I'm pretty sure I'm going to get some phone calls on that. We already have calls that have come into my office and have come into other fellow commissioners here where we're trying to find out if we're continuing to research the complaints of people speeding. I think if you increase a speed limit, it only causes people to want to drive faster. Maybe the research suggests otherwise, but that's just my perspective of it and I guarantee you I've got a lot of constituents that feel the same way. Right now, they are wanting speed bumps as a means to slow it down and, again, I'm not the professional here; I just know what I'm hearing and that's one of the ones that hear quite a bit and I want to make sure that is for the record.

Mr. Fisher said can I make something real clear, there's no action here to increase the speed limit. This is actually a reduction in speed limit from 30 to 25. **Chairman Bynum** said I think part of the concern that's being expressed by more than one commissioner here is that we have places now that are residential where we have our taxpayers telling us they want 20. It's an increase over the goal that that neighborhood has set for itself.

Commissioner Markley said I find this whole discussion very interesting because most of my neighborhoods are 30 miles per happy and they will be happy as pie to get it to 25. They

are like woohoo, okay, let's move forward, but what I hear is that there are obviously some areas that want it even lower. What I also know is that right now if I have one guy call me and he wants his street studied for people not stopping at the stop sign or too high of speeds or whatever, Lideana is adding that to her list and she is doing traffic studies for all of this list of one guys that call.

Is there some sort of system that we can create where we are only doing traffic study's if we get this many people from the neighborhood that make that request where we can start to create some work balance for you guys where you're not doing all these traffic studies for the one guy? We can figure out if the neighborhood is really serious about wanting to lower the speed limit but also sort of relieve that workload for you? **Ms. Laboy** said yes, we do have traffic calming criteria or manual that we follow.

When somebody calls our office relating to speed concerns, we refer to that manual, as send it to them. It is a requirement that if the area is not otherwise identified that there is a concern of safety then, they are required to collect signatures from the residents and the area will have to have at least 50% of the residence agreeing to the evaluation.

Commissioner Markley said because I feel like, I guess my question to my fellow commissioners is, I feel like there's a huge swath of our community that's going to be happy about this ordinance and they're going to be sad if we don't move it forward because they are at 30 miles per hour, some even 35, and they want to be at 25. We have some that want to be at 20. I need to hear from staff, are we going to address these ones that want to be at—you've been meeting with them it sounds like. Are we going to address those ones separately so that we can move forward and make the bulk of our community happy? I'm sure they are not going to be sad to be going at least down five. It sounds like we have some competing interest here. I would hate to see us delay making the bulk of the community happy and have these still hanging out there.

Chairman Bynum said this is my exact question, I guess, thank you for articulating that. **Commissioner Markley** said is was a really rough articulation. **Chairman Bynum** said it was great. I think that we can't, as has been expressed here, we can't ignore the request of the neighborhoods that we've already heard from, that we know are asking for something less. Go right ahead, I think what we want to know is, can we do both at the same time? **Mr. Fisher** said we can.

Chairman Bynum said I have to express that the person or group that calls and says, people are not stopping at my four-way stop, people are speeding down my street, I need help, I need speed bumps, I need speed limit reductions, and our response to that is, we're going to mail you a packet of instructions on how to petition for what you're asking for. **Ms. Laboy** said yes. Our procedures are now when we receive a call, I just explain the procedure. We mail information to them and I always ask if they are calling on behalf of the residence as a whole or just as that one person. I explain to them that they have to, he or her, will be willing to be the leader on behalf of their residents or the neighbors to become the spoke mouth for that person and collect the necessary signatures for proceeding with the speed study.

Chairman Bynum said part of my struggle is that I don't know how many of those you currently have waiting. We know of one who submitted their request more than a year ago. How many currently of those requests do you have in your stack? **Ms. Laboy** said we probably have over 15 standing waiting for a recent study for data collection just for speed limit but request we had over 15,000 in our database of people that call throughout the year for traffic issues and concerns. **Chairman Bynum** said I realize you probably get a lot of phone calls**.**

Commissioner McKiernan said you made me sit at this table so of course now I want to ask a question. First of all, this is a joke but it's not a joke. A PCI of 10 would solve this. So, we make our really nice and wide and flat and smooth and then we want to put potholes and bumps in to slow people down. A pavement condition index or a PCI of 10 would solve this in a heartbeat. My question though is for Commissioner Kane and actually for Lieutenant Colonel York, does the possibility that a neighbor or a block, a neighborhood could set up a speed limit, how does that effect enforceability? Does it create an enforceability issue where it could vary from neighborhood to neighborhood or even block to block, within a neighborhood? I don't know.

Deputy Chief York said, Commissioner, I'm not sure on that honestly. **Commissioner McKiernan** said okay. **Deputy Chief York** said if you put in speed bumps—**Commissioner McKiernan** said I'm talking about just the change of speed limit. I'm not talking about speed bumps or any other type of traffic calming, just the change of speed limit. **Deputy Chief York** said if we did that, yes, I would think we would—depending on the complaints we would receive would enforce the new speed limit. I think an educational piece is part of this as well to tell the community that we changed the speed limit. **Commissioner McKiernan** said so this goes back

to a conversation we had earlier today about public education on a number of issues where we want to get the public better educated about policy. I bring that up just because I'm curious about how that would affect it, don't know.

Commissioner Kane said actually the trouble that we have are the people that don't live in the neighborhood. They have sat down, they've come out to our community and they've talked to them. I don't want to be a smartaleck, but we don't have a lot of patrolling going on out there. It's just like the fire station, we don't have one of them either. We have very little police coverage out there except for those of us that live out there. I laugh about it, I joke about it but that's the truth.

This isn't just for my neighborhood. It's for neighborhoods like what Commissioner Johnson is saying, that the old folks live on, they like going this fast, they don't want to see anybody going down that. I know that staff wants to do what they think is the right thing, but our people are the ones paying the taxes. We live in the neighborhood, we know our neighborhood better than anybody else. There are areas that are dangerous at 25. You got to slow down even at 20 if you are coming by the two red trucks that sit there all the time.

Like I said, I'm not trying to stick anybody in the eye. This is what the community wants. This won't be the only community that wants it. Even though it looks like we're hemmed in, we're not hemmed in. They use us to go around to get to the other side of the school. We have speed bumps out there. I like them. They'd go nuts if we said they're going to install some speed bumps. I think speed limit signs and awareness because they'll come back out to our home association meeting again and talk to the folks. We had somebody from the Mayors office there, Lynn Melton, everybody taking notes.

The people that were complaining were the police officers, the fire department and the other people that work for the city. We have coverage because people live there, but we don't have coverage. I think that we should let them tell us what they want, not what we want to tell them.

Commissioner Markley said I just want to clarify something with Commissioner Kane and the other commissioners who have voiced concerns about specific neighborhoods as well. None of you are against the idea of lowering the general speed limit to 25 as long as there's room for exceptions for people who want it lower. Is that correct interpretation? **Commissioner Kane** said I agree 100%. The slower you go, the less that somebody's going to get hurt, but some

groups want to take it further and we shouldn't block that. **Commissioner Markley** said I just always like to find the happy place where we are all in agreement. **Chairman Bynum** said we do actually agree on that. **Commissioner Kane** said there should be, somebody better write this down, there should be some sort of avenue. **Chairman Bynum** said correct. **Commissioner Kane** said that the home association should be able to go to the traffic folks or their commissioner and say, 51% of us want it changed to this, just like we do curbs and sidewalks and stuff like that. I believe we have a hell of a lot more than 51%. We don't want to fight with nobody, we just want to do what the community feels is right.

Commissioner Johnson said I just want to stand corrected with staff, thank you for clarifying that for me. I also just want you to feel the sensitivities I think we're expressing here. **Mr. Fisher** said understood. **Commissioner Johnson** said because we hear it, that's one of the issues that I hear about a lot. The other thing that I think you and I talked about Lideana is, or maybe it was Ms. Sieben's, I talked with somebody about the coast speed of the car. The rate that the cars coast at. **Chairman Bynum** said the idle. **Commissioner Johnson** said the idle speed. **Chairman Bynum** said even if I'm not pushing the gas, my car is still going this fast.

Commissioner Johnson asked can you all provide any insight on that. **Ms. Laboy** said I can say that by experience and by watching my fellow coworkers when I drive with them and they drive with me too, the minute that you touch that accelerator you are going over 20 miles per hour. You are driving in a residential street or any other street and you are hitting your accelerator, you are going to be over 20 miles per hour. It's an observation that you can do by yourself when you drive around.

Naturally, when you do a curve, when you turnaround, you're about to turn right or left, you're about 50 miles per hour, 17 miles per hour. Obviously, when you're in a straight line you're higher than that. I just also want to say that we do not simply bringing this to your attention because we want to implement 25 miles per hour. It is consistent throughout the metro area. Although it's because we have been doing this for many years. I've been here almost 7 years and since the beginning the number of calls for understanding of the speed limits and how people do and what is the concerned about speeding in my neighborhood, it's a real concern, it's a real—calls that we get every single day.

I have worked with many, many residences in the area where we had collected data before doing anything when they call. We have removed every sign in the neighborhood and then spend

some time and then collect data again, then post the 25 miles per hour and collect data again. The difference is not significant that people drive at the conditions that they feel safe driving, this is our results. The data and the request that we are doing today is based off the information that we had experience and we feel comfortable that it's safe in this environment. A sample that I could also bring as a collector street where we may get that modification at is Central Avenue. Central Ave. was posted as speed assignment on that was 20 miles per hour and the rest was 30 miles per hour. Other areas were like 45 near I-70.

Within modifications out on Central Ave., the regular speed we know that possibly the speed had reduced in the number of calls for people getting tickets at 20 miles per hour has significantly reduced it since we did the project and said post the speed limit uniform throughout corridor. We had done residential streets, as well where we had gone from 20 to 30, for those locations where a collector's street needs to be 30, and people were thinking that people need to be so so slow. We had done it also on residence street where there was an inconsistency of speed and we had posted 25 miles per hour. Since then we have not had others.

We work one on one and we have worked with a neighborhood that Commissioner Kane is doing. We want to work with every neighborhood to address their concerns and do the best of our understanding and we know what we can change behaviors or not.

Dana Bye, **10708 Augusta Dr**., said I would like to thank Mr. Fisher and Lideana, Commissioner Kane and Commissioner Bynum because we have been in consistent communication since we made a request to that department for speed signage over a year ago. Our neighborhoods 15 years old, we had no speed signs whatsoever. We reached out to them, we requested 20, we requested deaf child signage, we requested school zone signage, and possibly the addition of some three-way stops to try to slow people down.

They collected data, then one day I came home, and they had put out 30 miles per hour speed limit signs and they installed the school zone signage. The neighbors were immediately upset and wondered what the heck happened. Now, I understand the default speed limits was 30 because it was not posted. That's not something that a general person may understand. That's why we specifically were requesting 20. We have a school zone, we have a sidewalk that the leads directly to the Piper School District campus.

We have over 169 homes, easily over 500 residents. We have hundreds of children. We are very concerned that 30 miles per hour was incredibly too high for our district. They have

agreed to go to 25. Our concern with that is that we still have a school zone. Now, we're going to have a school zone that is 25 instead of 20. We would feel comfortable with 20 because, again, we have the school zone. We were the deaf child signage and they did provide us with some data explaining that decision and that has not brought any type of comfort to the family. The HOA has basically said that we would step in and we would by the deaf child signage ourselves.

We were trying to draw attention to the fact that we have a deaf child in our neighborhood and that we didn't agree with the posted speed limit. They are working with us. I do feel like we have made some headway, but when you look at their own data and it shows that at 20 miles per hour people were going a handful of miles over that limit. If you start off at 25, that is also going to be the case. Why wouldn't we want to start at 20? If you start at 25, then you're going to be allowing them to go up to 30, so let's start at 20.

