

**GOVERNING BODY WORKSHOP AGENDA
ROELAND PARK
Roeland Park City Hall, 4600 W 51st Street
Monday, February 19, 2024 6:00 PM**

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|--|---|--|
| <ul style="list-style-type: none">• Michael Poppa, Mayor• Emily Hage, Council Member• Benjamin Dickens, Council Member• Jan Faidley, Council Member• Jennifer Hill, Council Member | <ul style="list-style-type: none">• Jeffrey Stocks, Council Member• Tom Madigan, Council Member• Kate Raglow, Council Member• Matthew Lero, Council Member | <ul style="list-style-type: none">• Keith Moody, City Administrator• Jennifer Jones-Lacy, Asst. Admin.• Kelley Nielsen, City Clerk• John Morris, Police Chief• Donnie Scharff, Public Works Director |
|--|---|--|

Admin	Finance	Safety	Public Works
Dickens	Hill	Madigan	Faidley
Lero	Stocks	Hage	Raglow

I. APPROVAL OF MINUTES

- A. Governing Body Workshop Meeting Minutes February 5, 2024

II. DISCUSSION ITEMS:

1. Short Term Rental Regulation Discussion (10 min)
2. Review Mission Road Preliminary Designs and Provide Direction (10 min)
3. Review Roe Parkway Preliminary Designs and Provide Direction (10 min)

III. NON-ACTION ITEMS:

IV. ADJOURN

Welcome to this meeting of the Committee of the Whole of Roeland Park.

Below are the Procedural Rules of the Committee

The governing body encourages citizen participation in local governance processes. To that end, and in compliance with the Kansas Open meetings Act (KSA 45-215), you are invited to participate in this meeting. The following rules have been established to facilitate the transaction of business during the meeting. Please take a moment to review these rules before the meeting begins.

- A. **Audience Decorum.** Members of the audience shall not engage in disorderly or boisterous conduct, including but not limited to; the utterance of loud, obnoxious, threatening, or abusive language; clapping; cheering; whistling; stomping; or any other acts that disrupt, impede, or otherwise render the orderly conduct of the Committee of the Whole meeting unfeasible. Any member(s) of the audience engaging in such conduct shall, at the discretion of the City Council President (Chair) or a majority of the Council Members, be declared out of order and shall be subject to reprimand and/or removal from that meeting. **Please turn all cellular telephones and other noise-making devices off or to "silent mode" before the meeting begins.**
- B. **Public Comment Request to Speak Form.** The request form's purpose is to have a record for the City Clerk. Members of the public may address the Committee of the Whole during Public Comments and/or before consideration of any agenda item; however, no person shall address the Committee of the Whole without first being recognized by the Chair or Committee Chair. Any person wishing to speak at the beginning of an agenda topic, shall first complete a Request to Speak form and submit this form to the City Clerk before discussion begins on that topic.
- C. **Purpose.** The purpose of addressing the Committee of the Whole is to communicate formally with the governing body with a question or comment regarding matters that are on the Committee's agenda.
- D. **Speaker Decorum.** Each person addressing the Committee of the Whole, shall do so in an orderly, respectful, dignified manner and shall not engage in conduct or language that disturbs, or otherwise impedes the orderly conduct of the committee meeting. Any person, who so disrupts the meeting shall, at the discretion of the City Council President (Chair) or a majority of the Council Members, be declared out of order and shall be subject to reprimand and/or be subject to removal from that meeting.
- E. **Time Limit.** In the interest of fairness to other persons wishing to speak and to other individuals or groups having business before the Committee of the Whole, each speaker shall limit comments to two minutes per agenda item. If a large number of people wish to speak, this time may be shortened by the Chair so that the number of persons wishing to speak may be accommodated within the time available.
- F. **Speak Only Once Per Agenda Item.** Second opportunities for the public to speak on the same issue will not be permitted unless mandated by state or local law. No speaker will be allowed to yield part or all of his/her time to another, and no speaker will be credited with time requested but not used by another.

- G. **Addressing the Committee of the Whole.** Comment and testimony are to be directed to the Chair. Dialogue between and inquiries from citizens and individual Committee Members, members of staff, or the seated audience is not permitted. Only one speaker shall have the floor at one time. Before addressing Committee speakers shall state their full name, address and/or resident/non-resident group affiliation, if any, before delivering any remarks.
- H. **Agendas and minutes** can be accessed at www.roelandpark.org or by contacting the City Clerk

The governing body welcomes your participation and appreciates your cooperation. If you would like additional information about the Committee of the Whole or its proceedings, please contact the City Clerk at (913) 722.2600.

Item Number: **APPROVAL OF MINUTES- I.-A.**
Committee **2/19/2024**
Meeting Date:



City of Roeland Park
Action Item Summary

Date:
Submitted By:
Committee/Department:
Title: **Governing Body Workshop Meeting Minutes February 5, 2024**
Item Type:

Recommendation:

Details:

What are the racial equity implications of the objective?

How does item benefit Community for all Ages?

ATTACHMENTS:

Description	Type
<input type="checkbox"/> Governing Body Workshop Meeting Minutes February 5, 2024	Cover Memo

**CITY OF ROELAND PARK, KANSAS
GOVERNING BODY WORKSHOP MINUTES
ROELAND PARK CITY HALL
4600 WEST 51ST STREET, ROELAND PARK, KS 66205
February 5, 2024, 6:00 P.M.**

- Michael Poppa, Mayor
- Emily Hage, Council Member
- Benjamin Dickens, Council Member
- Jan Faidley, Council Member
- Jennifer Hill, Council Member

- Tom Madigan, Council Member
- Jeffrey Stocks, Council Member
- Matthew Lero, Council Member
- Kate Raglow, Council Member

- Keith Moody, City Administrator
- Jennifer Jones-Lacy, Asst. City Admin.
- Kelley Nielsen, City Clerk
- John Morris, Police Chief
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Admin
Dickens
Lero

Finance
Hill
Stocks

Safety
Madigan
Hage

Public Works
Faidley
Raglow

(Roeland Park Governing Body Workshop Meeting Called to Order at 7:19 p.m.)

I. MINUTES

A. Governing Body Workshop Meeting Minutes January 16, 2024

The minutes were approved as presented.

II. DISCUSSION ITEMS

1. Review Nall Ave Phase 1 Design Concepts

Dan Miller, City Engineer, noted the Governing Body had a discussion at their previous Workshop regarding an 8-foot multi-use footpath along the Nall Avenue STP project. He was asked to look into outside funding to help support the work to be done. He said one option is to return the MARC funds, not do the project in 2025, and reapply for the 2027-2028 round of transportation funding. The downside to this would be there is no guarantee that funding would be granted again. He did add that MARC does rank more favorably projects that include multi-modal transportation, but again, there is no guarantee of that funding, and they will be waiting an additional two years to construct the project which does need street maintenance at this time.

Mr. Miller said they are not eligible for Johnson County CARS funding for the project, but a new program has been established through KDOT which is a cost-share program. He said the multi-use trail would be eligible for that. KDOT accepts applications twice a year and they reply relatively quickly. It is a 15 percent local match with a \$1 million limit. He said the disadvantage to the cost-share program is that it is extremely competitive and looks to emphasize job growth and retention. He is unsure how to show that on this project. He said they still need to acquire the easements for the project, but the timeline gives them an opportunity to find out if KDOT will help fund the project.

A second item of Council concern was regarding sharrows and bike accommodations along Nall. He noted that there is currently on-street parking on the west side of Nall. One option is Share the Road signage on Birch to 55th and then over to Maple and take it to Johnson Drive. They would need to consult with the City of Mission as that includes streets in their City. He said they are obligated to put

up Share the Road signs on Nall, but there is no reason they cannot do them for other routes. And if Mission is willing to do the same, there is no reason signs could not be in those other areas.

CMBR Faidley added that Maple is in Mission and did not see the signs as feasible since it is not their city. She said that once they get to 55th, it becomes a question of marking sharrows and she would need to think about that and whether they could even coordinate with Mission.

CMBR Hill said that they do have the money in the budget to pay for the pathway. City Manager Moody said the resources will be available at the time this project is to take place, and it does not cause other projects to be pushed off. CMBR Hill said she feels this is important and goes to what they value as important. The pathway is important to install down Nall as it leads to the park. She would like to move forward knowing they can afford it, and this should be a priority for them.

CMBR Hage said she has been looking at the trees and has a lot of concerns about the trees that would need to be removed. She added that it would change the landscape along Nall. She stated that she lives on Nall and already encourages her children to ride on Birch. She feels torn about the loss of the tree canopy that is an integral part to their neighborhood.

CMBR Madigan echoed CMBR Hage's comments. He recently drove down Nall and noticed several homes right up to the street. He said they are making a lot of assumptions that a bigger sidewalk is going to give them a bigger benefit. He was hesitant to spend \$1.5 million of work on an assumption. He also said there was no data that it will improve life along Nall. He has looked at both Birch and Maple and believes they should reach out to the City of Mission. He said they should also look at other routes in the City that could be share routes.

CMBR Raglow said she too struggles with this. She said it is a great idea, but the downsides she sees are the impact on the tree canopy and the cost. She's also struggling with Phase 2 and the cost of 51st to the dead end.

Mayor Poppa asked where the sidewalk would be in Phase 2. Mr. Miller said it has not been designed but the desire is for the east side of the street. Mayor Poppa said he is falling on the side of not the right time and not the right project.

CMBR Lero stated he was in support of the project but having one section of 8-foot path does not solve the problem as it does not go all the way to the park and requires taking out the trees. The sidewalk plan is making the 8-foot path an orphan sidewalk.

CMBR Faidley asked if they would be compromising Phase 2 if they use the funds. City Manager Moody said that is difficult to address. He anticipates for the second phase of Nall to the north they would apply for funding through STP, the same funding source as Phase 1. He said that is a more expensive part as the scope anticipates reconstructing the road, a sidewalk, and redoing driveways. They do not have an estimated project cost at this point. He cannot say whether they will need the \$1.5 million for the fund or whether they would be successful obtaining STP funding. Again, he was pleasantly surprised they received the funds for Phase 1.

After discussion amongst the Governing Body, the majority chose to stick with the 5-foot sidewalk plan.

City Manager Moody said Mr. Miller will proceed with the sidewalk designs on the east side. After the plans have been developed, there will be a review by the Governing Body and then they will meet with the neighbors.

CMBR Faidley asked if they can look into coordinating with Mission on signs and bike routes. City Manager Moody said they absolutely would and noted these fit in with the bike plan for the region as well.

2. Discuss Plantings for 2024 Roe Boulevard Landscaping Project

Mr. Miller noted the Governing Body approved the contract for Blue Cedar Landscaping to replace the trees along Roe Boulevard. The decision was also made to remove the sod in the islands as they are difficult to maintain due to their narrow size. The plant suggestions given to the Governing Body included an effort to add and maintain color through the season on the islands and do not require a lot of maintenance. He added that he had a preconstruction meeting this morning and Blue Cedar is ready to order the trees.

Regan Pence, landscape architect for Lamp Rynearson, reviewed with the Governing Body the current plantings and layouts of the islands and showed his recommendations of what could be added.

CMBR Lero asked if there is something they can do other than mulch such as different plantings or hardscape such as cobblestone. Mr. Pence said that mulch is the most cost-effective and he was to focus on items that were also relatively low maintenance.

City Manager Moody said that the additional plantings along Roe Boulevard and in their parks has been substantial over the last few years. He reminded the Governing Body of the reports from Public Works on the hours that are dedicated to maintaining those plantings. He said they are not trying to increase the time Public Works spends maintaining the City's landscaping. City Manager Moody also said he is not opposed to cobblestones but asked that they remember the size and the possibility of them ending up in the street.

