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**ROELAND PARK**  
**PUBLIC WORKS COMMITTEE**  
**NOTES of the MEETING**  
**Monday August 10, 2009** *Rev A 12 August 2009*

**Present:**

**Betsy Mellor** ( BM ) Chair  
**Marek Gliniecki** ( MG ) Co-Chair  
**Adrienne Foster** ( AF ) Mayor  
**John Carter** ( JC ) City Administrator  
**Bill Art** ( BA ) Council Member  
**Scott Gregory** ( SG ) Council Member  
**Mark Kohles** ( MK ) Council Member  
**Toni Hull** ( TH ) Council Member  
**Bob Myers** ( RM ) Council Member  
**Bill Cunningham** ( BC ) City Engineer  
**Pat Mundis** ( PM ) Manager - Public Works  
**Steve Hamadi** ( WS ) Consultant – Wilbur Smith  
**Roger Cooper** Member of the Public  
**Brad Kirkman** ( BK ) Member of the Public

**Location: City Council Conference Room**  
**Notes by MG**

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BM called the meeting to order at 6:00 pm.

**Committee Handouts**

BC & BM handed out the Update Report dated 5 August 2009 and the Committee Meeting Notes for the 13 July meeting.

**48<sup>th</sup> & Roe Traffic Study**

WS discussed his company's Traffic Study on the intersection at 48<sup>th</sup> and Roe which had a high number of accidents. ( He had one copy ) The main problem centers around left turns onto Roe. The Study consists of an Overview section, Findings section and Conclusion section laying out probable causes and remedies. The WS study showed that there was a 38% occurrence above the expected norms for incidents ( accidents ) at comparable perpendicular intersections. If ancillary incidents related to the situation are included, the accident rate increases to possibly 50%. The report's General Audit shows the "Receiving Lane" is tight or too short, the time of day, etc. are factors contributing to the incident rate.

Issues include the layout of the signals, ADA accessibility, signal heads, timing(s), etc. Although the signal support arms are perpendicular to Roe they are skewed in relation to 48<sup>th</sup> Street, therefore, drivers needing to turn cannot see their signal when they enter the intersection. Drivers therefore need to discern the intention of on-coming drivers without benefit of a visual signal, having to judge those drivers' intentions by gauging the speed, acceleration and gaps between on-coming cars. WS discussed aspects of the "Permitted" and

“Yield” phases of the lights. WS said intersection control design is based primarily on drivers expectations so there are no “surprises” for the drivers.

***Recommendations and Alternatives:***

1. - Switch heads to a more suitable type;  
- Get rid of the “Permitted” phase;  
- Revise the turning lane’s carrying capacity;  
- Increase the queue capacity;  
    WS said adding about 100 feet extra to the turning lane will add capacity for about 3 to 4 more cars;  
- Realign the light poles’ arms, making them parallel to opposing traffic. This can be done by rotating the poles such that the drivers do not lose sight of the lights;  
- revise the lights’ timing, phasing;  
- Revise the “phasing” along Roe Boulevard’s other lights.
2. - Reduce size of islands.
3. - Place or replace missing “Yield on Green (?)” signs.
4. - Configure pedestrian pathways, must meet minimum standards, may need to be a little wider than minimum standards especially for ADA requirements.

There was discussion that rush hour is a problem. Some changes would result with more cars in queue. There was discussion that one of the acceleration lanes on Roe is too short making it difficult for drivers to merge into traffic especially if another car is stopped in front of them. Also there was some discussion of Federal Highway issues. WS said to expect a 60% to 70% reduction in incidents if the correct remedies are instituted. Discussed replacing the “Doghead(?)” style lights with a more suitable type.

There is a diagram in the report showing the existing situation and some proposed solutions.

WS and JC said any redesign or alteration of the light poles is chargeable to Roeland Park. The costs of such alterations are dependant also on how the pole bases are constructed. Some bases allow re-alignment of poles ( arms ) with minimal labor, but if the bases are fixed type then the labor costs may be significant. Solutions are to switch out the light heads, adjust the timing(s) rotate the poles. BC suggested the least costly alteration is to adjust the timing(s) then proceed to other solutions as deemed advisable.

BA noted that the red light timings were much shorter than they used to be and seemed well short of the time needed by drivers to negotiate the intersection. BC said that KCP&L will check the timing ( at no cost? ). It was suggested to check with the Police Chief on the issues(?) Adjustments are intended to lead to a safer intersection.