Chairman Bynum said what I'm asking and I believe I'm hearing my fellow Commissioners ask is, with regard to what Ms. Bye brings, that Commissioner Kane is bringing, and Commissioner Johnsons' bringing from a different neighborhood, if we have a comfort level in knowing that in those cases where we know we have an active neighborhood seeking a lower speed limit that we can have a mechanism to continue to work with those; then I think we might be able to have a motion on this item.

Commissioner Kane said we're always looking for volunteers, so I volunteer Northridge to be the pilot program for that and then see how it works. Go through the growing pains that we're going to have on both sides of the fence. Since they've been complaining about it the longest, they ought to be the first ones that we serve. That would go along with your motion.

Action: **Chairman Bynum made a motion, seconded by Commissioner Kane, to approve**.

Commissioner Kane said with the Northridge being the pilot. **Chairman Bynum** said the motion is for purposes of adequately recording to agree with your proposal to lower the speed limits from 30 to 25 in the residential areas, with the stipulation that we continue to find ways to work with and resolve issues in individual neighborhoods that want a lower residential speed

limit and Northridge at Piper Estates will be our pilot neighborhood for that and then 20 in the parks. Is that satisfactory?

Misty Brown, Deputy Chief Counsel, said**,** Commissioners, I see what we're trying to do tonight, but this is a proposed ordinance. **Chairman Bynum** said ordinance change. **Ms. Brown** said I would suggest perhaps we send this back and come forward with a new proposal that might look neater in the code book. **Chairman Bynum** said I think that's fine. **Commissioner Markley** said I was just going to suggest we just separate the motions and have a motion to approve the ordinance and a separate motion to set up a pilot program for other stipulations. **Chairman Bynum** said yes, but we want our ordinance, we really feel pretty strongly about this neighborhood level. **Commissioner Kane** said I don't want to do this, just do one.

Chairman Bynum said I'm going to agree to rescind my motion and make a new motion to send this back. **Commissioner Kane** said rescind my second to come back. **Chairman Bynum** said what we're asking for is a way to have legal language in our ordinance that does allow for the carving out of the individual neighborhoods with a process and a pilot program. **Ms. Brown** said I think that would be the best. Also, just keeping in mind the language and state statute that imposes some requirements of traffic studies before speed limit decisions are made by the authorities.

Chairman Bynum said I think let's make sure we all understand that when that comes back. **Commissioner Philbrook** said are we going to have them go ahead, come back to us first before they come before general. **Chairman Bynum** said they don't have to come back here. **Chairman Bynum** said any questions at all, just feel free to contact any of us. I think we've made a lot of points.

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

Item No. 7 – 18462…PRESENTATION AND RESOLUTION: URBAN TRAILS/BIKE LANES PROJECT

Synopsis: Presentation on the Urban Trail System and a resolution declaring the necessity and authorizing a survey and descriptions of lands necessary to be acquired for the multi-phase Urban Trails/Bike Lanes project, submitted by Rob Richardson, Director of Planning.

Zachary Flanders, **Planner in Planning Dept**., said we hosted a Better Block event down here on 6th St. by City Hall about a month ago. This was a demonstration project for safer street design. I think its fitting that this follows the other presentation because that street is signed as 20 miles per hour. Nobody drives 20 miles per hour because the street is very wide, and people feel safe driving at a much higher speed. What we wanted to do with this demonstration is to actually narrow the street, narrow the travel lanes to 11 miles per hour or 11 feet because we know that lane width is highly correlated with speed.

By narrowing the lane width, we can reduce the speed. By doing that we gain quite a bit of space on the road and we realize that with the amount of space that we had we could actually implement what has been on our plans for a long time of doing a downtown trail network in using a different approach that will accelerate greatly the ability to build out that network by using our existing assets and our existing right–a-way and build on street trails that are separated from traffic within our existing right–a-way.

This is a picture of what we demonstrated that day. If you're not familiar, Better Block is an event where people go out and with all volunteer labor from KU students to just neighborhood people who wanted to participate in using completely temporary materials such as duct tape and potted plants and cones. We implemented this design and it was a huge success.

This series of pictures really says it all for me. To see the children feeling safe, out on their bikes, people crossing the street, mothers with strollers.

It worked well for traffic as well. We even had several large fire trucks and school buses go through and the narrow lanes didn't hinder the ability for the vehicles to get through.

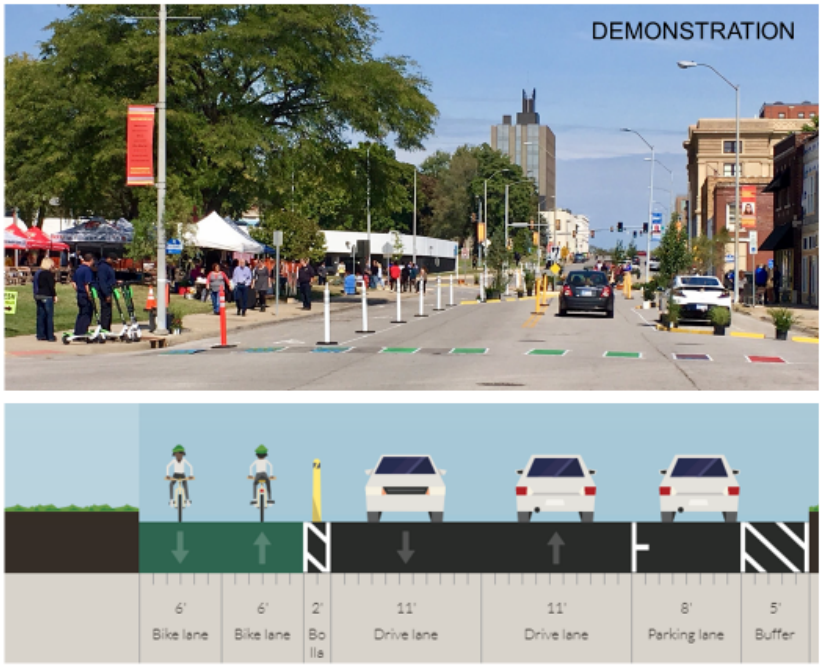
It did slow down traffic quite a bit though. Although we did not see any backups because it has a relatively low traffic volume.

With the lower speeds and the amount of features for people on the street, it really activated the street. We had a temporary market with the Farmers Market. We had the library

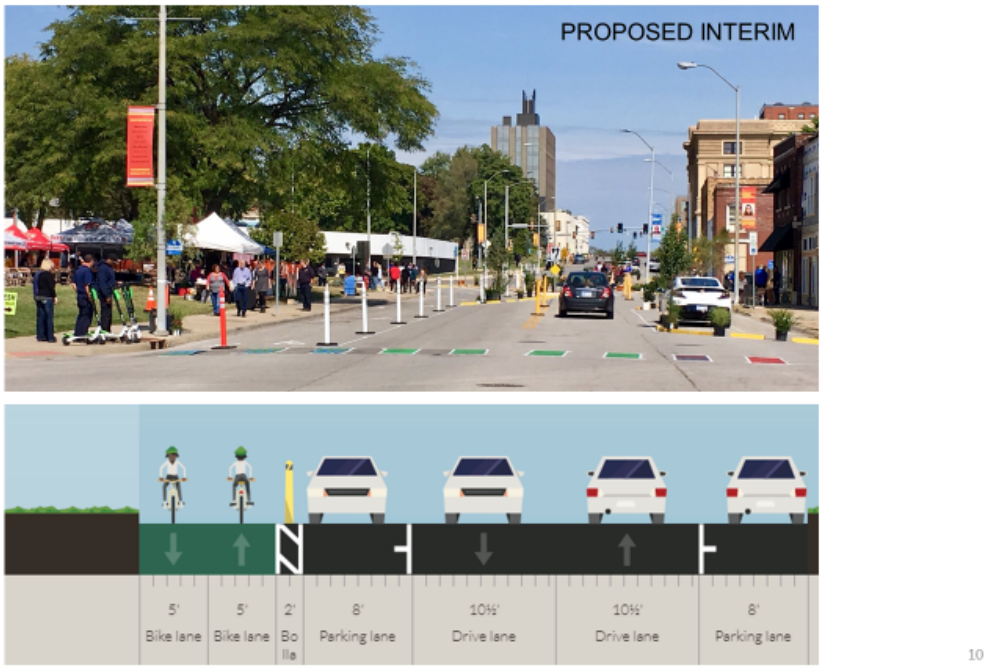
come out with their mobile library. You really saw a lot more people on the street than you typically would.

I just like this picture. I put it in there with the Mayor out on his bike with the bike police.

This is another view of it. This is the before. You have the 16 1/2-foot drive lanes with parking on either side.



This is what we demonstrated. We shrunk those to 11 feet. We put in a 12-foot trail on the side with a two-foot buffer. We still have five feet leftover.



If we were going to do this permanently, I would recommend that we shrink that trail a little bit down to 10 feet with a two-foot buffer. It felt very generous to ride on that. That gives us enough space to add another parking lane which will also reduce speeds and will further protect people who are riding their bikes or scooters in that trail. We can do this all the way down 6th St. to Central without moving that on-street parking.