The Governing Body discussed the several types of planting options they were presented as well as the use of mulch and possibly cobblestones.

City Manager Moody said they do have extra funds available in the TIF 1 fund and that no major project has been identified for use of those funds. He again cautioned the Governing Body to consider what is placed in the medians and the impact it has on the manpower in the Public Works Department.

CMBR Faidley said as liaison to the Arts Committee, she could ask them if they were interested in putting art in the median again as they have had it there before. She said it adds a visual interest where there are no plants. She said the committee does have several pieces that do not have a location for placement as of yet.

CMBR Hill said she appreciates the clumping of plants. She also noted that the plants around the northern sign into the City are sporadic. She liked what is planted there and asked if they will fill in. And if they do, they will not need to add in as much mulch.

Mr. Pence said they will not grow to be large plants.

CMBR Hill recommended grass types that do not need to be mowed such as mondo grass. She asked from a sustainability lens what green effect would there be by adding cobblestones. Mr. Pence said that from a heat island perspective it would not have a significant effect as they have an asphalt road. He also noted that they would be adding prairie dropseed which is a clump grass, and the other plantings are also lower maintenance.

CMBR Dickens said he does not like the brown mulch for the median and would like to see art put back, but following further discussion could see the benefit when the trees are planted and in bloom.

Mayor Poppa said he does enjoy the stark surface noting that they will have trees with the green along the parkway which is a good feel without junking it up underneath. Mr. Pence said they can always come back and put in more trees or plantings.

CMBR Hage asked what steps they need to take to move forward and would it be viable for Council to spend X-amount of dollars and get recommendations based on that amount.

Following further discussion of plant options, the Council agreed to move forward with what they have now and to ask the Art Committee for their input on art placement. They noted that they can always change that at a later time.

City Manager Moody said they would also present some cobblestone renderings.

CMBR Hill said they should just let the plants grow in and see if they want to do anything later.

3. Discuss Limitations on 2025 Objectives

City Manager Moody asked if the Governing Body would like to self-impose objectives or set a budget limit on the development of the 2025 objectives.

CMBR Raglow said she is open to limiting it to one objective per Councilmember.

CMBR Dickens agreed as they already have a weighty list. He asked about being given the opportunity to pair with another Councilmember for an objective.

CMBR Hill said she was curious why they would need limitations. She didn't know that the Councilmembers needed a budget limit and could present their suggestions and they could discuss and decide what they wanted.

CMBR Faidley noted when they were short-staffed it was difficult to do a full slate of objectives and that people did get together and also with the committees worked collaboratively on an objective.

Mayor Poppa has supported one per Governing Body member in the past. He said that even when they are fully staffed it is almost impossible to accomplish everything in one year. He would be in favor of limiting to nine from the Governing Body as a whole and then evaluate them as a body on the merits.

CMBR Hage asked if they have ever discussed a budget for objectives recognizing that different things come from different budget areas. City Manager Moody said they have not generally set a limit on objectives in total or individually.

CMBR Faidley said she believes staff enjoys seeing their ideas and coming back to the Governing Body which ones they can realistically do.

City Manager Moody said most of the big-ticket projects are already capital projects and the objectives submitted by the Governing Body for the most part have been reasonable.

CMBR Hage asked if something isn't captured at that moment on the objectives, is there an opportunity to bring an item forward to an agenda throughout the year.

City Manager Moody said they have had items come up that would have been great objectives, but were not at the forefront at the time, but those items have moved through Workshop and the Council decision-making process. He said that can at times challenge staying on track with the identified objectives.

CMBR Madigan said he remembered once someone had 27 different items. They have also had several big-ticket objectives come through but after discussion, it was decided they do not need it that year. He said the Council has policed itself well. He does see a problem where people are afraid to speak up against someone's idea because they are afraid their idea will be shot down. He did not see a reason to limit anything as they have all taken the objectives reasonably and have been doing a rather good job.

CMBR Dickens also noted they do not need to submit something. He agrees they have policed themselves well and does not want to put a lot of work on City staff and suggests one objective per Councilmember and one per ward.

CMBR Hill said she does not want to limit their ideas to come up with creative things and would like for them to generate as many ideas as possible.

Mayor Poppa said these are not pet projects, but they do have residents speaking with them and a lot of objectives come as a result of those conversations. He felt that limiting the objectives restricts the voice of the residents and he doesn't want to limit that engagement. He recommended keeping it the same as last year and for them to continue to use their common sense.

CMBR Raglow said they have done a good job as a Governing Body policing themselves and they do hold each other accountable. She said they need to be realistic and considerate of staff's time and agreed with CMBR Hill that they do not want to feel limited in what they can pick and choose on what they put in place while also being cognizant of the limitations.

City Manager Moody said he receives the submittals, reviews them, asks any questions if he has any, and makes sure the justifications are hitting some of the questions that would be raised. He wants to make certain the objective is refined enough and there is enough information for those who will be deciding on it. They will be presented at Workshop for discussion of the implementation process and the budget. To date, they have only broken up objectives in two or three phases and have never said they are not going to do it because it is too expensive.

CMBR Hill said they approved things that they nixed later on because they were too expensive or for other reasons. She suggested Councilmembers keep a notebook to remember what they have put forward and what the status or decision is.

Following the discussion, the Governing Body decided to continue to govern themselves in the objective process.

III. NON-ACTION ITEMS

There were no minutes presented.

IV. ADJOURN

CMBR Raglow adjourned the meeting.

(Roeland Park Workshop Adjourned at 8:34 p.m.)

Item Number: DISCUSSION ITEMS- II.-1.
Committee 2/19/2024
Meeting Date:



City of Roeland Park
Action Item Summary

Date: 2/15/2024
Submitted By: Keith Moody
Committee/Department: Admin.
Title: **Short Term Rental Regulation Discussion (10 min)**
Item Type: Discussion

Recommendation:

This is an opportunity for the Council to review and discuss the current regulations in place for short term rentals. Staff will follow up based upon direction provided by Council.

Details:

Short term rental regulations were initially adopted by the City in 2015 via ordinance 925. An amendment to those regulations was approved in 2019 via ordinance 968. For reference below is a list of meetings with links to the minutes and recordings where short term rentals have been discussed:

1/4/16- Adoption of Ord 925 Creating Short Term Rental Regulations:

Minutes [Special-City-Council-January-4-2016-Minutes-PDF](https://roelandpark.org/DocumentCenter/View/1296/Special-City-Council-January-4-2016-Minutes-PDF) (roelandpark.org)

Recording roelandpark.org/DocumentCenter/View/1296/Special-City-Council-January-4-2016-Recording-1-MP3; roelandpark.org/DocumentCenter/View/1297/Special-City-Council-January-4-2016-Recording-2-MP3

10/22/18- Review of Short Term Rental Regulation Enforcement Challenges

Minutes [Governing-Body-Workshop-Minutes-October-22-2018-PDF](https://roelandpark.org/DocumentCenter/View/2191/Governing-Body-Workshop-Minutes-October-22-2018-PDF) (roelandpark.org)

Recording roelandpark.org/DocumentCenter/View/2191/Governing-Body-Workshop-Recording-October-22-2018?bidId=

11/19/18- Report from Ad Hoc Short Term Rental Committee

Minutes [KM_C368-20181231073221](https://roelandpark.org/DocumentCenter/View/2225/Council-Recording-November-19-2018-MP3?bidId=) (roelandpark.org)

Recording roelandpark.org/DocumentCenter/View/2225/Council-Recording-November-19-2018-MP3?bidId=

6/17/19- Add Penalty Provision for Violating Short Term Rental Policy

Minutes KM_C368-20190927133957 (roelandpark.org)

Recording roelandpark.org/DocumentCenter/View/2631/Council-Recording-June-17-2019-MP3?bidId=

You can also look at the agenda packet for each of these items through the city website: Council & Governing Body workshop | Roeland Park, KS

Below is the link to the section of the City Code that regulates rental property, short term rental requirements are incorporated into this section: https://library.municode.com/ks/roeland_park/codes/code_of_ordinances?nodeId=CHVBULIRE_ART7REHO

Short term rental regulations have seen much attention in a number of Johnson County communities. Some of the supporting arguments for short term rentals:

1. Provides revenue generating opportunity to help a person own a home.
2. Helps encourage reinvestment in homes that may be neglected.
3. Brings visitors to the community who may choose to move to the city. (Roeland Park does not have any hotels)
4. A short term renter who is not a good neighbor is better than having a long-term challenging neighbor.

Some of the unsupportive arguments for short term rentals:

1. Homes that are affordable to potential owners are taken off the market.
2. Short term renters may not respect the single-family character of the neighborhood.
3. The transient nature of occupants takes away from community building of the area.
4. It is difficult for the city to enforce residency provisions in place for short term rental owners.

This is a weighty topic with strong opinion from both those who are supportive and those who are not. Roeland Park has spent significant time engaging the public and those who have interest in operating short-term rentals as policy was developed and adopted. A solution that is appealing to all parties is a challenge on this subject. The opportunity for residents to be notified of a proposed short-term rental near them was an effort to give our residents a voice. If significant opposition is expressed the approval process is referred to the Planning Commission (a committee familiar with land use policy that is free from political influence) in order to provide an applicant with an objective review if neighbors have expressed concern. Requiring the owner to use the property as their primary residence was a compromise to make short term rental an income enhancing option to homeowners. This would help keep affordable homes available to would be residents while also enhancing the opportunity for home ownership for those with a lower income.

The concept of allowing "local" income property owners and prohibiting "corporate" investor property owners has enforcement challenges as well. Although the City may be able to confirm that a "local" owner has another residence in the area there is not a system to determine how many properties a "local" owner may have. It is common for investors to establish LLCs for each property they own, making it impossible for the city to reference a data base and determine if they are "local" or "corporate".

What are the racial equity implications of the objective?

How does item benefit Community for all Ages?

ATTACHMENTS:

Description	Type
 Short Term Rental Meeting Minutes	Cover Memo

Roeland Park
Ad-Hoc Short Term Rental Committee
Meeting Minutes

November 15, 2018

Called to order at 6:04 PM

Committee Members Present: Cmbr Tom Madigan, Cmbr Tim Janssen

Others Present: Wade Holtkamp

Committee Members Absent: Cmbr Thompson, Mayor Kelly

- I. Cmbr Madigan was elected Chair of the Committee, Cmbr Janssen was elected Secretary
- II. The committee discussed establishing goals of the committee which included
 - a. Review the current ordinance and rental application for Roeland Park.
 - b. Review short term rental ordinances from other surrounding cities.
 - c. Discuss enforcement challenges with Roeland Park's current STR ordinance.
 - d. Discuss possible revisions to the current ordinance.
- III. Discussion
 - a. Wade presented the recently revised application for rentals of single/multi family residence. The changes to the application included verbiage citing the current municipal code for STR and any possible fines associated with failure to comply, the form also added places for the applicant to initial they understand specific parts of the code. The changes were made based on the recommendation of the city prosecutor. Wade informed the committee the city has around 8 permitted short term rentals operating in the city.
 - b. The committee discussed ordinances from 5 surrounding cities. Overland Park does not have an ordinance for short term rentals. Prairie Village, Fairway and Lenexa requires a rental license but nothing specific to short term rentals. Lawrence has a lengthy short term rental ordinance in response to ongoing issues with short term rentals.
 - c. Wade discussed some of the challenges in enforcing parts of the current ordinance, specifically the residency requirement 5-704(b)(2) and just short of "camping out" at the STR property it's difficult to establish if the owner is compliant. Wade also mentioned the city prosecutor recommended making a revision to 5-704 (b)(3) to be more specific on the number of or distance from the property as to the number of courtesy notices required. Wade voiced support in continuing to require copies of driver's licenses in the application process.
 - d. The committee also discussed the motel/hotel tax and how it applies to STR in the city. Cmbr Janssen is going to reach out to Keith for more details.
 - e. Wade read an email from the Mayor regarding his thoughts on short term rentals.
- IV. Possible revisions
 - a. There was consensus on the committee that the city should maintain a short term rental ordinance but revisions were warranted given some of the enforcement challenges. The committee discussed striking 5-704(b)(2) from the ordinance and revising 5-704(b)(3).
 - b. The committee discussed two paths for owners to offer a STR property similar to Lawrence. A property owner offering single room or partial house rentals (owner occupied) can use the current application with the recommended changes to the ordinance. A property owner offering a whole house rental (not owner occupied) would need to go through the special use permitting process similar to what's required for some home-based businesses.
 - c. There was also discussion about limiting the number of STR by street, block or city.