- **MOTION** – To produce an RFP or similar prioritizing solutions with costs and funding sources. To be developed in conjunction with JC for inclusion in Wednesday’s packets.

**Crosswalk at Fontana and Elledge ( for Roesland School children )**

A Wilbur-Smith Study. WS reviewed the situation for school children walking to Roeland School from the West along Elledge. There are problems at the offset intersections at Elledge and Fontana in regard to safety for the children, especially in regard to drivers making turns. WS's suggested best solution is a sidewalk along the North side of Elledge. Otherwise there needs to be a set of carefully considered, placed and designed crosswalks. One would cross the North leg of Fontana and another would cross Elledge to the East of the intersection with Fontana. As with the 48<sup>th</sup> and Roe situation, the children's expectations of the optimal route determine location. There was also discussion of liability issues, distances from corners, etc.

***Costs and Funding:***

Cost issues were discussed. Due to width restrictions, grade issues, existing retaining wall(s), utilities, R of W issues, etc. it would be expensive to construct a sidewalk along the North side of Elledge. Consensus seemed to consider the two crosswalks more cost effective. Federal Stimulus package funds might be available as this could be considered a shovel ready project and would be the first one that would qualify for the funds in Roeland Park. There seemed to be consensus to explore the possibility of obtaining Stimulus Package funding for the sidewalk. Qualifications include aspects of Carbon Footprint issues, pedestrian aspects, etc. Four or so ramps and 2 pedestrian crossings would not be so expensive. The sidewalk could be considered as phase two of a project with the two crossings being phase one. As school starts soon the consensus was to fix the immediate problem as soon as possible before school starts. Therefore, begin with the crosswalks. WS suggested only one signal needed.

BC said that this project should be incorporated into the current 2009 Streets program. The Contractor is proceeding apace and a decision needs to be made soon. This will reduce costs and get the project underway and completed in the most efficient manner. There was discussion of proposal, design and construction costs. WS could complete their study design in two days or so at minimal cost – maybe about 10 billable hours – Therefore under \$2,000? Larkin would complete the design process under their City Engineer contract. BC said the Street Contract has very favorable unit costs that would apply to this project. Location schematic(s) are needed and design and costings for the ramps. An estimate is required. BC said a drawing could be produced for the Contractor in a short amount of time. The engineering would be under the City Engineers' line item in the budget. Funds for the extra work would be taken out of the 27A funds. This would reduce the cost benefits received by the City from the original low contract bid price.

WS leaves.

- **MOTION** – Produce in conjunction with JC document showing
  - Estimate for design work from Wilbur Smith
  - Estimate for design and construction work from Larkin?
  - Estimates to be provided to JC then to Chair(s)

Should be provided by Wednesday in time for inclusion in Council packets.

**Elledge Fence and Wall:**

BC produced three bids to replace the deteriorating fence along Elledge. BC said although the recommended bid is higher than the other two, it is more cost effective in the long run and will produce a more satisfactory result. This is especially true in regard to the stone base wall

which is starting to deteriorate. BC expects the wall to have maximum life of 15 more years. The recommended bidder's proposed work would provide the most efficient outcome in line with this projected time span. BC said the current fence was not adequately designed and constructed.

- **MOTION** – To accept the City Engineer's recommended bid proposal

### **Sidewalk Program**

BC stated the project is more or less complete. There was discussion of issues with some patches of dead sod. BC said that this would be remedied in the fall when conditions were favorable for sodding. BC said the Contractor has been alerted on these issues. Discussed the situation on Sycamore with the third light pole that was inadvertently missed out in the original design.

- ~~**MOTION** – Is one required in regard to light Pole??~~

### **RC 12 - 12**

Reiteration of first two items in the Report.

Project is proceeding into Wells, Neosho, Mohawk. Pipe work is nearly complete and the street works will start soon. Looking at near completion by end of year, then finishing up work by Spring.

Discussion of resident's concerns about project adjacent to the "Windsors" near 48<sup>th</sup> Street. BC said he has noted the issue(s). He also noted receiving residents' concerns counter to the Windsors' concerns.