Planning for a Complete Trail System

KCK Urban Trail System

11

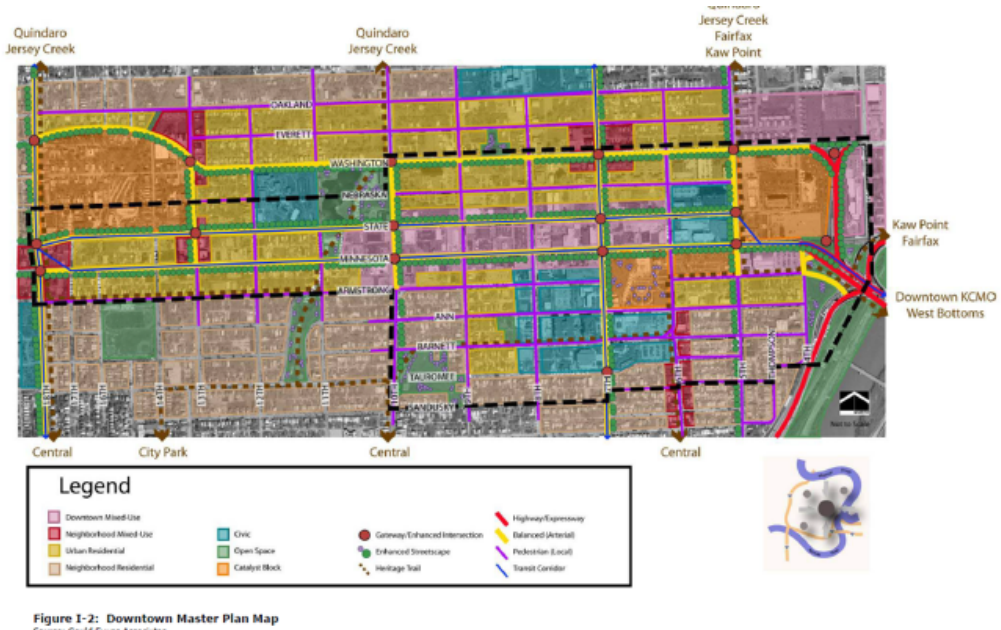


Figure I-2: Downtown Master Plan Map
Source: Gould Evans Associates

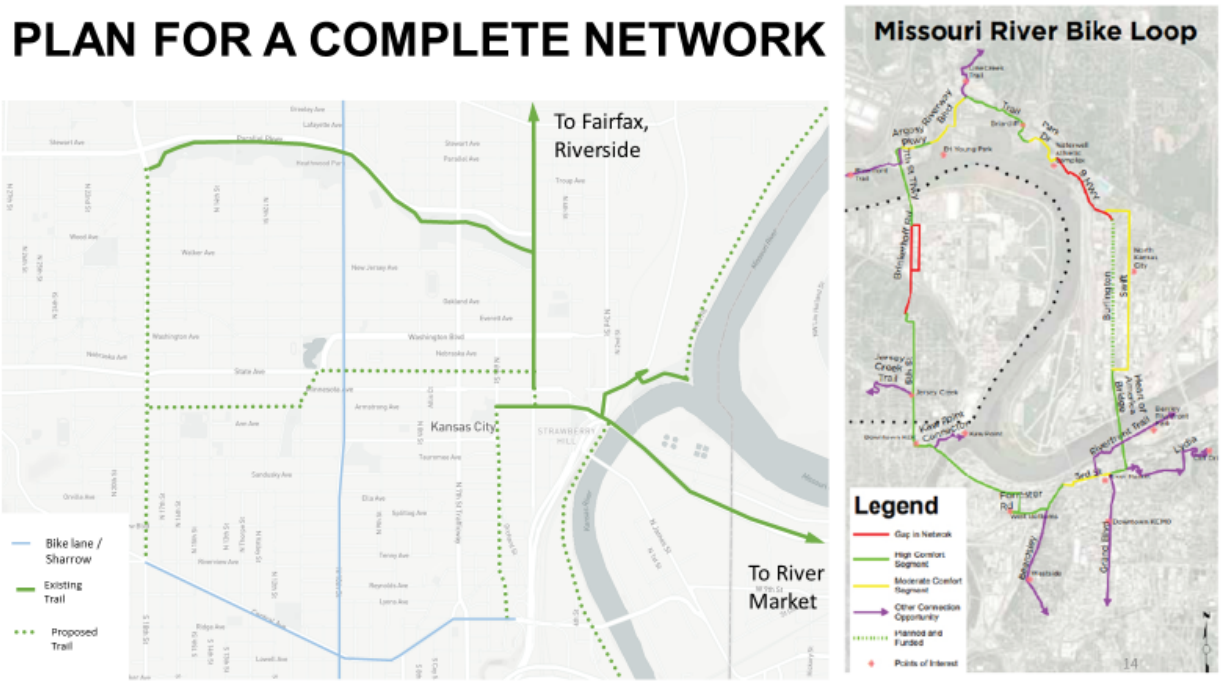
I-7 DOWNTOWN MASTER PLAN

12

As I mentioned, this is something that we've had on our plans for a long time. This is a 2007 Downtown Master Plan. It includes the concept for bringing the Heritage Trail though downtown. This is kind of hard to see, but the brown line is a Heritage Trail. Their showing it coming from the inner-city viaduct up north on 5th St. and south on 6th St. We've implemented some of

this, but as I've said, it's been slow. This is an approach that can dramatically accelerate us building out this network.

I've been using the word trail and what do I mean by trail? Well, traditionally when you think of a trail you think of a off–street trail, multi-use trail where pedestrians and cyclist are there together. You might also think of a multi–use side path trail where it's right beside the road. Again, you're sharing ped and bike. We're also thinking about this in a new way that we can see these protected on-street trails as well. It would be protected with some pylons and completely separated from traffic. What we're not talking about are sharrow roads or traditional on-street bike lanes which are not separated from traffic. Most people don't really feel comfortable riding in those types of facilities.



This is a map of a complete network. We were talking about 6th St. and we're talking about 5th St. I just want to quickly note that this is a network that could easily be built out to serve all of downtown KCK, really all of the urban area east of 635. In fact, west of 635, as well. I'm just showcasing this downtown area here. This is also part of a wider regional effort of a Missouri River bike loop. This goes north to Riverside where we built this new bridge on the 7th St. Trafficway through Riverside to North Kansas City. They are about to undertake a major improvement on Burlington, putting in a completely separated cycle track across the bridge into downtown KCMO for the Riverfront Heritage Trail for where the most property exists.

WAYFINDING IS CRITICAL

15

I wanted to point out that Wayfinding is critical. Right now, we don't have very good signage, even on the portions of the trail that we have built out and that can be improved.

LAUNCH BIKESHARE AND SCOOTERS

- 5 bikeshare stations launching in 2019
- Scooter ordinance and agreements in progress

16

We also have funding for five bike share stations in 2019. As you just saw earlier tonight, the scooter ordinance. As these things begin to launch, we want to make sure that we have a safe infrastructure for these types of uses.

I wanted to point out some of the other benefits. Number one is safety. These types of improvements will slow down traffic. It'll get that 85-percentile down to where we want it if we design our streets to be slower. There are health benefits, of course, of having the extra space to have the trails on the street.

There are equity benefits. We have many areas where up to a third of households do not have a car. Thinking about those people walking and getting the transit, being able to get to jobs safely is an important part of this. Neighborhoods, this increases the quality of life in neighborhoods. I think that something that's very important is the economic development factor of these trails. That's something that I want to talk a little bit further about.

BENEFITS

IndyStar.

Study: Property values along Cultural Trail up $1B

More than half of business owners say they have seen an increase in customers since the trail opened.

Property values have increased by $1 billion, businesses report more customers and higher sales, and residents feel safer Downtown since construction of the 8-mile Cultural Trail, according to a survey conducted by Indiana University Public Policy Institute.

The assessment measured the economic impact of the trail from 2008 to 2014 and examined 1,747 parcels within 500 feet of the trail. The institute also sent questionnaires to 66 businesses and 556 trail users.

The report found that property assessments within one block of the trail increased 148 percent for a total of $1 billion.

The report, titled "Assessment of the Impact of the Indianapolis Cultural Trail: A Legacy of Gene and Marilyn Glick," was released during a news conference Thursday morning.

The researchers cautioned that some of the property value increase was because they returned to their pre-recession values. They also said some developers added amenities to their properties to increase their values because of the trail.

At least 5 percent of the increase in assessed values comes from 90 new condominiums that have been constructed near the trail, the institute found.

"You can look around today, especially on Virginia Avenue, and see how the Cultural Trail already has changed our city," Mayor Greg Ballard said in a prepared statement. "The impact is significant, and it will continue to grow in the years ahead."

Share your feedback to help improve our site experience!

You May Like

Minneapolis, Minnesota: This Unbelievable, Tiny Company Is Disrupting a $200 Billion Industry

FROM THE USA TODAY NETWORK

Ex-MLB All-Star says he's sick of 'all the liberal bs' like sex...

Jim Irsay gives us more evidence the Colts do not deser...

9 photos that prove

"The report found that property assessments within on block of the trail increased 148 percent for a total of $1 billion."

18

I've gone to many cities to look at their infrastructure. I was most impressed with Indianapolis and it seemed like a city that is most similar to us both in culture and existing built environment. They built out a trail, eight-mile trail, in their downtown. From 2008 to 2014, so before the built the trail and after they built the trail, they saw the properties within 500 ft. of that trail increase by 148% for a total of $1billion increase in property value. That's a way that we can build our tax base and grow community wealth.

They also had their number one employer Cummins, which is an international company that builds engines, locate in their downtown. They demanded that they be located on the cultural trail and then immediately they saw a grocery store, a brand-new grocery store in their downtown which had before been a food desert, develop across the street from the major employer. So, a lot of parallels to what we would like to achieve in downtown KCK.

5th/6th Street Example

KCK Urban Trail System

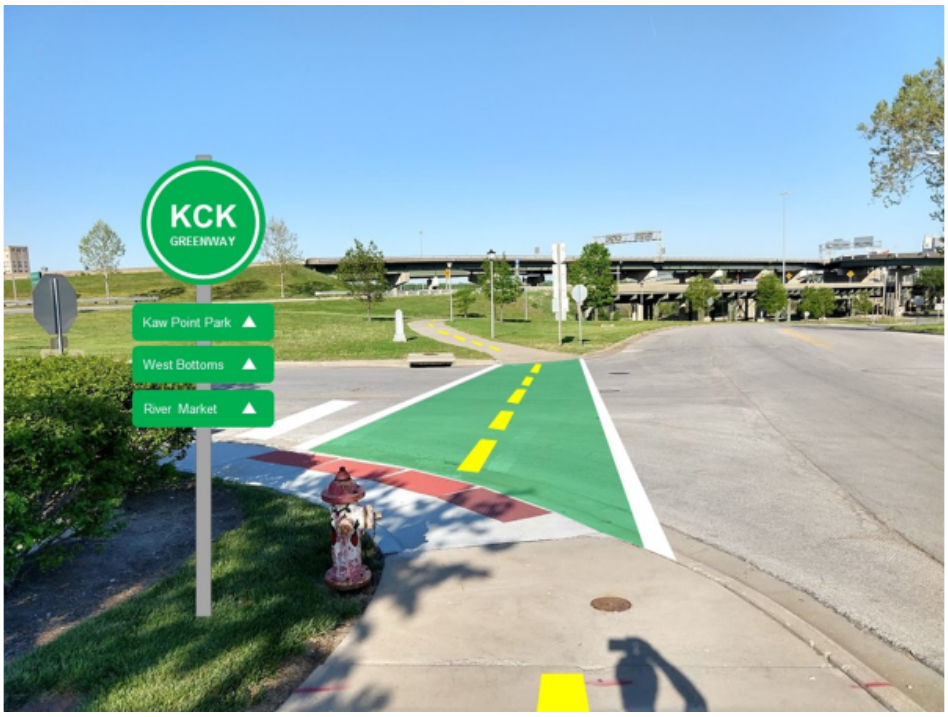
19

I want to just run through a quick example to give you a more concrete idea of what this could look like.

20

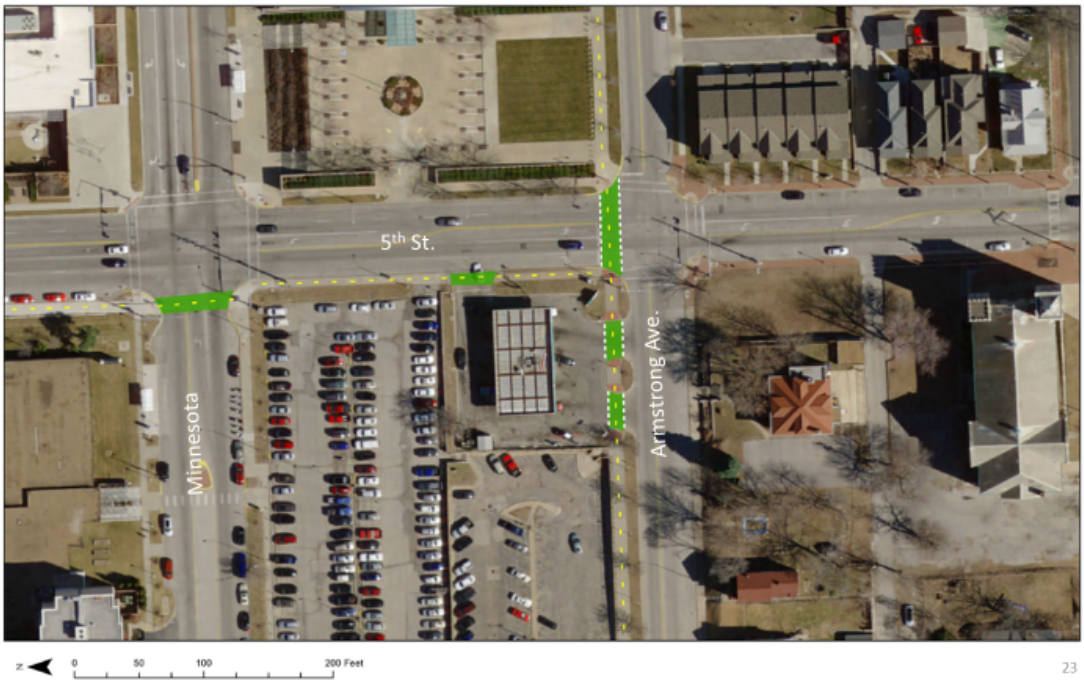
Right now, we have the Riverfront Heritage Trail that just kind of drops you off at 4th & Armstrong. To orient yourself, I turn this, and north is on this side. This is the river up here and

this the trail that comes underneath I-70, inner city viaduct and it comes into 4th St. This is actually designed, and on most maps, you look at designated the Riverfront Heritage Trail on this sidewalk. It was built as a 10ft. wide multiuse side path, thinking back to the earlier slide.