V. Next steps

- a. Wade will speak with the city attorney and city prosecutor regarding the proposed changes and current enforcement options, he will present at the next committee meeting.
- b. Cmr Janssen will discuss the motel/hotel tax compliance for STR's with Keith and report back to the committee.
- c. Wade will send out a Doodle poll to establish the next meeting in December.

VI. Adjournment- 7:45 pm

Item Number: DISCUSSION ITEMS- II.-2.
Committee 2/19/2024
Meeting Date:



City of Roeland Park
Action Item Summary

Date: 2/13/2024
Submitted By: Donnie Scharff
Committee/Department: Public Works
Title: **Review Mission Road Preliminary Designs and Provide Direction (10 min)**
Item Type: Discussion

Recommendation:

Review Mission Road Preliminary Plans with Council.

Details:

Mission Road from 47th St to 53rd St is planned for 2025 construction. Staff has been working with design engineers and Westwood staff to refine the scope of the project elements. The project entails spot curb repair/replacement, sidewalk repair, asphalt base repairs, mill & overlay, streetlighting, and potential marked bike lanes. Please see the attached presentation that will provide additional information about the project.

Also attached are the survey results completed as joint effort by Westwood and Roeland Park and designed to gain insight from residents concerning design elements. This information was reviewed at a neighborhood meeting on 03/28/22.

Design Elements Needing Direction from Council:

1. Currently street lights are mounted to electric power poles on the east side of Mission. The heavy tree canopy on the east side of the street diminishes the dispersion of lighting. Installing street light poles on the east side is hindered by separation requirements between light poles and the overhead electric lines. In addition, the grass area between the back of curb and the sidewalk which is where street light poles normally would be located, has a storm pipe under it precluding placing street light poles above. These hurdles lead to looking at the west side of the street for new street lights. The west side of the street has minimal space for street light poles to be placed on the backside of the sidewalk. Utility and temporary construction easements will be needed from

these property owners to install street lights on the west side of the street. These are the same property owners who will not be allowed to park on street if dedicated bike lanes are included in the design. This could result in condemnation in order to secure the needed easements.

An agreement would also need to be executed between Westwood and Roeland Park to address the shared ongoing cost of the ownership of streetlights placed on the west side of the street as these lights would be designed to light the roadway and sidewalks located in Westwood as well as Roeland Park. The street light poles are anticipated to be 30' tall, the pole is currently a standard round design. An ornamental pole could be employed but the mounting height and arm length for the luminaire is driven by the need to spread lighting from sidewalk to sidewalk from lights on one side of the street.

2. This section of the Mission corridor is identified in our Bike and Sidewalk Master Plan as having bike lanes. The existing roadway is wide enough to accommodate two vehicle traffic lanes and dedicated bike lanes. Currently there is no parking on the east side of Mission. Installing dedicated bike lanes would generally require no parking on both sides of Mission. The preliminary design has looked at adding an additional off street parking spot for houses with a single stall drive. This is possible for most but not all of the houses.

Staff is looking for direction on final design for the street lighting and bike lanes.

What are the racial equity implications of the objective?

How does item benefit Community for all Ages?

ATTACHMENTS:

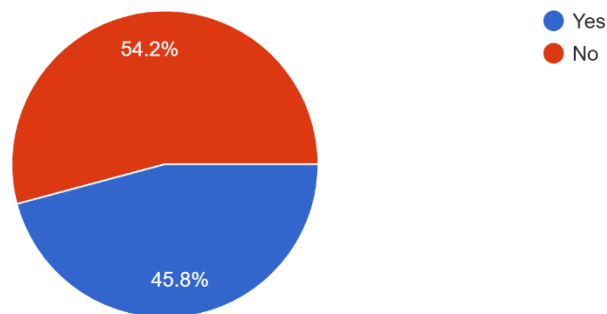
Description	Type
❑ Mission Rd Design Option Survey Results 6-1-22	Cover Memo
❑ 2025 CARS Mission Road Presentation	Cover Memo
❑ Mission Road Preliminary Design Plan Sheets	Cover Memo

Responses from 2022 Mission Rd. Community Survey

Roeland Park and Westwood, KS

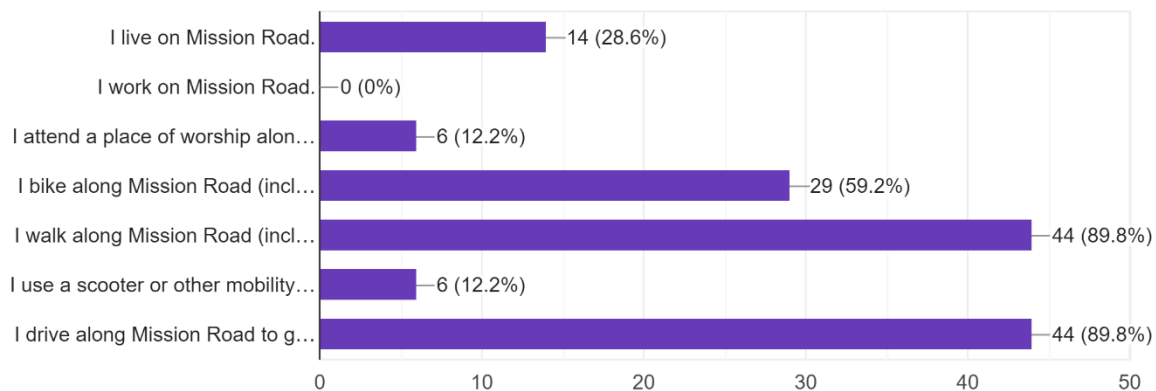
Are you a property owner or tenant along Mission Road between 47th Street and 53rd Street?

48 responses

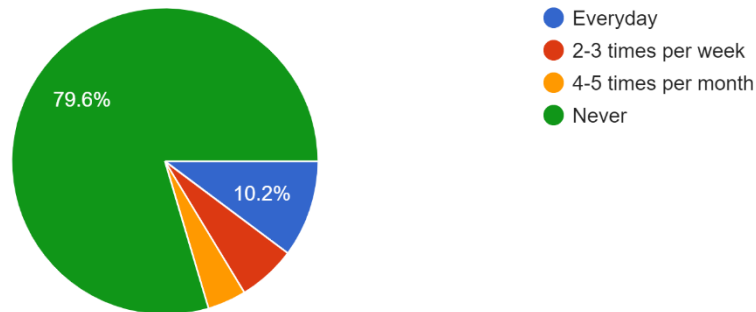


Please check all of the reasons you use Mission Road between 47th & 53rd Street.

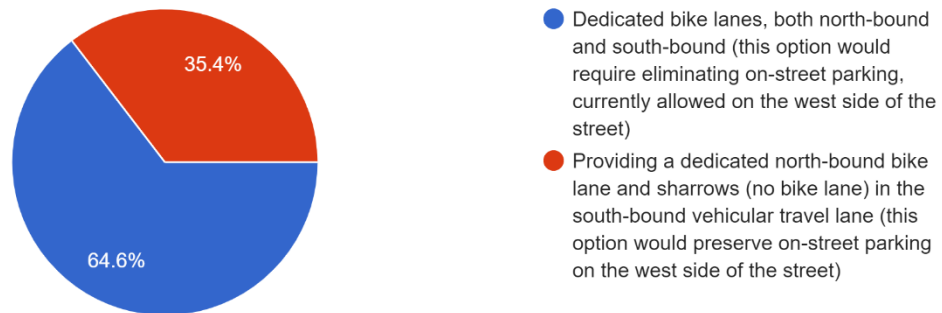
49 responses



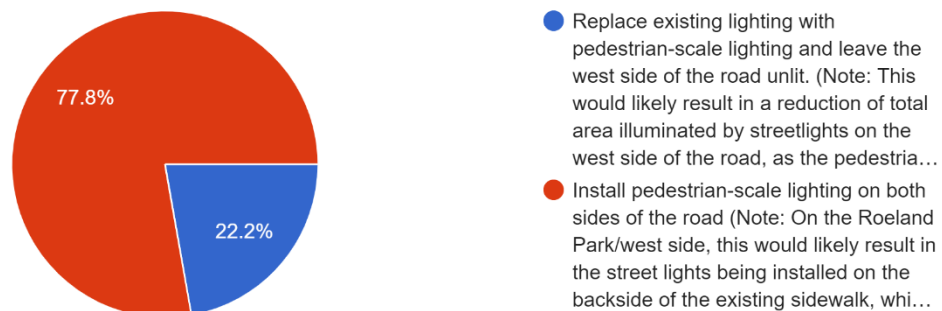
49 responses



48 responses



45 responses



Mission Rd. (53rd - 47th) Improvement Options Survey (Responses)

Timestamp	Are you a property owner or tenant along Mission Road between 47th Street and 53rd Street?	Please check all of the reasons you use Mission Road between 47th & 53rd Street.	How often do you park a vehicle on Mission Road between 47th and 53rd Street?	The cities of Roeland Park and Westwood are currently discussing how to include bike lanes into the project plan. To aid the cities in their decision-making process, please select your preferred option of the two bike lane options provided below	The cities of Roeland Park and Westwood are currently discussing how to include street light improvements into the project plan. To aid the cities in their decision-making process, please select your preferred option of the two street lighting options provided below	Do you have any additional thoughts about increasing the safety for road users along this segment of Mission Road?
3/19/2022 10:11:15	Yes	I live on Mission Road., I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	2-3 times per week	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	Yes, please prohibit people from using the eastern exit from Walmarks parking lot. Especially for people turning south onto Mission Road. It is a mess for thru traffic and at some point will result in an accident at the intersection. This exit is too close to the intersection of Mission and 47th street.
3/21/2022 13:23:03	Yes	I live on Mission Road., I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	2-3 times per week	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)	Replace existing lighting with pedestrian-scale lighting and leave the west side of the road unlit. (Note: This would likely result in a reduction of total area illuminated by streetlights on the west side of the road, as the pedestrian-scale lighting would likely only reach to the center line of the road.)	Reduce the speed to 25 MPH
3/22/2022 8:32:12	No	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	The key benefit of bike lanes both sides is the buffer from high speed traffic that they provide for pedestrians on the sidewalk. As one of the few streets in Westwood with limits >25mph, the speed and sound of traffic on Mission is always jarring when on a walk.
3/24/2022 18:50:38	No	I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	
3/28/2022 19:00:01	Yes	I live on Mission Road.	2-3 times per week	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)	Replace existing lighting with pedestrian-scale lighting and leave the west side of the road unlit. (Note: This would likely result in a reduction of total area illuminated by streetlights on the west side of the road, as the pedestrian-scale lighting would likely only reach to the center line of the road.)	
3/28/2022 21:09:20	Yes	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	Make bike lanes protected and buffered from motorist. Give signal priority to cyclist and pedestrians to make their walk and ride more enjoyable. Buffered space could include greenspace to improve the built environment and reduce storm water runoff. Also in conjunction with this project look into subsidizing bike parking infrastructure for businesses along plan corridor to make biking a more attractive mode of transpiration.
3/28/2022 21:09:46	Yes	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	I'd love a grass or tree buffer between the road and bike lanes. That way I feel safer riding my bike next to traffic. Also more greenery would make it more enjoyable to ride and walk and be outside. Also more bike racks. I bike to get groceries and have to bring my bike inside the store since there are no bike racks.
3/30/2022 8:08:05	Yes	I live on Mission Road., I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Replace existing lighting with pedestrian-scale lighting and leave the west side of the road unlit. (Note: This would likely result in a reduction of total area illuminated by streetlights on the west side of the road, as the pedestrian-scale lighting would likely only reach to the center line of the road.)	I ride my bike on Mission road often (50-60 times per year) and it usually isn't too bad, but having a dedicated lane at least in the northbound lane, where you're riding uphill, would be great for safety, especially around the bend by the church, where I have had cars turn in front of me several times. Separating the bike lane with a physical barrier would be safest.
3/30/2022 8:15:19	Yes	I live on Mission Road., I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	