### ***Trash Rack ( near 52<sup>nd</sup> Place );***

BC presented a design for the "Trash Rack" to be placed at the entrance to the tunnel for the channel just North of 52<sup>nd</sup> Place. BC stated cost was \$14,000 including installation but without design fees. It would be more costly if funded outside of the RC12-12 project. Engineer fees not includable in County grants. Some members disagreed that the rack is necessary, that children should not be in the channel in any case and the likelihood they would be there in a 100 year flood was unlikely. Others countered that children are children and that the slope at the tunnel entrance was already slick with algae / moss and a storm upstream could occur and create a sudden surge sweeping a child into the tunnel. BC said the rack is designed to push debris upwards out of the water flow and any openings are too small to allow a child to be sucked into the tunnel. There was concern this would set a precedent requiring installation elsewhere in similar situations. As this was a post construction item, the costs are higher than if it was designed at the outset, - attaching it on pre-set ledges instead of having to now bolt it in place. BC thought the price was very reasonable. BC did not give his firm's design cost at the meeting.

### ***Channel Liability Issues;***

- **ACTION**: AF will give a heads up to the City Attorney so they are prepared to give an answer at the Council meeting in regard to liability issues.

### ***Channel Signage;***

Members agreed that caution / warning signage needed to be included. BC said it was not part of his original considerations and will add it.

### ***Rain Garden;***

There was discussion of various issues related to the Rain Gardens. It was a first for everyone – a linear rain garden along both sides of a channel - so there are bound to be teething problems, but these should be resolvable. There was discussion of long term maintenance issues. Public Works would receive training in regard to maintaining them. There was discussion about ensuring continuity of maintenance, Public Works would incur maintenance costs, JC stated current codes would cover willful damage by residents. It was suggested to add more specific ordinances for the Rain Gardens.

JC showed the special sign to be displayed in the gardens containing information and cautions for the residents. Consensus was that the signs were appropriate and well done.

### ***Kirkman Property:***

Discussed the issues with Mr. Kirkman, including Right of Way problems, easements, grading problems caused by the higher than expected curb elevation, construction debris, city costs and resident costs. There was consensus, including Mr. Kirkman, that the City would fund the re-grading of his lawn to allow proper drainage, subject to the Resident's granting of an easement to allow free access to the property by the Contractor as necessary to re-grade the lawn properly and lay down sod. The resident would then receive \$2,000 to cover all other expenses for reinstatement of the garden and rock wall which would be located outside of the City's right of way.

### **RC 12 - 14;**

BC discussed progress of condemnation issues; no major problems.

### **Roeland Park School Site, Parking Lot;**

BC received an estimate for removing and ameliorating the asphalt parking lot. The estimate was \$22,000. PM checked the thickness of asphalt with a pick-ax to confirm the estimates bases. PM found about over 7 1/2" of asphalt with an intermediate matt. The consensus was to wait until the sale is final before proceeding with the amelioration project and to obtain at least three bids which may reduce the cost somewhat.

### **Old Pool Site Building;**

BC received an estimate to remove the building down to the slab for \$11,000(?). Consensus seemed to be to proceed within the year. It was suggested to save money by combining it as a package with the Roeland Park School parking lot removal. However, BC said this would probably not effect any savings. To remove the slab would require additional expense that is not necessary.

### **Inter-Local Street Program Coordination;**

The Mayor had been exploring the possibilities of partnering with neighboring cities to combine street programs to reduce costs. BC said although possible, there are significant coordination issues for contractors that may make it impractical and not result in any savings or efficiencies.

**City Engineer Change Orders;**

BC discussed that his firm needed to resolve around \$67,000 in change orders initiated by the City. Even this amount would not make his firm “whole” but reflect what is permitted to claim. Some expenses could be credited to other entities, reducing the amount to around \$49,300.

**Skate Board Park;**

It was reported that some users of the Skate Board Park were at the Police Department’s Night Out event and expressed concern about deterioration of the concrete surface at the Park. They thought it was a serious problem for them in regard to health and safety. PM agreed to inspect the concrete the next morning and report back.

**Roeland Park Welcome Sign on Elledge;**

PM reported that this sign had deteriorated so much it needed to be removed. The consensus was that it should be removed as soon as practicable. It will not be replaced for the time being.

**Bishop Miege - Canterbury Intersection Traffic Flow;**

Public Works will return the traffic flow at the intersection at Canterbury to its original configuration and PM, et.al. will liaise with Bishop Miege to keep them informed and up to date. The plan is to effect the change before the start of school.

Meeting adjourned.