21

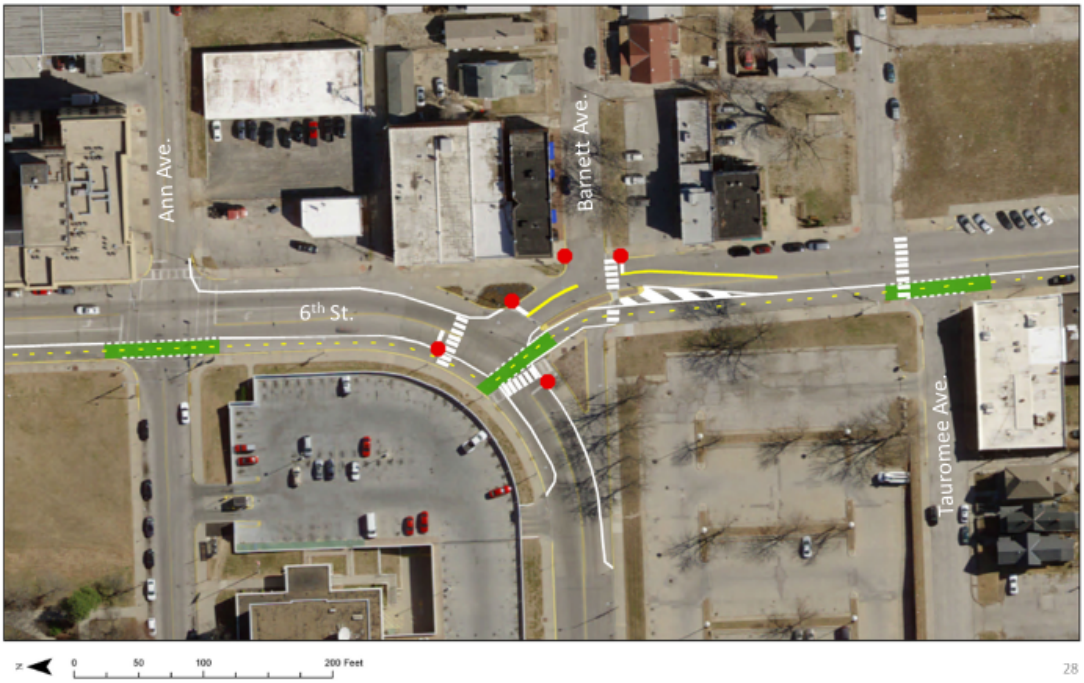
What it really needs is some signage and a stripe down the middle to direct people about where to go.



It continues south to 5th St. and then crosses 5th St. and it continues on Armstrong as a 10ft. wide trail. It also goes to the north on 5th St. In fact, it goes to the north almost all the way to Fairfax. There's a little gap in Fairfax before you get to Fairfax. There's a one block gap right here between Minnesota and Armstrong and that's the only gap where it's narrower than 10ft.

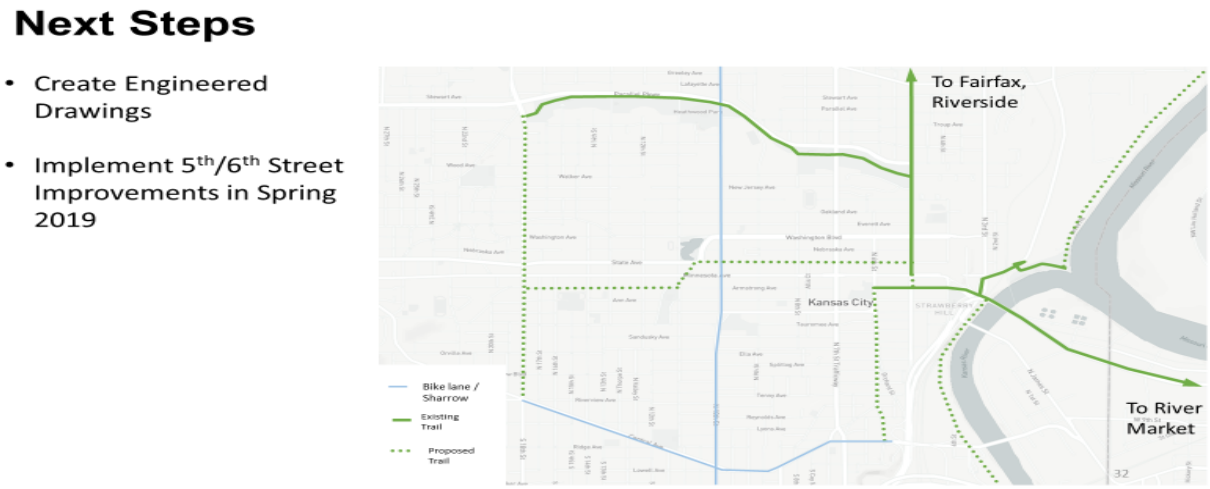
I'm going to take you to the north and you can see it goes all the way to the north. Completely separated from traffic, but again, not marked in any way, not signed, there's no stripe. I'd recommend highlighting conflicts at intersections and driveways in green. It goes all the way to the north.

I'm just showing it all the way to Jersey Creek Trail, which then hooks in another portion of this overall trail network. In fact, it goes all the way north almost to Fairfax.



If we jump back and go south on 6th St., there's actually room on 6th St. to build this trail, all the way south on 6th St. What this is not showing, is we're actually keeping this on–street parking, it's just bumped over, we're just shrinking everything down.

That can continue to all the way south on 6th St. Really all the way to Central. That's again a network.



What we've been doing is going from those idea sketches that I just showed you to more of engineered drawings. We've done that around where the proposed grocery store is. We'd like to continue to do that and we believe that we can implement this 5th and 6th St. improvements in the Spring of 2019 using primarily just paint and removing a few islands in the middle of the street. That's it for this presentation and I open up to any questions.

Chairman Bynum asked, Zach, I know what you need is approval for surveying, correct? **Mr. Flanders** said yes. Really the approval that we're looking for is to continue to work on this.

Commissioner Philbrook said yay, because I just got to go to the Kansas Association of Counties and this is one plan that fits right in with everything a lot of the other progressive communities are doing. What's really interesting is that Public Works has instituted a lot of and are working on a lot of things that are happening around the United States that are more progressive. It sounds like we're ahead of the game compared to a lot of other communities. I want to thank you for that, thank you for bringing this forward.

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

Item No. 8 – 18446…RESOLUTION: SAFE ROUTES TO SCHOOL PHASE F

Synopsis: A resolution declaring the necessity and authorizing a survey and descriptions of lands necessary to be acquired for the Safe Routes to School project, Phase F (William A. White Elementary/West Middle School along Welborn Lane from Georgia Ave. to N. 45th St., and Frances Willard Elementary School along Orville Avenue from N. 28th St. to N. 36th St.), CMIP 1613, submitted James Bain, Assistant Counsel.

James Bain, Assistant Counsel, said this resolution is similar to what we just had, authorizing the surveys to take place for any potential land acquisition and declaring that this project is necessary. I believe you've heard a presentation about Safe Routes to Schools previously.

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. 9 – 18444…PRESENTATION: 2018 FIREWORKS REPORT

Synopsis: Presentation of the 2018 Fireworks report, submitted by John Droppelmann, Fire Marshal.

John Droppelmann, Fire Marshal, said I'll make this as quick as we can. This is our, basically our financial and statistical analysis of our last fireworks season.

BUSINESS LICENSING

- There were a total of 44 fireworks stands. There are two different fee amounts based on the size of the stand.
  - **For stands under 3000 square feet ---------- $1060.00**
  - **For stands 3000 square feet or greater -------- $1325.00**
- **Total License Fee amount collected $49,290.00**

We had 44 firework stands this year. That's the amount of fees that were collected, a little over $49,000 from Business Licensing.

BUSINESS LICENSING cont.

- All Stands are also required to have a $1,000 cash bond (refundable), to ensure removal of stand, material, debris, signs, etc.
- 2 fireworks stands failed to have all of the debris and materials removed by 7-7-2018. Subsequent re-inspection to verify removal and clean-up was assessed against their cash bond.

A slight bit of that funds came from two stands that didn't clean up their mess in time. They were partially fined for that.

BUSINESS LICENSING (revenues)

- SALES TAXES
  - Revenues to the UNIFIED GOVERNMENT for years:
    - 2015 $30,019.00
    - 2016 $35,695.00
    - 2017 $34,399.00

Compared to years past, this is what the city takes or UG takes in revenues from the sales tax of all this stuff. 2017 is the most recent, we'll get 2018, just before firework season next year. It's fairly consistent with what comes in from sales tax.

LAW ENFORCEMENT INVOLVEMENT

The categories of incidents considered to have fireworks related implications were:

- Fireworks Complaint
- Loud Music/Noise Complaint
- Nature Unknown
- Shots Fired

Law enforcement part, the law enforcement looked at these categories and complaints to figure out what we had to respond to during the June 29th through July 5th. It's typically the time we have the most problems.

WYANDOTTE COUNTY SHERRIFF'S OFFICE

- The Wyandotte County Sherriff's Department responded to ***15 fireworks related complaints*** from June 29th through July 5th.
- Five of these calls were made on July 5th. Unknown number of citations/warnings issued.

The Sheriff's Department had 15, majority of those came on July 5th, after midnight.

KANSAS CITY KANSAS POLICE DEPARTMENT

- The Kansas City Kansas Police Department responded to ***374 fireworks related complaints*** from June 29 through July 5.
- One hundred twenty-three (123) of these fireworks complaints occurred on July 4th.

The Police Department had 374 calls for service and the peak of those was on July 4th.

PUBLIC WORKS

- The following is a summary of time and labor incurred by the Street Department for closure of streets during the Fourth of July holiday.

STREET CLOSURES

- Delivery of barricades (64 man hours) = 1053.12
- Pickup of barricades (64 man hours) = 1053.12

Total $2106.24

Public Works, it cost them $2,106 for their work, dealing with all the barricade's and street closures.

PUBLIC WORKS cont.

- Street closures for Block Parties require a $150.00 fee which is refunded on verification of street cleanup.
- Public Works issued 11 block party permits for this year, which is significantly down from previous years. All permittees completed the necessary street cleanups which did not require street sweepers for cleanup as in years past.

11 stands x $150.00/stand = **$1650.00**

All of the street closures, all the block parties cleaned up properly so all their funds here that they charged for that were refunded.

PARKS AND RECREATION

The Parks & Recreation Department reported lighter than normal fireworks trash in the parks this year.

- Possibly due to the 4th on a Wednesday.

PARKS AND RECREATION cont.

- **Supplies Purchased**
  - Trash bags **$42.00**
- **Preparation and Clean up**
  1. Posting and removal of 'No Fireworks' signs (9hrs x 20.25 = **$182.25**)
  2. Bonner Shelter 'F' toilet installation **$400.00**
  3. City Park Shelter picnic table burned/replaced **$800.00**

$1,424.25

The Parks Department reported lighter problems in the parks than normal. Here's what the fireworks season cost them, about $1,420. They had damage to a couple of items that they had to replace, and some extra trash pick up and signs.

DEPARTMENT OF AIR QUALITY

- Data is recorded by our continuous fine particulate matter monitor, located at the JFK Core monitoring site (10th and State Avenue).
- An nine hour period of fireworks activity had a single high hour reading of **184.7 mg/m3** (147.3)of fine particulates.

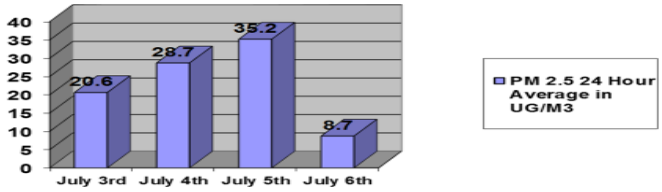
  ➢9-hour period is from 9:00pm to 5:00am

DEPARTMENT OF AIR QUALITY cont.