Mission Rd. (53rd - 47th) Improvement Options Survey (Responses)

Timestamp	Are you a property owner or tenant along Mission Road between 47th Street and 53rd Street?	Please check all of the reasons you use Mission Road between 47th & 53rd Street.	How often do you park a vehicle on Mission Road between 47th and 53rd Street?	The cities of Roeland Park and Westwood are currently discussing how to include bike lanes into the project plan. To aid the cities in their decision-making process, please select your preferred option of the two bike lane options provided below	The cities of Roeland Park and Westwood are currently discussing how to include street light improvements into the project plan. To aid the cities in their decision-making process, please select your preferred option of the two street lighting options provided below	Do you have any additional thoughts about increasing the safety for road users along this segment of Mission Road?
3/30/2022 8:52:51	No	I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	Two thoughts - 1 Create a bike/sidewalk combined option on the northbound side using the existing easement associated with the current sidewalk in combination with the street 2 install a curb to separate the northbound bike lane from vehicular traffic (could also buffer the sidewalk also using a double curb, one for the bike and one for the sidewalk). Studies have found that the curb buffering also works as a vehicle buffering and speed control much like the white line in the street on Belinder
3/30/2022 13:25:58	No	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	Lots of traffic from Bishop Miege and Agnes cuts through Westwood when leaving the school and parish. If there was a way we could eliminate this by perhaps putting signs in those parking lots for only left or right turns, that could help.
3/30/2022 14:30:13	Yes	I attend a place of worship along Mission Road., I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	
3/30/2022 15:45:32	Yes	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)		I live on W.51st Street between Mission and Belinder. Everyday when Bishop Miege let's out of school we have high school students use our street as a through way. They come out of the parking lot across Mission and down W.51st St. we have about 15 young kids who live on our street and are often outside playing or walking home. The teens are often speeding a do not slow down when they see children playing. Many are even on phones. Could signs be installed at the exit of the parking lot on Mission to require traffic to either turn left or right onto Mission and not straight? That would help so many parents on our street and keep it much safer.
3/30/2022 17:09:25	Yes	I live on Mission Road., I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Everyday	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	Installing speed bumps or a speed table at the intersection of mission road and West 51st street to decrease the amount of speeding coming out of Bishop Miege
3/30/2022 21:21:59	Yes	I live on Mission Road., I bike along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	
3/31/2022 22:54:29	No	I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	We live on 51st street and would love to see the students coming out of the bishop miege parking lot and onto 51st street have to turn left or right onto mission road and not continue across mission on 51st street as a thoroughfare while speeding. Lots of little kids on the street and with a slight hill that peaks 1/2 down the street causes a lot of potentially dangerous situations each day. My husband and daughters had to move out of the way of an accident as a student sped across mission and t-boned a car while my little girls were on the sidewalk with scooters.
4/3/2022 11:22:58		I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	Please consider not allowing vehicles that exit the St Agnes parking lot (on Mission) to go across Mission straight on to 51st St. Many times cars speed across Mission to get between oncoming cars and keep their speed up down the street endangering a lot of little kids who live on this street. Would it be possible to consider signage and enforcement for those vehicles to turn left or right onto Mission instead? There is an abundance of speeding down 51st. St, especially at dismissal time, and this might be a very inexpensive way to deter that. Thank you.
4/5/2022 13:46:19	No	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	Building out bicycle infrastructure is key to a success of Westwood

Mission Rd. (53rd - 47th) Improvement Options Survey (Responses)

Timestamp	Are you a property owner or tenant along Mission Road between 47th Street and 53rd Street?	Please check all of the reasons you use Mission Road between 47th & 53rd Street.	How often do you park a vehicle on Mission Road between 47th and 53rd Street?	The cities of Roeland Park and Westwood are currently discussing how to include bike lanes into the project plan. To aid the cities in their decision-making process, please select your preferred option of the two bike lane options provided below	The cities of Roeland Park and Westwood are currently discussing how to include street light improvements into the project plan. To aid the cities in their decision-making process, please select your preferred option of the two street lighting options provided below	Do you have any additional thoughts about increasing the safety for road users along this segment of Mission Road?
4/5/2022 13:46:30	Yes	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I use a scooter or other mobility device along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Everyday	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	I think that the best thing to do for this segment is to keep bikes and cars separated by a buffer space so that it is safer for both pedestrians and cyclists.
4/6/2022 7:42:24	No	I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	
4/6/2022 8:09:55	No	I attend a place of worship along Mission Road, I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	Thank you for working to improve safety for pedestrians on Mission Road. My family of 6 live in Westwood just off Mission and we walk to school, practices, Fairway shops, church and friends' houses via Mission road. My kids ride their scooters and bikes as well but use the sidewalks for those. Any improvements to ease of travel and better lighting is a plus. Thanks!
4/6/2022 9:19:55	No	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	
4/6/2022 9:29:06	Yes	I attend a place of worship along Mission Road.	Everyday	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	
4/6/2022 10:54:46	Yes	I live on Mission Road, I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Replace existing lighting with pedestrian-scale lighting and leave the west side of the road unit. (Note: This would likely result in a reduction of total area illuminated by streetlights on the west side of the road, as the pedestrian-scale lighting would likely only reach to the center line of the road.)	More caution signs / flashing lights that alert drivers to slow down.
4/6/2022 11:29:43	No	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I use a scooter or other mobility device along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	Need to install additional traffic calming measures (barriers, curb bumpouts, etc.) in addition to dedicated bike lanes on Mission Road. Also need safe, separate northbound bike/pedestrian lane (with barrier) and additional traffic calming all the way to Southwest Blvd (via Mission or Rainbow).
4/6/2022 12:07:08	Yes	I live on Mission Road, I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	4-5 times per month	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Replace existing lighting with pedestrian-scale lighting and leave the west side of the road unit. (Note: This would likely result in a reduction of total area illuminated by streetlights on the west side of the road, as the pedestrian-scale lighting would likely only reach to the center line of the road.)	

Mission Rd. (53rd - 47th) Improvement Options Survey (Responses)

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4/6/2022 19:05:37	No	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)	Replace existing lighting with pedestrian-scale lighting and leave the west side of the road unlit. (Note: This would likely result in a reduction of total area illuminated by streetlights on the west side of the road, as the pedestrian-scale lighting would likely only reach to the center line of the road.)	
4/7/2022 8:51:24	Yes	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	
4/7/2022 13:32:17	No	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	I like the idea of protected bike lanes if possible.
4/12/2022 7:14:56	No	I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	
4/12/2022 7:31:00	No	I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	
4/12/2022 8:27:27	No	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)		Adding bike lanes to a 2-lane road with no bike traffic will decrease the safety for road users.
4/12/2022 17:45:50	No	I drive along Mission Road to get to other parts of the community.	Never	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)		
4/13/2022 10:38:28	No	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never			The intersection of Mission Rd. and 51st St. is very dangerous, especially in the afternoon when Bishop Miege is being dismissed and after Bishop Miege sporting events. There have been numerous accidents there. Additionally, many cars from Miege come across Mission Rd. (sometimes without stopping at the sign) and continue east on 51st St. at very high rates of speed. Please consider a requirement that cars leaving the Miege parking lot on 51st St. must turn left or right on Mission Rd. instead of continuing east on 51st St. Forcing cars to turn here would slow them down at the Mission Rd./51st St. stop sign and encourage use of a main street instead of a neighborhood street as a means of exit.
4/15/2022 17:30:29	Yes	I live on Mission Road., I attend a place of worship along Mission Road.	Everyday	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)	Replace existing lighting with pedestrian-scale lighting and leave the west side of the road unlit. (Note: This would likely result in a reduction of total area illuminated by streetlights on the west side of the road, as the pedestrian-scale lighting would likely only reach to the center line of the road.)	

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4/19/2022 16:43:49	No	I walk along Mission Road (includes for transportation and/or recreation).	Everyday	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Replace existing lighting with pedestrian-scale lighting and leave the west side of the road unit. (Note: This would likely result in a reduction of total area illuminated by streetlights on the west side of the road, as the pedestrian-scale lighting would likely only reach to the center line of the road.)	
4/29/2022 8:56:50	Yes	I live on Mission Road. I attend a place of worship along Mission Road. I bike along Mission Road (includes for transportation and/or recreation). I walk along Mission Road (includes for transportation and/or recreation). I drive along Mission Road to get to other parts of the community.	Never	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	
5/9/2022 11:24:56	Yes	I live on Mission Road. I bike along Mission Road (includes for transportation and/or recreation). I walk along Mission Road (includes for transportation and/or recreation). I drive along Mission Road to get to other parts of the community.	Never	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	I would lobby for speed tables at various intersections between 47th & 53rd, accompanied by pedestrian bumps at those locations.
5/10/2022 19:48:04	No	I bike along Mission Road (includes for transportation and/or recreation). I walk along Mission Road (includes for transportation and/or recreation). I use a scooter or other mobility device along Mission Road (includes for transportation and/or recreation). I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	To encourage pedestrian and non-vehicle use, install various traffic calming measures and reduce the speed limit.
5/24/2022 20:53:44	Yes	I live on Mission Road. I bike along Mission Road (includes for transportation and/or recreation). I walk along Mission Road (includes for transportation and/or recreation). I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	
5/25/2022 8:41:00	No	I bike along Mission Road (includes for transportation and/or recreation). I walk along Mission Road (includes for transportation and/or recreation). I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	
5/25/2022 8:43:09	No	I attend a place of worship along Mission Road. I walk along Mission Road (includes for transportation and/or recreation). I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	
5/25/2022 9:07:07	No	I walk along Mission Road (includes for transportation and/or recreation). I use a scooter or other mobility device along Mission Road (includes for transportation and/or recreation). I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	

Mission Rd. (53rd - 47th) Improvement Options Survey (Responses)