- The chart below indicates the 24 hour average of the hourly data for four days around the 4th of July.
  - The eight hour period of high particulate matter straddling the 4th and into the morning of the 5th did elevate the 24 hour average for both days.
  - The average of 35.2 ug/m3 was recorded. (36ug/m3 is the standard for a 24-hour period)

Air Quality pretty much reported about the same thing as in years pass. I did not do a study on what the weather was that night, but we were within the EPA's limits on what they monitor.

DEPARTMENT OF AIR QUALITY cont.



FIRE DEPARTMENT

Listed below is the summary of calls for service related to fireworks from June 29th to July 5th as obtained from the Communications Center, Inspector's accounts, and Fire Investigations.

9 calls received for fireworks related incidents:

- 1 EMS calls:
  - 1 Hand injury

The Fire Department, we had nine calls relating to fireworks complaints. Only one injury this year, it was a fairly minor hand injury.

FIRE DEPARTMENT cont.

• 3 Tree fires	-
• 1 Port-a-Potty fire	$ 800.00
• 1 Grass fire	-
• 1 Dumpster fire	$ 500.00
• 1 House fire	$45,000.00
• 1 Miscellaneous fire	-
8 fire suppression calls	**$46,300.00**

In relation to EMS stuff, Kansas University Hospital from June 30th to July 4th, they saw 29 patients in the ER and nine were admitted, none of them were life threatening. It was a little better than years past. I don't know if that's because it was on a Wednesday this year or what, but it was a little bit lighter than normal throughout the entire state.

We also had three tree fires, porta potty fire. The total damages this year from fires was about $46,000. Last year was, I think it was only five or six, but that's because there were no house fires last year. The house fires usually bring this factor up pretty quickly. We had three the year before, so we were in several hundred thousand dollars' worth of damage two years ago.

FIRE DEPARTMENT cont.

Total approximate damage to property **$46,300.00**.

(2017) $4,700.00

(This does not include medical cost to the patients of the EMS calls, either from Fire Department billing for transport or Emergency Room billing)

FIRE DEPARTMENT cont.

Inspections activities related to fireworks (44 Fireworks stands):

- Fire Marshal hours dedicated for the initial review and corrective reviews of the fireworks stand applications – 23 hours. ($33.37 x 23 hours = **$767.51**)
- Commercial fireworks displays (3-total), pre-permitting, and field inspections—6.5 hours. (Professional rate charge $33.37 x 6.5 hours = **$210.00**)
- 172.42 hours of Comp Time and 78-hours of Overtime accrued to inspect/oversee sales and displays. (**$4114.50**) ***these hours were minimized by the Inspectors coming in on their normal weekly working hours later in the day.

There's your property damage for this year.

Commissioner Markley said just a point of clarification because I actually had this question last year I think from a constituent. We list the property damage but that does not mean the Unified Government is fixing it. **Mr. Droppelmann** said no, I take that out later on here, it's just a cost

that is incurred by us. **Commissioner Markley** said that's not to say that that isn't significant damage and that it's not terrible damage. The homeowner just—I had a constituent concerned that we were fixing the damages. Just to be clear, you were listing the damages but we're not paying $45,000. **Mr. Droppelmann** said no, we're not. **Mr. Droppelmann** said there's your total. It doesn't include wear and tear on Fire Department vehicles or police vehicles, stuff like that. That is stuff we incur but that's kind of hard to estimate.

Here's the amount the Fire Department actually incurred, total between miles driven, some overtime cost for the inspectors, I calculated the federal rate for the tax rate on our vehicles that we had to drive. It's about $6,400 I think the Fire Department had to take on in their budget for it.

FIRE DEPARTMENT violations(5)

- 3 Stand owners will be denied a permit for the next 2 years for observed violations
  - Allowing fireworks to be discharged within 100 feet of their stand.
  - Burning their trash in the street.
- 1 Stand owner was issued 2 municipal summons for falling a false 'Leftover Inventory' report to the Fire Marshal.
- 1 Stand owner under similar investigation.

This year we had five major violations that we had to deal with. Almost all of them occurred on the 4th of July during the closing of the stands. The Police Department was involved in one of them, it was fairly serious. Not going to approve of permits for some of these stand owners that did this. One of them we had a trash fire, intoxicated stand owners that lit off all their trash and debris out in the middle of Minnesota and then threw fireworks on top of it and we almost had some firemen and police officers injured by that. They'll be not allowed to have stands next year. They also did a lot of—several stands shot off fireworks right next to their stands, cleaning out their inventory. That's pretty dangerous on that end. I did have one stand owner that submitted a false report with their leftover inventory that we managed to track down.

VIOLATIONS

Here's the Minnesota, one of the incidents on there, they just throughout their pallets and junk and set it on fire.

VIOLATIONS

The stand owner that was operating out of this business down here on State Line, they chose to operate their supply out of an old building downtown that's not permitted. It's not safe to hold fireworks. I ended up getting some reports on it and found several 18-wheeler tractor trailers loads full of it after the 4th of July. I actually found them in September. That was confiscated, they'll be going to court next week, and they will not be operating a firework stand for the next two years.

FIRE DEPARTMENT cont.

Estimated additional cost for Fire Department:

• Fire Marshal duties	$ 210.00
• Inspection duties	$4114.50
• Prevention vehicle use	$2326.00
subtotal	**$ 6,650.50**

There's your cost the Fire Department incurred, direct cost, its $6,650.

FIRE DEPARTMENT cont.

- This does not include the additional costs for the Suppression apparatus and EMS unit responses (for the 9 fireworks related calls):
  - mileage
  - Fuel
  - Maintenance

FIRE DEPARTMENT cont.

Estimated total cost associated with the Fire Department:

• Direct costs	$ 6,650.50
• Property Damages	$46,300.00
• Patient costs	not included
• Vehicle wear and tear	not included
	$52,950.50 +

Here's what the city of the UG incurred as a cost about, a little over $10,000, is what all the departments submitted.

FEES COLLECTED BY UG

Business Licensing fees	$49,290.00
Sales Taxes (2017 figures)	$34,399.00
	$83,689.00
UG expenses	$10,181.00+
TOTAL (estimated)	**$73,509.00** ***

Add that to the business license revenue and the sales tax revenue, the city took in about $73,000. That's it. Any questions.

Action: For information only.

Item No. 10 – 18465…UPDATE: NEW FIRE STATION

Synopsis: Update on the new fire station, submitted by John Kelly, Director of Buildings & Logistics.

John Kelly, Director of Buildings & Logistics, said we're going to start with Kyle, he's going to give us an update tonight. We don't have a PowerPoint presentation, it's kind of a progress update. **Commissioner Markley** said I love you for that. **Mr. Kelly** said it just kind of an update where we are, so I'll go ahead and turn it over to Kyle.

Kyle Morrison, Architect with Arc Images, said we're talking about the new plans, the new fire station at 2913 Hutton Rd. Currently, we're working with the construction manager on finalizing the building systems and the building design and the pricing. Also, working on the preliminary development review process. We met with the DRC on September 25th and the PDP was submitted on September 28th. We have applied for a variance to the building setback that would reduce it to what is used in non-ag zones. Staff, we've received engineering comments and we'll be responding to that tomorrow morning.

Announcements for the neighborhood meeting were mailed out on October 12th. The meeting is scheduled for a week from tonight, October 29th at 6 p.m., at the Patricia Diane King Community Center on 122nd St. On November 13th we'll be going to the Board of Zoning Appeals regarding the setback. Immediately following that, to the Planning Commission. Then, on November 29th to the Board of Commissioner for the preliminary development plan.

Design continues, we're making progress, we're working on the building systems and finalizing the design. We do intend to submit for a grading permit soon. We've talked about the possibility of a groundbreaking ceremony in early December, with actual grading on site starting sometime in the time frame of mid-December to the first of the year. As I described before, this will allow the time needed for settlement of the earth material before we actually start construction.

Commissioner Markley asked has anything changed in terms of the final end timeline since the last time you spoke with us. **Mr. Morrison** said no, we're hoping to speed it up, but we're not to the point yet that we can speed it up.

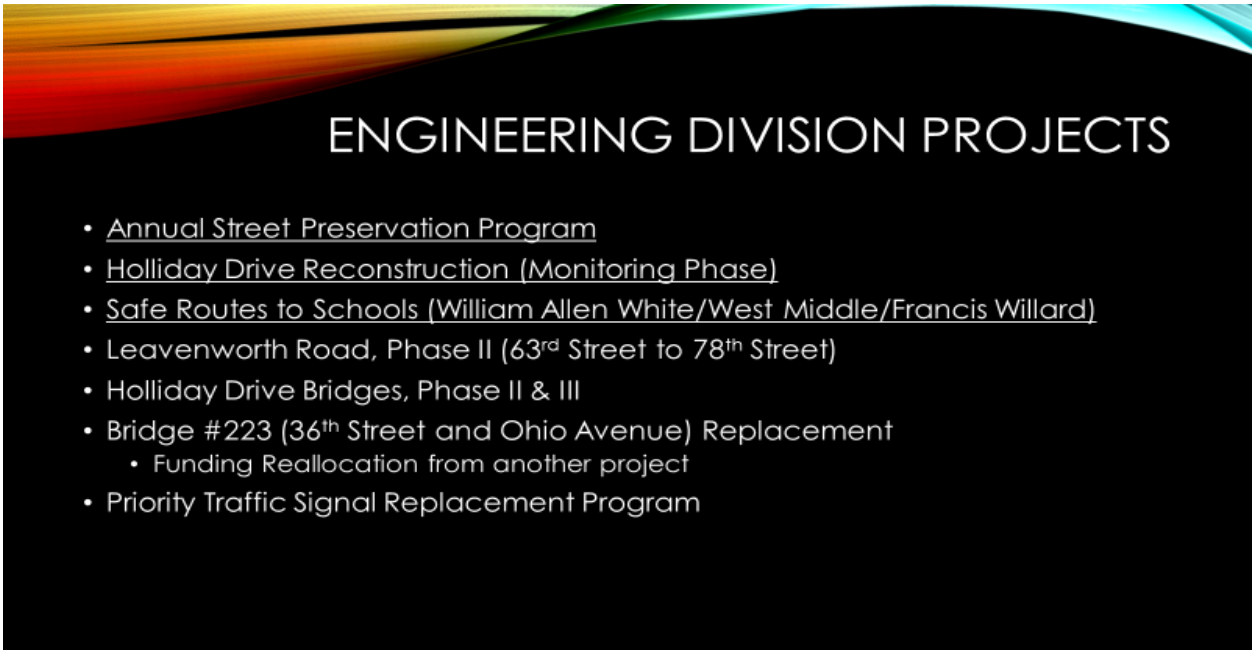
Action: For information only.

Item No. 11 – 18466…2019 PUBLIC WORKS CMIP PRESENTATION

Synopsis: Overview of the major capital improvement projects that will be undertaken by the Public Works Department during the 2019 year, and a recap of some of the projects that are carrying over from 2018, submitted by Jeff Fisher, Executive Director of Public Works.

Jeff Fisher, Executive Director of Public Works Director, said we'll try to be as brief as we can. Brandon is going to highlight this for us and Troy and I will be ready to answer any questions you have.

Brandon Grover, Asset Coordination Manager for Public Works, said this is something we've started for the past couple of years, coming before you in October to really remind you of what we're going to be doing majorly next year. That way as you get question from your constituents you can remind them of the processes that were going on.



First ones that we want to highlight are the Engineering Division projects. These are the ones that are put out by the folks on the 7th floor. Of course, we have our Annual Street Preservation Program which is a big push that everybody's really focused on. We'll be coming back to you

again next month, as well as highlighting our future projects, but to highlight the Street Preservation Program even more in-depth. To reveal a little bit more of the data that we've got so far.

The Holliday Dr. reconstruction, for anybody who's driven out in the area of 65th & Holliday Dr. recently, it is now back open. The settlement area over the mines has been fixed. The road is back open. We'll be doing the second phase of it, which is installing monitoring cable which I'll highlight here in a minute. Safe Routes to School, we will be continuing that with our William Allen White, West Middle School and Frances Willard Elementary School projects.

Leavenworth Rd. Phase 2, we will begin our kickoff. We've started design now and I'll highlight a little bit of where we're at with all that. Holliday Dr. bridges, we've got two bridges we're going to be working on just a little bit further west, out towards the Lake Quivira area before you get to 435.

Bridge 223, 36th & Ohio Replacement, we wanted to bring this up specifically because we mention ed this to you guys during the budget season. Originally this was put out for 2022, due to some conditions that happened due to a lot of the rains we've had and the also talking with the residents in area, we needed to move this up. We've worked with Finance, Budget and the Administrators Office to get the approval to reallocate some funding from a different project. It was called the 11th St. Bridge over Jersey Creek. The reason we chose that one was because the bridge at Jersey Creek is still structurally fine.

Also, with the Northeast Master Plan going on, we decided we didn't want to put in a new box structure there that's not going to go with the flow of the overall master plan for that area for the next 100 years. We're going to wait until that plan gets ironed out a little more. Bring that project back in and put a con span bridge or some other structural bridge that looks appropriate for what we're trying to do with that area. You will be seeing some movement on this area coming soon.

In our Priority Traffic Signal Program, our focus next year is going to be improving our fiber corridor network. Along State, Parallel, Leavenworth Rd. and some of the other areas with our major fiber corridors that need traffic signal improvements. That's what we'll be focused on, on those.

To mention our Street Preservation, currently next year we're looking between our debt and cash funds on about $5M. That's a little bit better than we've been doing in prior years. Its going to help us do a little bit more especially with our new proactive approach of treating our roads with surface treatments similar to what we've done in a couple of areas this year as opposed to just our regular mill and overlay.

Leavenworth Road, Phase 2; as I said we're currently in design for this. We've had one public meeting recently in the last couple of months. We will have another one soon, the date hasn't been set on that, but we'll let everybody know when that date comes. The reason we want to let everyone know about this is because some utility work will probably begin in summer to fall of next year to get out ahead of the project that we're hoping to bid in 2020. Being this is a partnership with KDOT, KDOT kind of mandates that all the utility work be done before the project is bid. We're trying to get that out ahead further, that way we're not delaying anything when it comes time. If you start seeing work out there, just know it's the utility work that's coming to you.

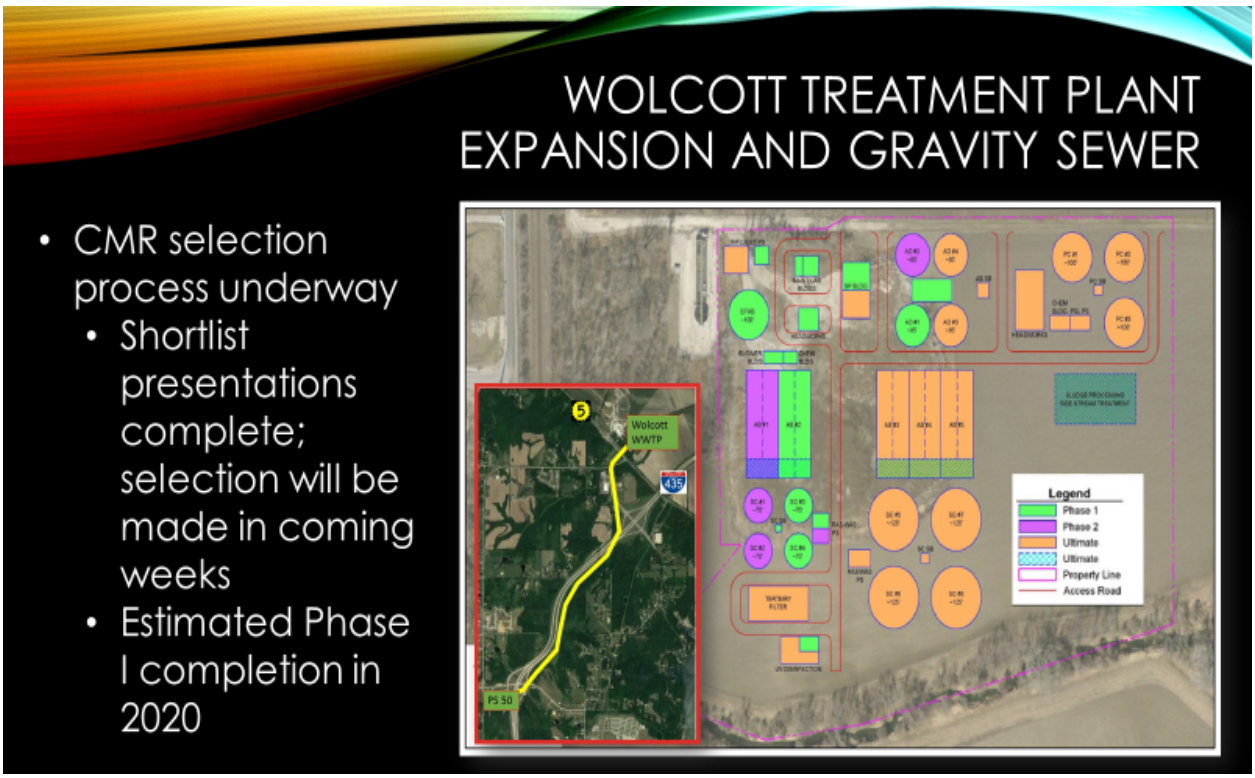
As I mentioned the Holliday Drive Bridges, we've got two bridges that are highlighted by green stars. The lower, I should have just said the southwest one, is just east of 78th St. That is this structure up here in the upper left-hand corner. As you can see, there's a lot of debris in the channel. The side is kind of crushed out a little bit. It makes it difficult for the guardrails to stay attached so it creates kind of a safety issue.

The other bridge in the northeast corner is right at 73rd and that's this lower left corner picture that you can see how very small that is. Now that's not filled in, that's truly just because the topography of the area, that's how big that box is. That causes some flooding issues over the winter of overtopping that road so we're trying to fix that and make it a little more safe as well as we're running into some of the guardrail issues as you can see.

I mentioned the Holliday Drive Replacement and how Phase 1 is already completed, Phase 2 the monitoring portion. We're installing cable in the ground that will alert us to any future settlement, that way we can go and put it out—that will automatically alert flashing signs to let anybody traveling that road. That will also alert staff, so we can go out and close gates and access the roads if the condition needs it.

Water Pollution Control has several projects they're going to be working on. Our Annual Storm Sanitary and Pump Station Repairs and Treatment Plant Repairs, it's a $10M chunk that goes towards fixing our network. It's a huge huge project or huge huge projects, multiple, but it's vital to the operation of our system. Sewer Maintenance Facility Relocation; currently we've looked at several different sites and kind of got one now that we're re-evaluating to make sure that's where we want to put a new maintenance facility. It's more centrally located in the city. That way we can dispatch personnel appropriately whenever we have issue come up.

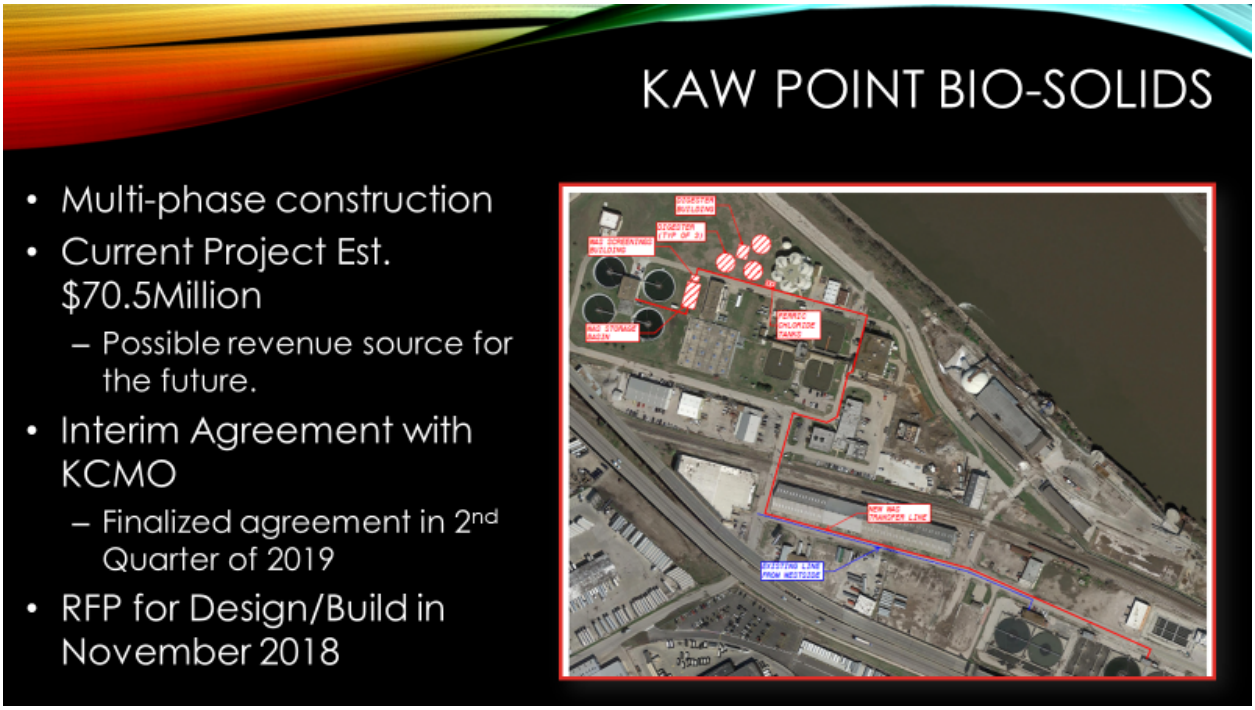
Call Point Bio-Solids, I'll touch on here in a minute with a different slide. The Piper Creek Interceptor is a project to expand the sewer network system in western Piper that will accommodate current needs as well as some future expansion out west. You're talking north of Leavenworth Rd., about 126th to K-7 area, that whole kind of area in there.



Wolcott Treatment Plant; I'll touch on here in a minute. The 77th St. Troup Ave., 96th Line Replacement. Just south of the intersection of 78th Parallel there's a very large storm line that runs underneath the road. A couple years ago we had a couple of small failures that we did some repairs to. The line itself is a big old corrugated metal pipe that needs to be replaced so we're going to replace that finally. That way we we've got a good structure in the ground for the next 100 hundred years hopefully.