Timestamp	Are you a property owner or tenant along Mission Road between 47th Street and 53rd Street?	Please check all of the reasons you use Mission Road between 47th & 53rd Street.	How often do you park a vehicle on Mission Road between 47th and 53rd Street?	The cities of Roeland Park and Westwood are currently discussing how to include bike lanes into the project plan. To aid the cities in their decision-making process, please select your preferred option of the two bike lane options provided below	The cities of Roeland Park and Westwood are currently discussing how to include street light improvements into the project plan. To aid the cities in their decision-making process, please select your preferred option of the two street lighting options provided below	Do you have any additional thoughts about increasing the safety for road users along this segment of Mission Road?
5/25/2022 9:07:16	Yes	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I use a scooter or other mobility device along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	Larger sidewalks and landscape buffers like Mission Road South of 75th Street in Prairie Village.
5/25/2022 9:12:17	No	I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Replace existing lighting with pedestrian-scale lighting and leave the west side of the road unlit. (Note: This would likely result in a reduction of total area illuminated by streetlights on the west side of the road, as the pedestrian-scale lighting would likely only reach to the center line of the road.)	Do not replace lighting on Mission rd with same lighting definitions as on some streets in Westwood. Parked cars on West side are a hazard.
5/25/2022 21:58:57	No	I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	
5/26/2022 7:30:09	Yes	I live on Mission Road., I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	4-5 times per month	Providing a dedicated north-bound bike lane and sharrows (no bike lane) in the south-bound vehicular travel lane (this option would preserve on-street parking on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	Please place more police along Mission Rd for seed control. People are not driving a safe speed, to add a bike lanes to an already unsafe environment is unwise.
5/26/2022 19:33:26	No	I bike along Mission Road (includes for transportation and/or recreation), I walk along Mission Road (includes for transportation and/or recreation), I use a scooter or other mobility device along Mission Road (includes for transportation and/or recreation).	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Replace existing lighting with pedestrian-scale lighting and leave the west side of the road unlit. (Note: This would likely result in a reduction of total area illuminated by streetlights on the west side of the road, as the pedestrian-scale lighting would likely only reach to the center line of the road.)	
5/28/2022 10:36:01	No	I walk along Mission Road (includes for transportation and/or recreation), I drive along Mission Road to get to other parts of the community.	Never	Dedicated bike lanes, both north-bound and south-bound (this option would require eliminating on-street parking, currently allowed on the west side of the street)	Install pedestrian-scale lighting on both sides of the road (Note: On the Roeland Park/west side, this would likely result in the street lights being installed on the backside of the existing sidewalk, which may require the acquisition of a utility easement from adjoining property owners.)	

2025 CARS-MISSION ROAD CITY COUNCIL UPDATE

FEBRUARY 19TH, 2024 COUNCIL WORKSHOP



AGENDA



- Introductions
- Existing Conditions
- Project Status
- Proposed Major Changes



DONNIE SCHARFF
PUBLIC WORKS DIRECTOR
ROELAND PARK



DAN MILLER
CIVIL DESIGN GROUP LEADER
LAMP RYNEARSON



GREG VAN PATTEN
PROJECT MANAGER
LAMP RYNEARSON



TROY MONTAGUE
PROJECT ENGINEER
LAMP RYNEARSON



JOHN SULLIVAN
PUBLIC WORKS DIRECTOR
WESTWOOD

EXISTING CONDITIONS (W 47TH AVE TO W 53RD ST.)



- Approximately 34' B-B (30' PVMT) residential collector
- East half of road in City of Westwood, west half in City of Roeland Park
- On street parking allowed on west side of Mission Road
- Drop off lane in front of St. Agnes Catholic School
- Existing sidewalk east side of Mission
- Existing sidewalk runs on west side of Mission Road from St Agnes Property to 4718 Mission Road
- Every street lighting on east side of road

PROJECT STATUS

- Interlocal agreement between City of Roeland Park and City of Westwood executed
- Lamp Rynearson hired to do preliminary design work and submit CARS estimate
- Preliminary design underway, survey complete
- Coordination meetings with Roeland Park, Westwood, and Fairway
- Johnson County CARS application due March 8, 2024
- Final design spring 2024, easement acquisition summer/fall 2024
- Bid project end of 2024, construction 2025

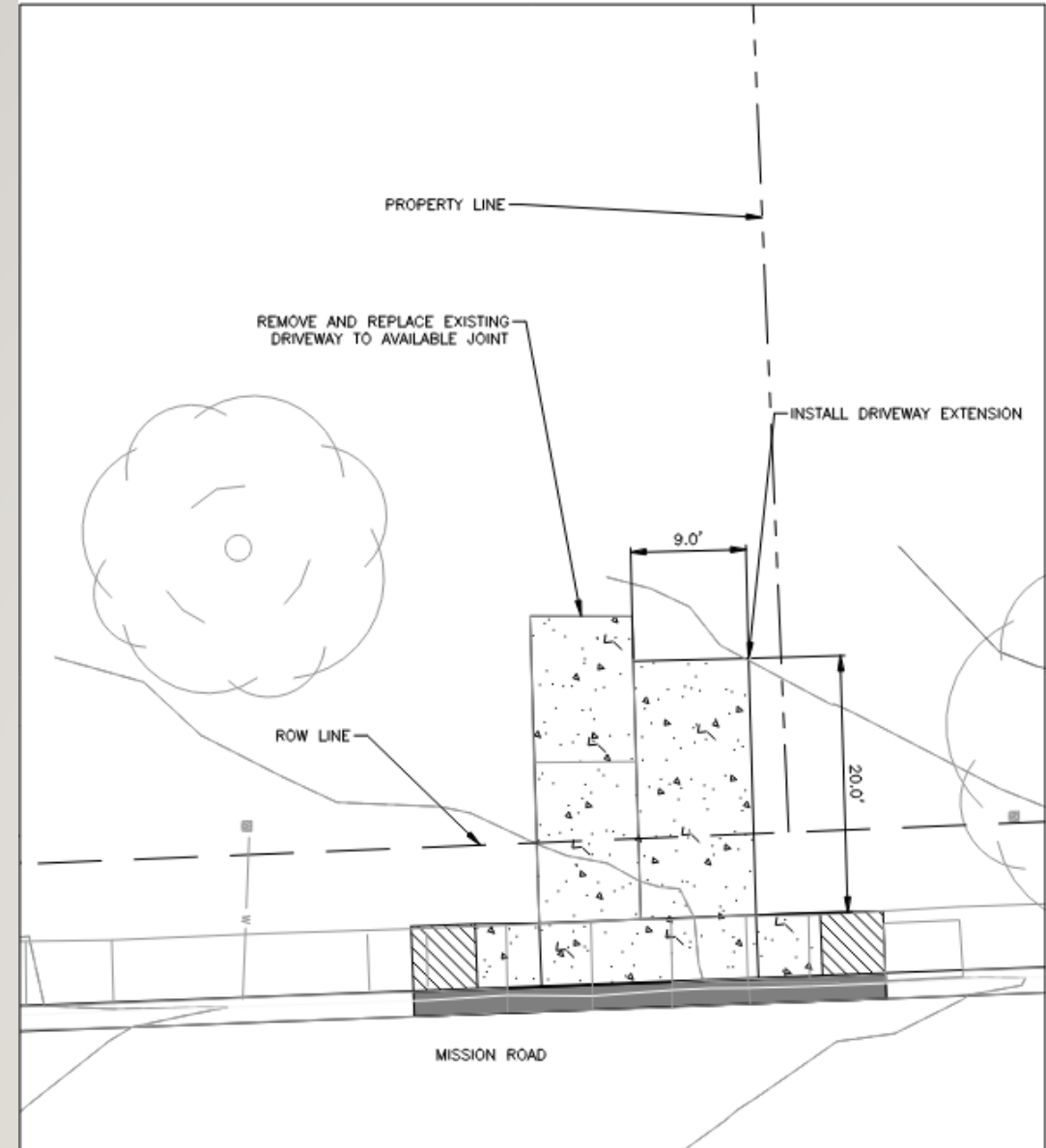
MAJOR PROPOSED CHANGES - BIKE LANES

- Mission Road included in MARC Bike Plan, Roeland Park Bike Plan, and Westwood Bike Plan
- Proposed 5-foot bicycle lanes with 10-foot driving lanes marked and signed
- Road width can accommodate bike lanes only with eliminating on street parking
- Proposed bike lanes start at W 47th Street and continue to St. Agnes School
- Share the road markings and signing south end of project



CHALLENGES WITH ELIMINATING ON STREET PARKING

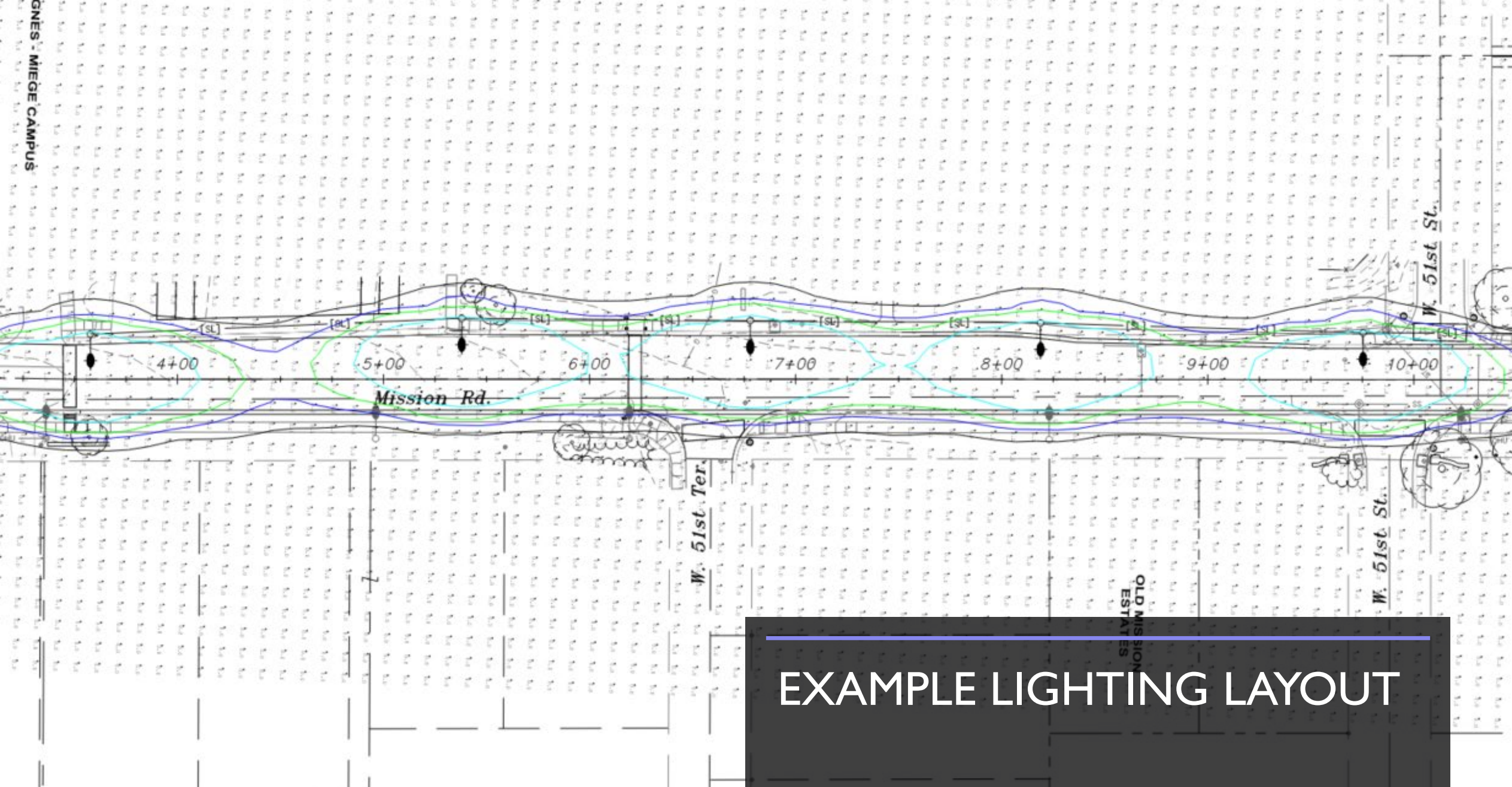
- Currently 13 Roeland Park properties have only a single parking driveway
 - 9 properties (4760, 4808, 4824, 4812, 4826, 4900, 4906, 4916, 4930, 5036 Mission Road) can have an 8'-10' wide and 20' deep pad added
 - Width of pad varies depending on property lines
 - 4 properties (4724, 4728, 4734, 4770 Mission Road) cannot have additional parking added because of basement garages and retaining walls
- All properties would require temporary construction easements and could have landscaping adjustments
- Additional estimated cost for above work = \$98,800