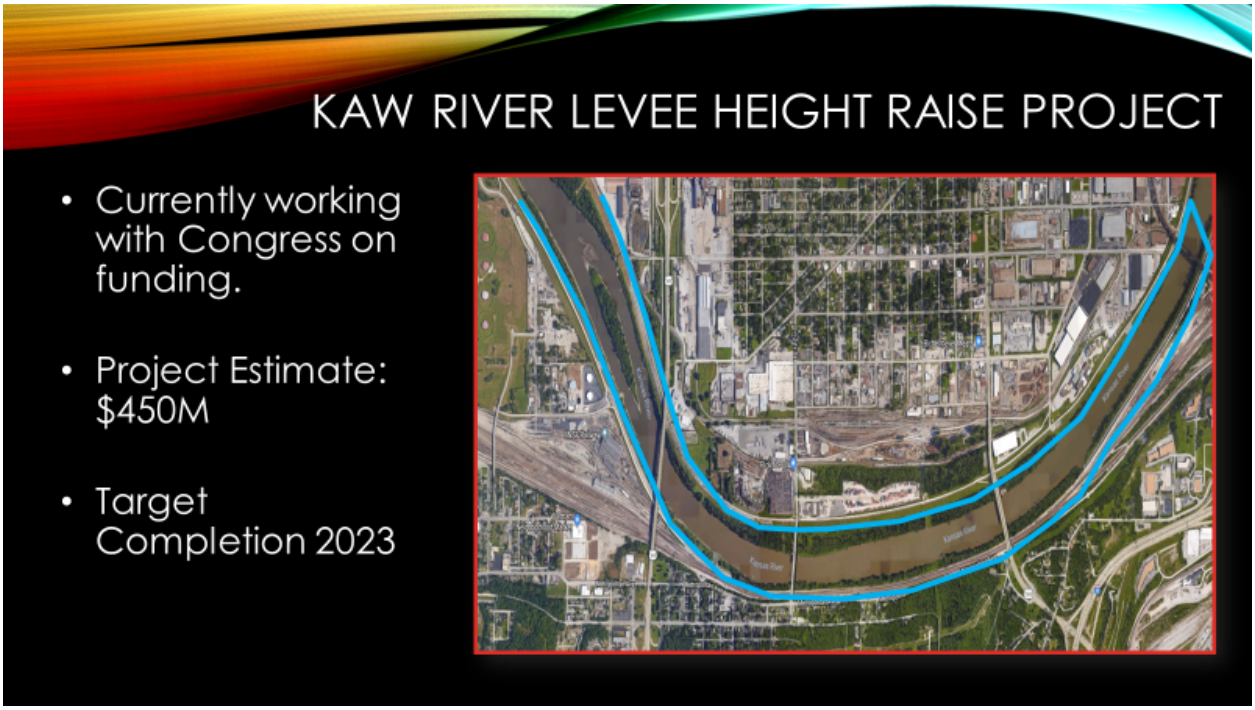
The Kaw River Bank Stabilization, I'll talk about in a minute as well. The Wolcott Treatment Plant is something that's been big that everybody's talked about for a few years. The Construction Manager at Risk selection process is currently underway. We've shortlisted several contractors that have bid proposals to us. We should have the selection finalized by December.

Currently our estimates for Phase 1 completion, which is the green colored area, as you see on the map, by 2021. That way we'll have everything up and running. We'll be using the current treatment plant. It's this little sliver right up here, we'll be using that in the meantime. It's what's been functioning out there for a very long time and just needs a little help. The Kaw Point Bio-Solids, I'm actually going to let Jeff kind of touch on this, he knows a little bit more about it than I do.



Jeff Fisher, Public Works Director, said you might recall our discussions about this project prior to budget. We continue to work through an interlocal agreement with KCMO, and interim agreement and then followed by a wholesale agreement which I think will be in place in the second quarter of next year. In the meantime, we're working on our fee, should be out in the month of November to select our design/build partner.

Mr. Grover said the important thing to take away from this is that $70.5M price tag you see up there isn't something that's going to hit us all at once. We've got it phased over several years. Also, keep in mind that this is a possible revenue source moving forward for us, so it will help pay off some of some of that and also bring some money into us to help with other future advancements.



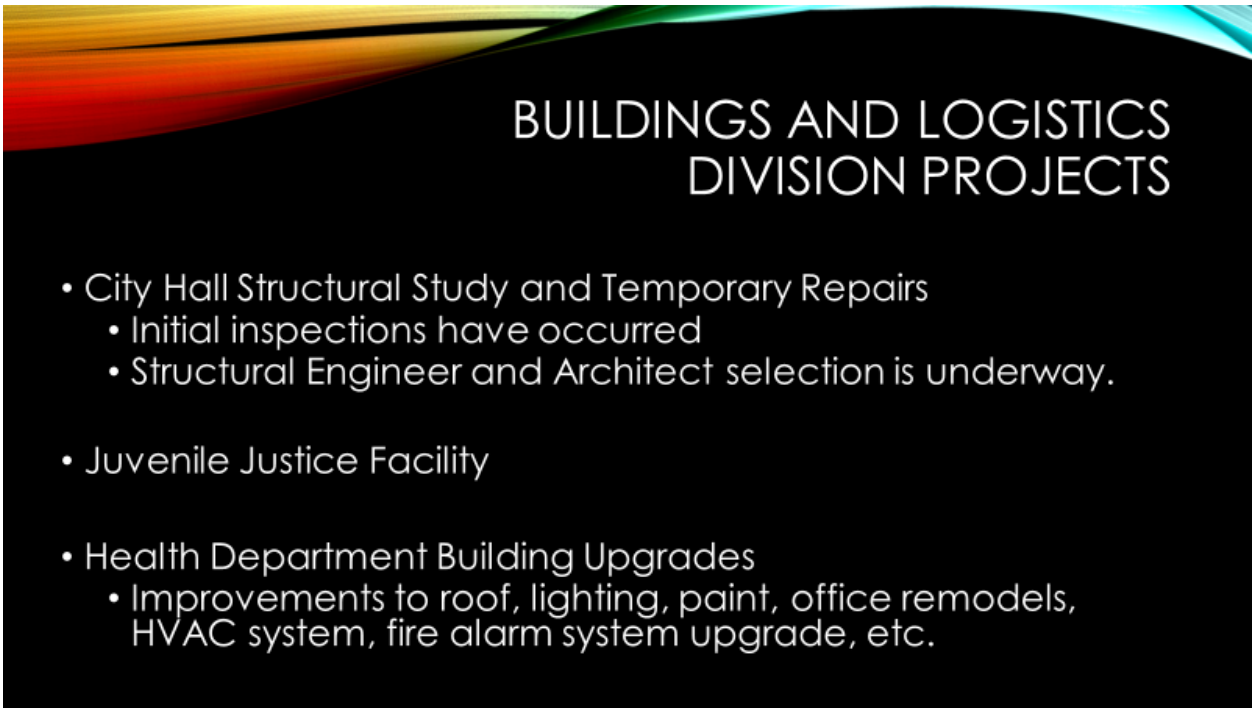
Kaw River Levee Height Raise Project; I'll actually let Jeff continue on that one since he's been involved. **Mr. Fisher** said Melissa Sieben might want to jump in too if I miss anything. We're essentially just waiting on Congress. They've essentially approved a word of bill but we're waiting on a correction to that to make the two projects one on-going project so that we are fully funded.

Melissa Sieben, Assistant County Administrator, said I can update as of today. Right now, what we have is the word of bill for 2018 has passed both the House and the Senate. It is waiting on the President. Apparently, there is some things that are going on out west that are causing him to delay his signature. I'm not sure exactly what that is, but it has nothing to do with emergency declarations or anything related to that.

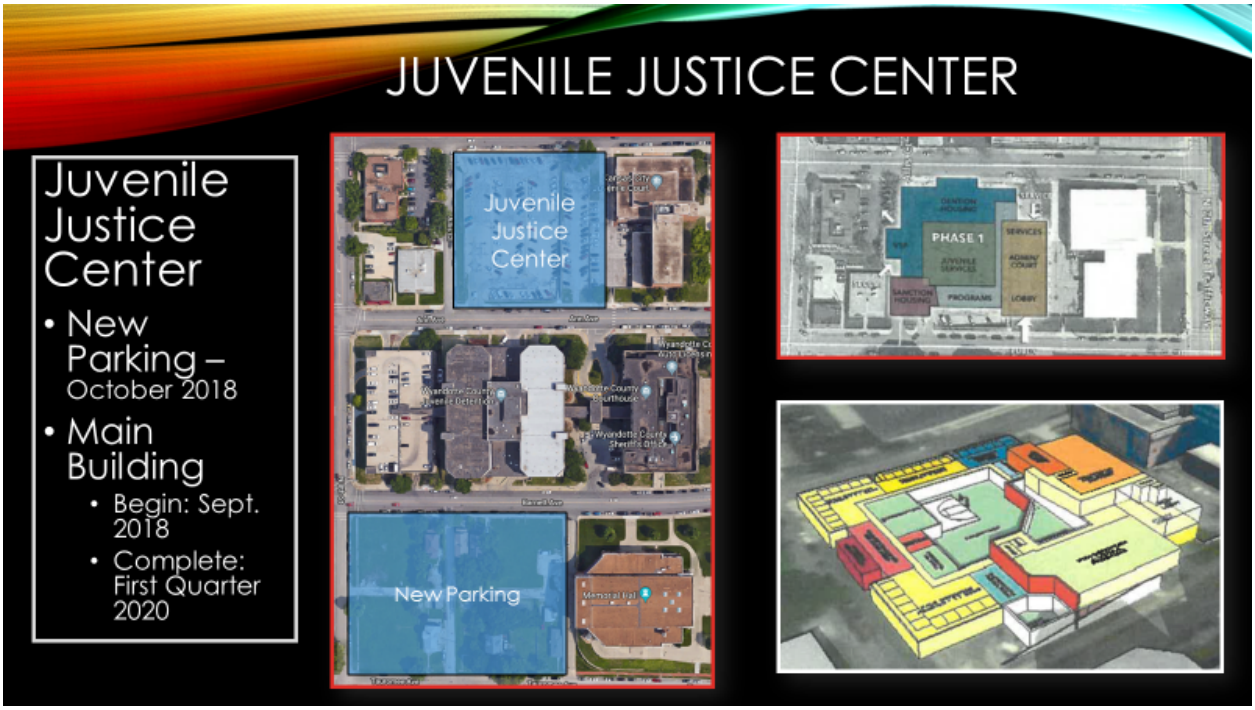
We also are waiting on a management report that was passed by the House to actually pass by the Senate. That's got the fix to merge the two projects. Just a caution, that the word full funded pertains merely to the design and construction. It does not pertain to real estate acquisition or utility relocates.

Commissioner Philbrook said I just want to say something that you didn't mention, but I'm sure a lot of us will be delighted about. Is that after this goes in, the stinky smell goes away. **Mr.**

Fisher said the Kaw Point Bio-Solids Project. **Commissioner Philbrook** said yes sir. **Mr. Fisher** said as we know KCMO is the stinky part of that, you're right. **Commissioner Philbrook** said but the smell does not respect the State Line. **Mr. Fisher** said you are correct.



Mr. Grover said I will quickly highlight a couple of Buildings and Logistics Division projects that will be going on. The first one is the City Hall Structural and Study and Temporary Repairs to the building that we're in now. There have been some initial inspections have been done periodically of the past several years and our engineers and our staff down in Building and Logistics have been working with a structural engineer and an architect on how to make some repairs, in the temporary time before we can do some real major fixes to the building. The Juvenile Justice Center everyone's familiar with and we'll highlight that in a minute. The Health Department to our east, there's going to be some major improvements going on over there. The roof, lighting, HVAC, fire alarm system and other smaller things through out the building as budget allows.



The Juvenile Justice Center as everyone's probably seen, we've got a big hole just to our west and north a little bit. We've started and almost completed with the parking lot. The original opening date for the new parking lot was supposed to be September, but due to all the rains we had it just kind of forced everything back. We're anticipating being completed within the next week or so, so by the end of this month with that. We're still looking on schedule for September for completion of first quarter 2020 for the Juvenile Justice Center.

Finally, we want to give a couple of updates on some of the projects from 2018 that are still ongoing or that have wrapped up, to give everybody some information about. Leavenworth Road, Phase 1, anybody who's driven the stretch from 38th to 63rd, has seen all the work that's going on out there. Really from 63rd to about 52nd, is really close to completion. There're some final punch list things we're working on, but for the most part that's the look and feel that you're going to get throughout that corridor. I think that we can all agree that it has a really good feel to it.

The Downtown Grocery Store Infrastructure Improvements, as everybody's been involved with that, Public Works has been brought in to look at our roads down here in coordination with some of the stuff that Zach brought forward earlier. One of the other things that we've looked at is the parking. Given that the new grocery store is potentially going to take up some of the parking in the Reardon lot, we've had to look at a couple of ideas. I'll have a slide in a minute about how we're thinking about fixing some of that.