PROPOSED CHANGE: STREET LIGHTING

- Current street lighting is cobra heads on Evergy power poles on east side of Mission Road
- Goal is to remove lighting from Evergy poles and construct City owned infrastructure
- Challenges constructing city system
 - East side has storm drainage running near the back of curb (power pole foundations would not be able to go deep enough), and overhead power lines would conflict with the poles
 - West side has limited right-of-way on south end, which would require easements
- Current proposal is to have poles located along the west side of Mission Road behind sidewalk
 - Current lighting design is 30' tall cobra heads, black finish
 - Maintenance shared between both cities (maintenance agreement)
 - Some tree trimming will be necessary on the west side
 - Design will illuminate Mission Road and the pedestrian sidewalks (no pedestrian specific luminaires currently included in design)

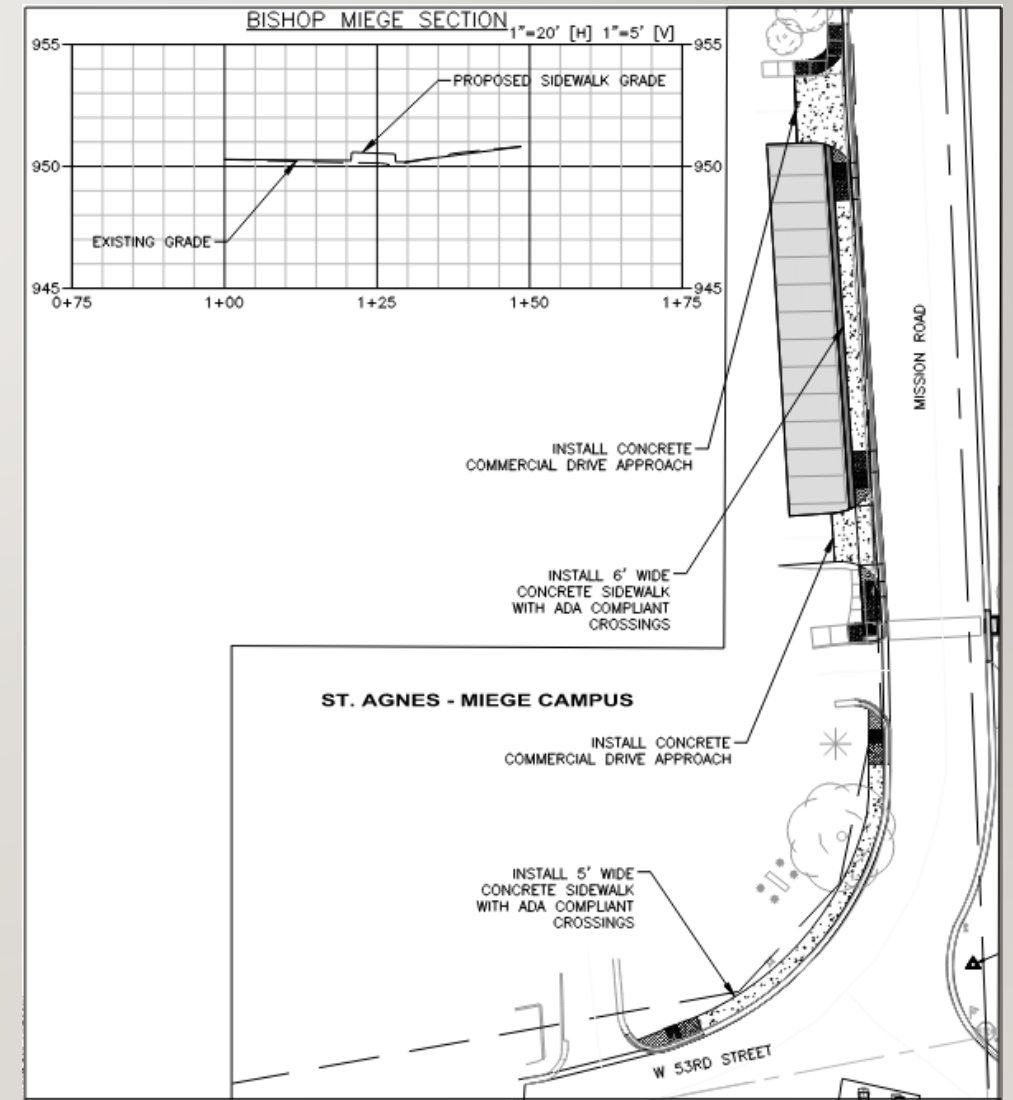




EXAMPLE LIGHTING LAYOUT

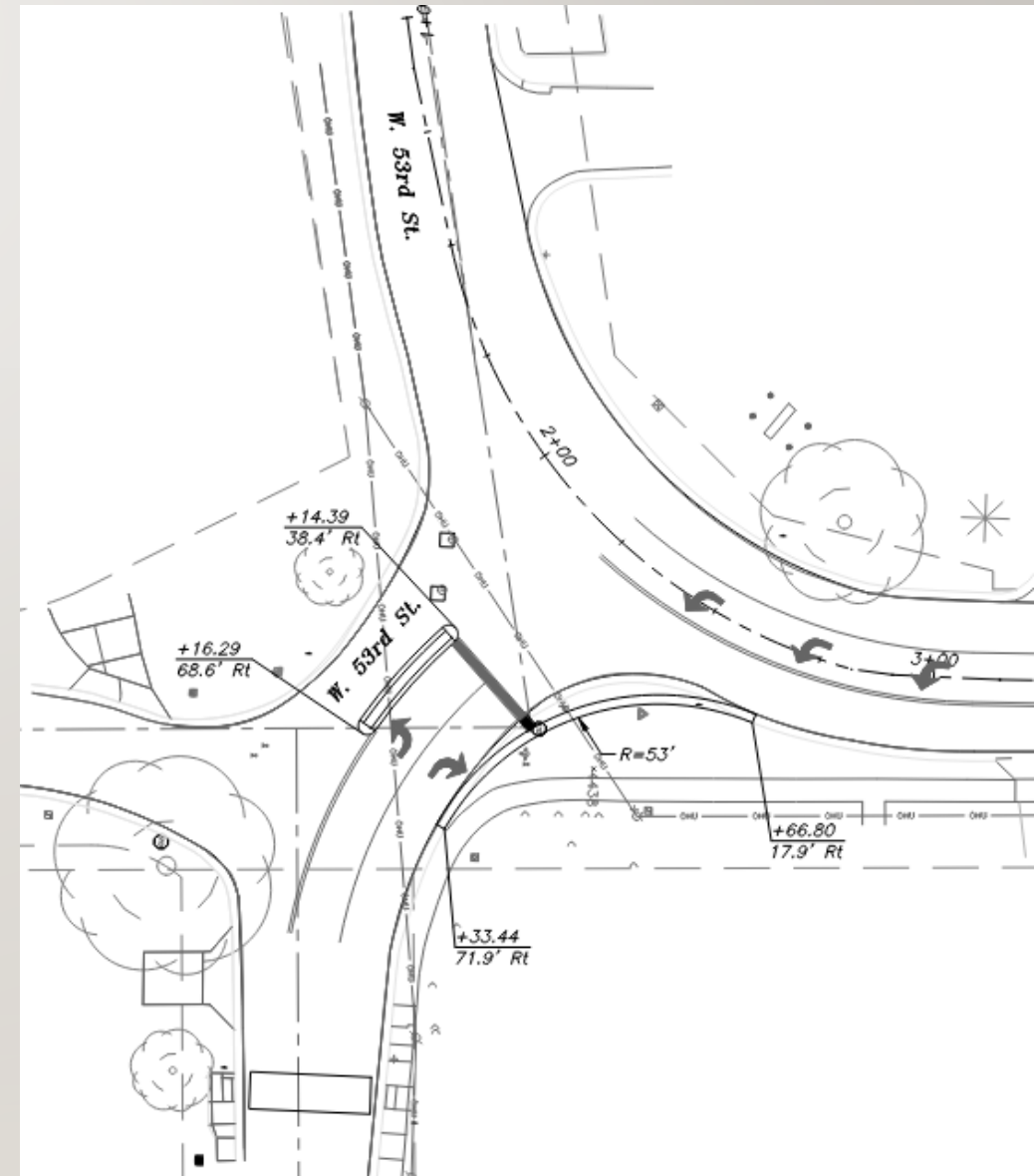
PROPOSED CHANGE: ST. AGNES PARKING LOT

- Currently the St. Agnes parking lot does not have concrete sidewalk
 - Proposing to add typical curb through the property, and add sidewalk behind curb including ADA compliant crossings
- Sidewalk is proposed to be added along the northwest end of 53rd Street and Mission Road intersection
- Easements and Right-of-way required



PROPOSED CHANGE: GEOMETRIC IMPROVEMENTS AT MISSION ROAD AND W 53RD STREET

- Currently northbound lane on Mission Road is very narrow
 - Proposing to widen Mission Road to W 53rd St. Radius (partially in Fairway)
- Proposing to add a median near W 53rd Street and Mission Road intersection on East side
 - Would help eliminate southbound Mission Road traffic from crossing lane lines when entering W 53rd Street and Chadwick Street

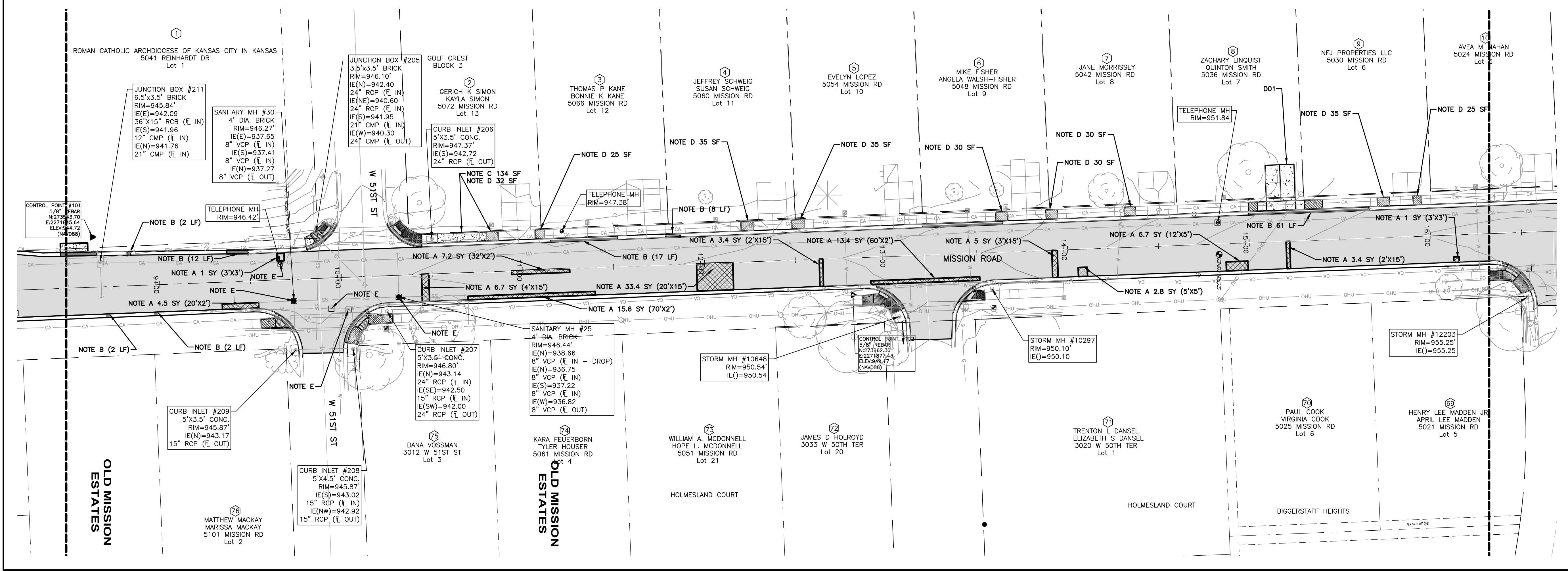
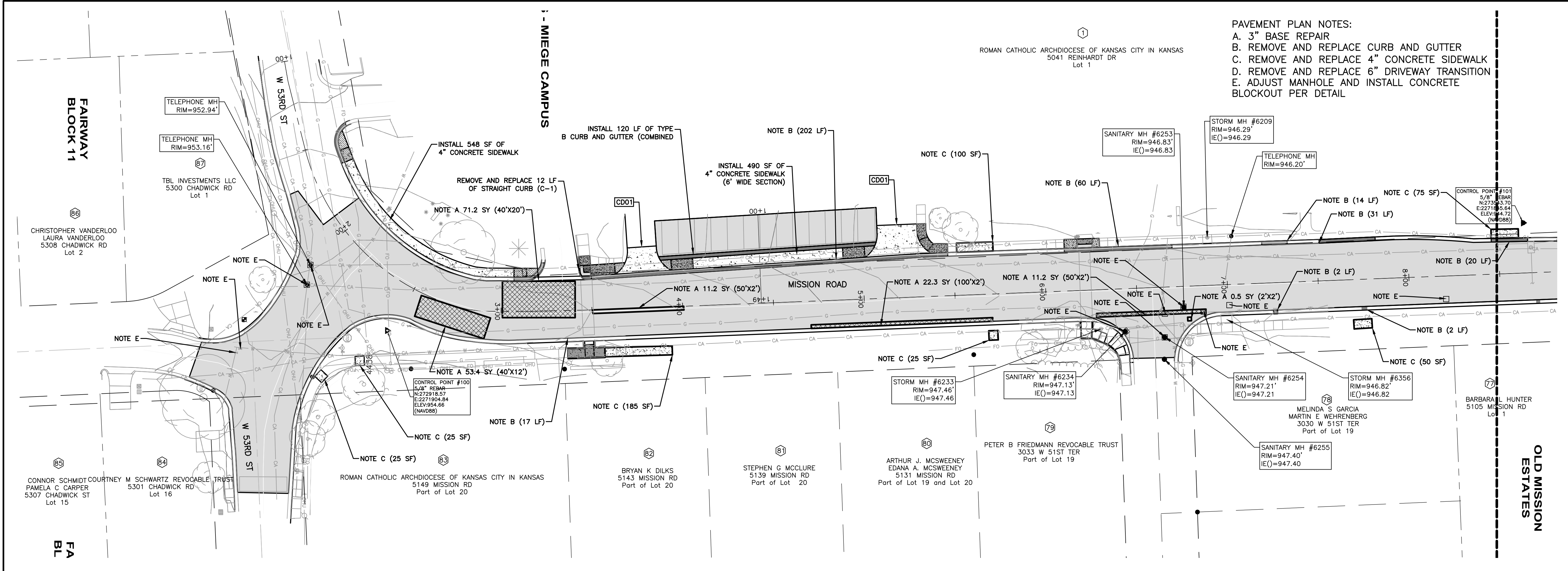


THANK YOU

QUESTIONS?



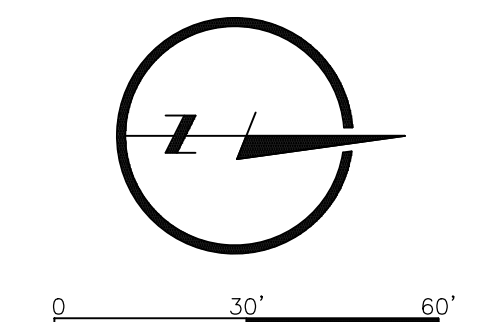
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- PAVEMENT PLAN NOTES:
- A. 3" BASE REPAIR
 - B. REMOVE AND REPLACE CURB AND GUTTER
 - C. REMOVE AND REPLACE 4" CONCRETE SIDEWALK
 - D. REMOVE AND REPLACE 6" DRIVEWAY TRANSITION
 - E. ADJUST MANHOLE AND INSTALL CONCRETE BLOCKOUT PER DETAIL

**LAMP
RYNEARSON**

LAMPRYNEARSON.COM
OMAHA, NEBRASKA
14710 W. DODGE RD, STE. 100 (402) 496-2496
NE AUTHORIZATION NO.: CAJ130
FORT COLLINS, COLORADO
4715 INNOVATION DR, STE. 100 (970) 226-0342
KANSAS CITY, MISSOURI
9001 STATE LINE RD, STE. 200 (816) 361-0440
MO AUTH. NO.: E-2013011963 | LS-2019043127



PRELIMINARY

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GREG VANPATTEN
2700

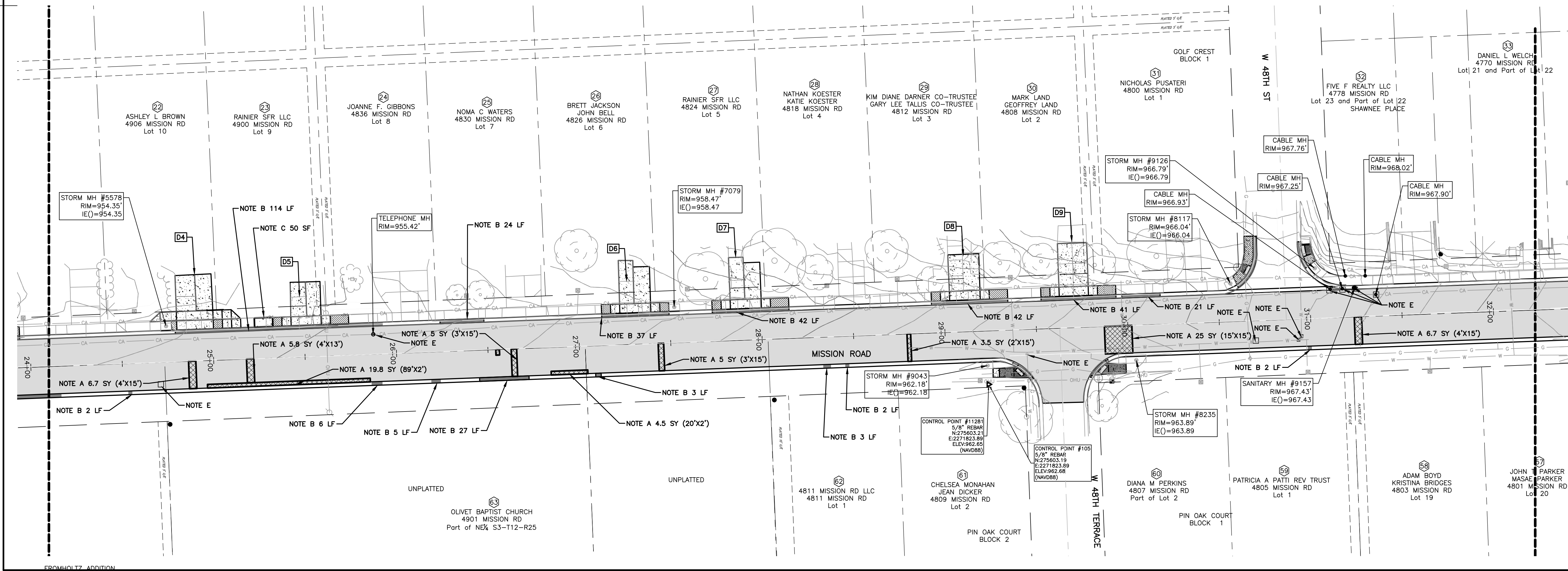
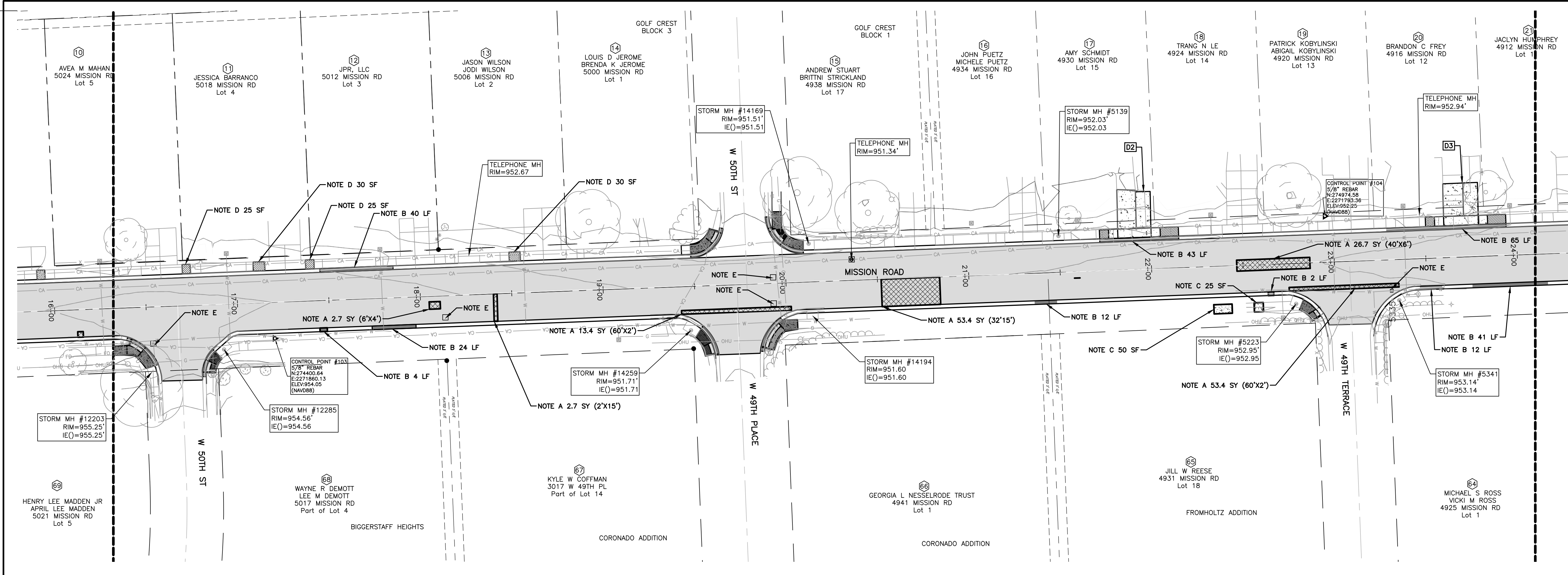
PAVEMENT PLAN SHEET 1
MISSION ROAD IMPROVEMENTS - 2025 CARS
CITY OF ROELAND PARK AND WESTWOOD, KANSAS