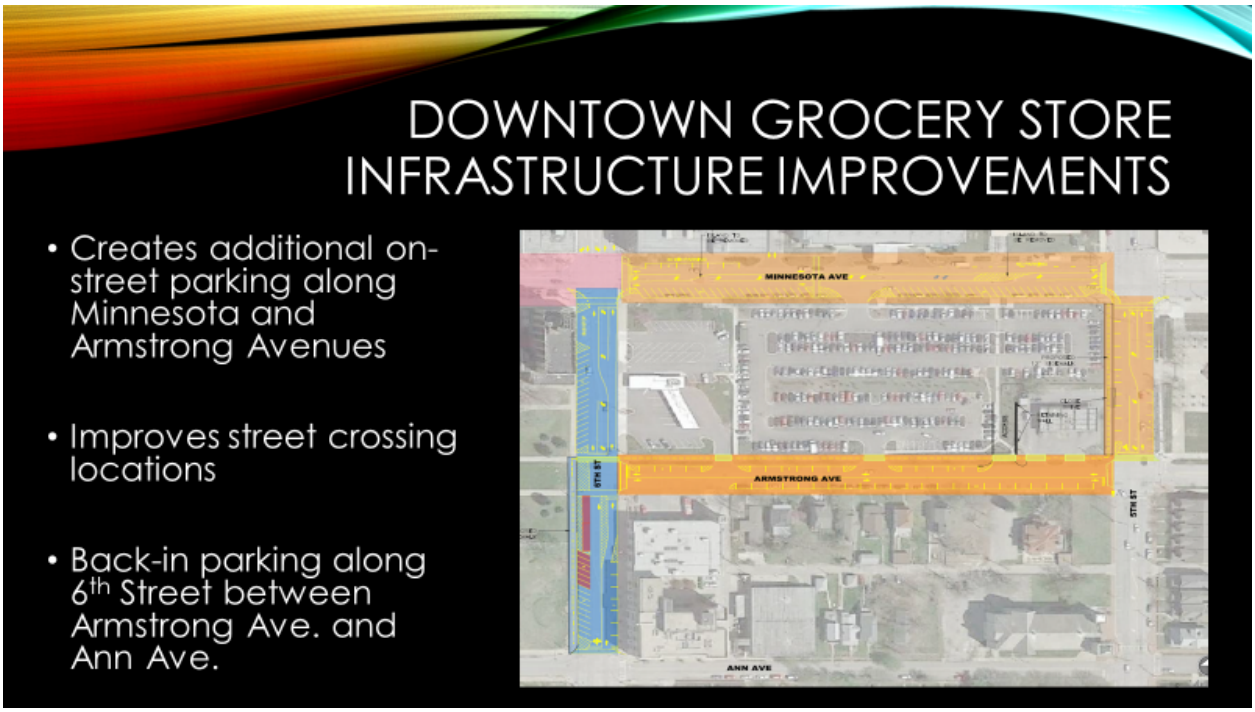
The NRSA or Census Tract 422 area, we have our site selected. We've got quantities on what we're going to be doing. We should be bidding that within the next month or so, by spring of next year. When everybody's ready, the ballfield that's just north of Park Dr. on 27th, will have some new sidewalks, some new curbs, a new parking lot and some new storm drainage to keep it from washing out every time water runs down the edge of the road. This is the first step in many of this whole NSRA area that we're going to be doing. We've got several projects planned out for

the next five years and we'll be bringing those to you as we start developing them even more.

The Hutton Road Improvements, the Phase 2 Improvements, that have been going on for quite a while, those have bid out, those have been awarded to a contractor and will begin starting those in the spring. That way we can coordinate the construction of some of the underground implements with the fire station. That way we're not having to rip up anything new.

Commissioner Bynum asked so what we've seen occur up to now, is that utility work. Mr. Grover said yes.

Mr. Grover said the last thing I want to highlight it's a piece of our Pavement Preservation Program. MAQS or Modified Aggravated Quick Set, this is something that we have done. Ill get to that in a second, sorry, I got ahead of myself.



This is what I as referring to earlier about the Downtown Grocery Store Infrastructure Improvements. As you can see, you might not be able to see that great because of the colors, but some of these areas now have diagonal parking on the roadways where they were just parallel parking before. We're doing that in several areas. We're improving some of the crosswalks, making them more visible to the public so that way everyone knows where they should really be

crossing. We're looking at changing some of the traffic patterns just a little bit. This area down here between Armstrong and Ann, along 6th, where the fire department currently parks a lot of the large implements or has other squad, other vehicles there, we're looking at doing something new to our city and that's that back in parking. It's going to be an interesting little practice.

Troy Shaw, County Engineer, said I'll go a little bit more on this. I just want to point out what we've shown here is strictly striping and that's what we're planning on doing first. Between the curb, existing curb line, so it should be minimal cost. The condition of the roads now and the construction that's going to happen with the grocery store is giving us the opportunity to put the striping down without redoing the roads, which we typically don't do. It gives us a good opportunity to try it out and see how it works and then once the construction is further along and we're not having to worry about construction equipment tearing up roads, we might come back in and whether we put mill and overlay or micro surface, treatments on the and then restripe it again. It gives us a good opportunity try out the striking plan before we actually put it on a new pavement. That's kind of what we're focusing on here and we're still—this is an in-work sketch right here. We haven't gotten the final one done. Commissioner McKiernan's here and we'll let you know and we'll set up a meeting with you just so you can have the chance to review it. I just want to make sure you know that.

Mr. Grover said what I started jumping ahead to a minute ago, was our Modified Aggregate Quick Set Pavement Preservation Projects. We did two this year. On Quindaro Blvd., from 7th to 22nd and along Metropolitan from 635 to 55th. For those two areas, based on the amount of payment that we did, it was really about 5 ½ miles. Total cost to redo that if we're doing a mill and overlay, it can be about $675,000 to $700,000. We did this, including crack ceiling, pavement marking, the new surface and all the required traffic control for 375. It's quite a bit cost savings, it gets a lot more bang for our buck. Extends the life of the of the pavement itself as opposed to really just kind of redoing the pavement. As I think most everybody's who's had contact with people in those areas, it looks good, it drives well. There's not any kind of real issues with it. I even have a little video here of how it was applied on Metropolitan. We've shown you videos before in other cities, but it's nice to see something in our own area. (Video was shown.) What you're seeing here is there's an emulsion mix that's being fed out the back of this truck into this hopper and it got two auger screws that are spitting it out in this box. There's a squeegee that follows behind and lays it down. What we're doing here is actually a quarter inch aggregate, we can go all the way up to a half inch aggregate which we'll be doing on arterial roads. It gives it a little more strength to it for holding up to heavier traffic.

I'm walking at a pretty good clip right now and I'm keeping up with up it. You'll see in a minute once I stop. This is actually how fast the process goes. We closed down one lane of Metropolitan for about an hour while they ran the entire length. They switched traffic over and did the other side. **Commissioner Markley** said it was literally, I left for work in the morning, I came back for lunch and it was done, it was really quick.

Chairman Bynum said you know Brandon, the way that you describe that machine working, that's exactly how I thought it would work. **Mr. Grover** said glad to hear that. **Chairman Bynum** said I've been on both those roads and they both look great, they really do.

Mr. Grover said in addition to, and what we consider kind of an added bonus, if anybody's driven on them, you know they are a little bit noisier than the freshly rolled asphalt road. It's kind of natural traffic calming in a way. You hear a louder sound, you're going to go slower.

Commissioner Johnson said I noticed that, hats off to you all for that. Quindaro looks great, I

came and saw the striping the other day, it looks great. My only complaint is you stopped where my district starts. You stopped right where my district starts, and I was hoping you would take it at least down to 27 St., just a small oversight. **Mr. Grover** said well, Commissioner, that was the plan, budget kind of limited us. **Commissioner Kane** said welcome to the crowd. **Mr. Grover** said this is the procedure or the process we're looking to do a lot more of this coming year.

Commissioner Philbrook said what was the road rated at before you did this, since you made me go out and drive. **Mr. Grover** said Quindaro and Metropolitan were both rated between 65 and 75. We'll actually be doing this process and a newer process that they developed called pressure pave where they actually pressurize cracked sealing down into the pavement to seal it up even more, on roads that are a little bit less condition, pretty much all the way down to 45.

Coffeyville, Kansas has given them the worst roads that they had that were mill and overlay condition and they said we don't have the money to mill and overlay it, do something. They're are putting these on roads that technically should get a rebuild at a 45 and getting ten years out of a life of them. **Commissioner Philbrook** said oh, praise the Lord. I'll never see a road the same anymore. Every road I drive down now I'm rating it. I want you to know Johnson County has some pretty cruddy roads, just to share.

I do appreciate you giving us that list to look at and to see how you are rating things. I really do appreciate that. You're thinking that on a 50 that you can do the deep pressure injection and then this over it? **Mr. Grover** said yes. **Commissioner Philbrook** said okay, I'm loving it. I really do appreciate you changing everything and as again, hearing at the Kansas Association of County's last week, this is all new stuff that a lot of places haven't thought about doing yet. **Mr. Grover** said yes. **Commissioner Philbrook** said thank you for being ahead of the curve, really thank you very much.

Mr. Shaw said actually I just want to say, you are looking at roads all the time, you're starting to sound like and engineer, so be careful. **Commissioner Philbrook** said how much does—when I quite here then—**Mr. Grover** said there is a consultant fee out there somewhere for you I'm sure. Now you see what we do, everywhere that we drive. Whether our city or not we're looking at curb's sidewalks, ADA ramps.

I know Troy and I have been driving in other cities, we're like that ADA ramp is not

compliant. That roads failing. Like, this is horrible. Why are we thinking like this?

Chairman Bynum said I think that was an information only item, but we really appreciate it. **Mr. Grover** said thank you very much. We'll be back in November for our 2020 to 2024 projects and an update on the Pavement Preservation Program even more. **Chairman Bynum** said that's where our homework comes in.

Action: For information only.

ITEM NO. 12 – 18468…GRANT AWARD: FEMA (FY)2017 ASSISTANCE TO FIREFIGHTERS GRANT PROGRAM

Synopsis: The Fire Department's Fire Prevention Division's application for the FEMA (FY) 2017 Assistance to Firefighters Grant Program - Fire Prevention and Safety Grant in the amount of $112,024.00, has been accepted and awarded by the Department of Homeland Security, submitted by John Droppelmann, Fire Marshal, Fire Department.

John Droppelmann, Fire Marshal, Fire Department, said it's just information for you all. On August 17th, we received information from FEMA. This is kind of a third times a charm. I've tried for this grant the last three years and with some meetings that I attended with Melissa, through SOAR, applying some stuff there. They want to know what the Fire Department do about these houses that continue to get burned and we got tips on some them. We just don't have the personnel to sit on them.

I wrote a grant for wireless surveillance system and finally got it. I believe FEMA is putting in $112,000 and the Fire Department is coming up with the other $5,600. We do have plans for sustainability for it through the Fire Departments budget. Possibly, expand it to other jurisdictions if they want to be a part of it. **Chairman Bynum** said appreciate your perseverance. It's an information only item, we appreciate you sticking around to tell us.

Commissioner Philbrook said I want to tell you thank you because I'm aware of some of the things you're going to use this for. I really really do appreciate you being so inventive and innovative. **Mr. Droppelmann** said it's a system that used by most of the law enforcement

agencies around, KBI and DEA, who we work really closely with and actually have borrowed some from them from time to time. As you all know there's a lot of dumping grounds in areas in our city where the police can't patrol it, and we can't, but with this system we should be able to keep an eye out and hopefully prosecute some of these people.

Action: For information only.

Adjourn

Chairman Bynum adjourned the meeting at 7:09 p.m.

mbb