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PROJECT NUMBER	0323099
BOOK AND PAGE	
SHEET	

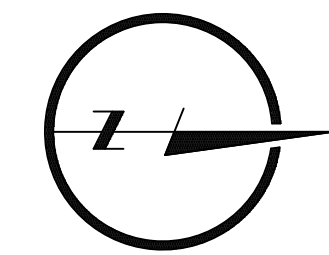
03 OF

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**LAMP
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14710 W. DODGE RD., STE. 100 (402) 496-2496
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KANSAS CITY, MISSOURI
9001 STATE LINE RD., STE. 200 (816) 361-0440
MO AUTH. NO.: E-2013011963 | LS-2019043127



0 30' 60'

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PAVEMENT PLAN SHEET 2

MISSION ROAD IMPROVEMENTS - 2025 CARS
CITY OF ROELAND PARK AND WESTWOOD, KANSAS



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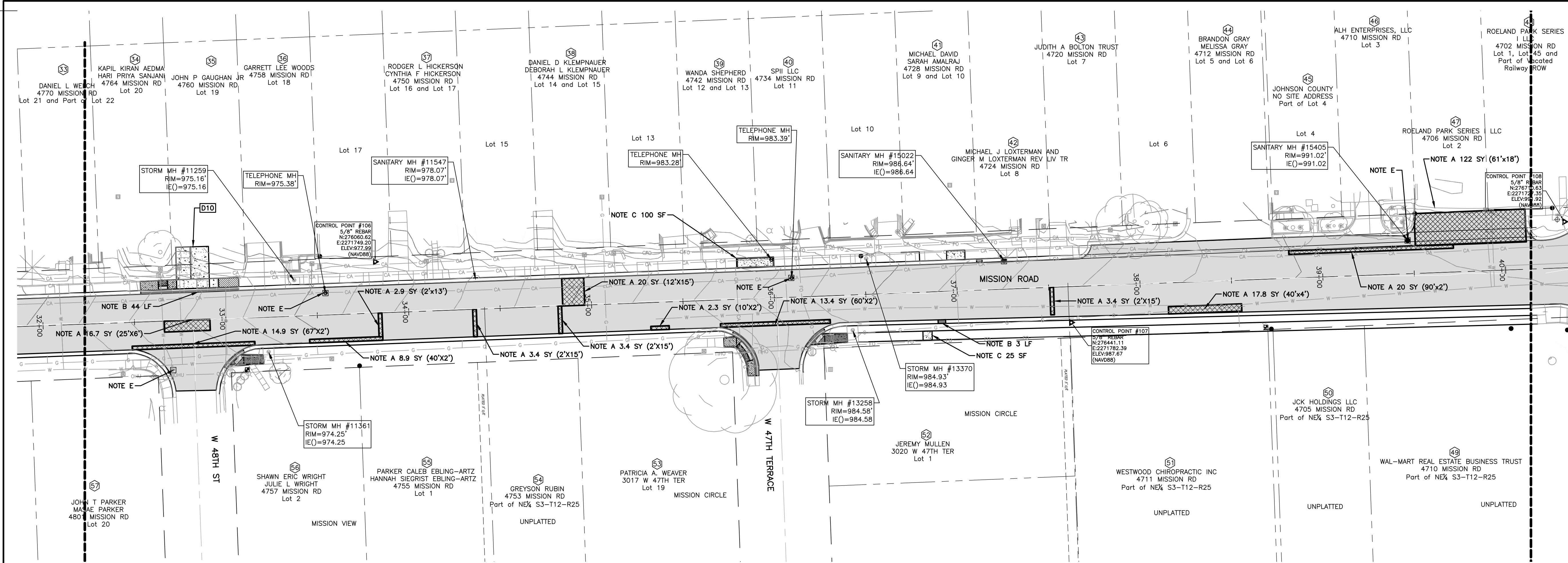
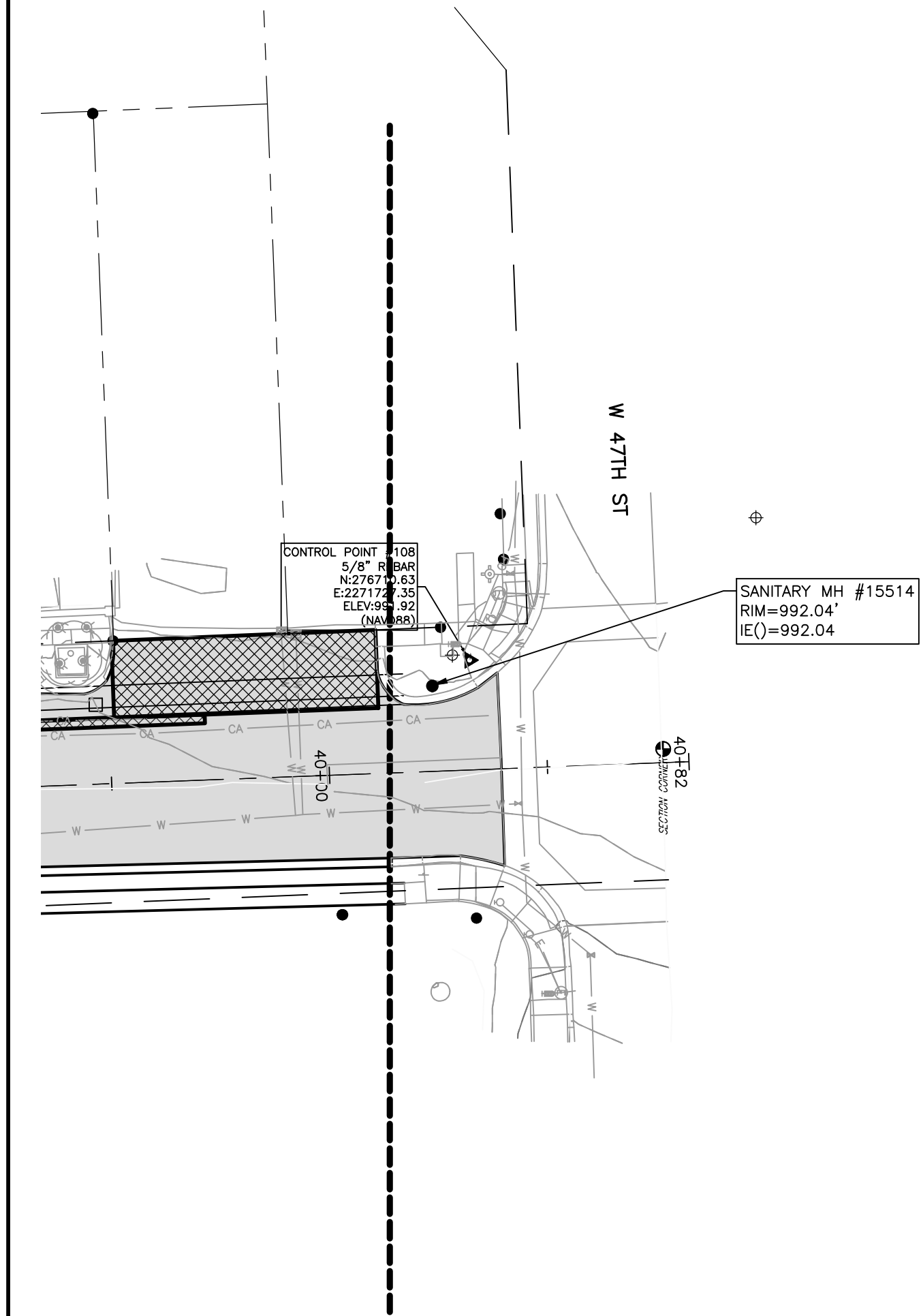
DESIGNER / DRAFTER

DATE
2024
PROJECT NUMBER
0323099
BOOK AND PAGE

SHEET

04 OF

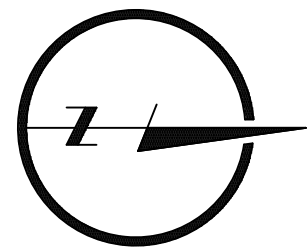
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DRIVEWAY SCHEDULE										
ID	ADDRESS	EXISTING MATERIAL	LENGTH	WIDTH	CURB TYPE	REMOVE AND REPLACE S.Y. 6" CONCRETE	EXTENSION WIDTH	EXTENSION LENGTH	INSTALL S.Y. 6" CONCRETE	S.F. 6" TRANSITION PANEL CONCRETE
D1	5036 MISSION ROAD	CONCRETE	8	20	C	33	8	20	18	75
D2	4930 MISSION ROAD	CONCRETE	10	21	C	40	8	20	18	75
D3	4916 MISSION ROAD	CONCRETE	11	18	C	38	8	20	18	75
D4	4906 MISSION ROAD	CONCRETE	11	20	C	60	9	20	20	65
D5	4900 MISSION ROAD	CONCRETE	8	8	C	33	8	20	18	50
D6	4826 MISSION ROAD	CONCRETE	8	24	C	36	9	20	20	50
D7	4824 MISSION ROAD	CONCRETE	8	20	C	33	9	20	20	75
D8	4812 MISSION ROAD	CONCRETE	8	20	C	33	9	20	20	75
D9	4808 MISSION ROAD	CONCRETE	16	24	C	57				50
D10	4760 MISSION ROAD	CONCRETE	8	20	C	32	10	20	23	75
CD01	5401 REINHARDT DRIVE	ASPHALT	31	14	C	32				
CD02	5402 REINHARDT DRIVE	ASPHALT	37	17	C	47				

LAMP
RYNEARSON

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0 30' 60'

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GREG VANPATTEN
2700

PAVEMENT PLAN SHEET 3

MISSION ROAD IMPROVEMENTS – 2025 CARS
CITY OF ROELAND PARK AND WESTWOOD, KANSAS



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DATE
2024
PROJECT NUMBER
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SHEET

05 OF

Item Number: DISCUSSION ITEMS- II.-3.
Committee 2/19/2024
Meeting Date:



City of Roeland Park

Action Item Summary

Date: 2/15/2024
Submitted By: Donnie Scharff, Director of Public Works
Committee/Department: Public Works
Title: **Review Roe Parkway Preliminary Designs and Provide Direction (10 min)**
Item Type: Discussion

Recommendation:

Staff is seeking approval of the preliminary design plans for the Roe Parkway project.
***Presentation will be up loaded when available.**

Details:

The Roe Parkway project consists of extending Roe Parkway to intersect Roe Boulevard and adding a left turn lane to south bound Roe Blvd as well as reconstructing the balance of Roe Parkway. This includes adding a sidewalk to the south/west side of the street. Construction is anticipated to begin in the summer of 2024 and end in 2025. The extension to Roe Boulevard would be completed first to provide the businesses a second means of egress while the balance of the road is being reconstructed.

Attached is a power point presentation from Larkin to highlight the project. A neighborhood meeting was held 01/02/2023 where the draft plans were reviewed.

What are the racial equity implications of the objective?

How does item benefit Community for all Ages?

The project adds a sidewalk to a street that currently does not contain a sidewalk, this improves accessibility for a broader age group in our community.

ATTACHMENTS:

Description



Roe Pkwy Improvements Presentation

Type

Cover Memo

ROE PARKWAY IMPROVEMENTS EXTENSION AND PARTIAL RECONSTRUCTION (ROE BLVD TO W. 48TH STREET)

CITY COUNCIL UPDATE FEBRUARY 19TH COUNCIL WORKSHOP



AGENDA



LAMP
RYNEARSON

- Scope of Work
- Construction Timeline (Estimated)
- General Plan Information
- Permanent/Temporary Construction Easements
- Questions? Special Accommodations?

SCOPE OF WORK

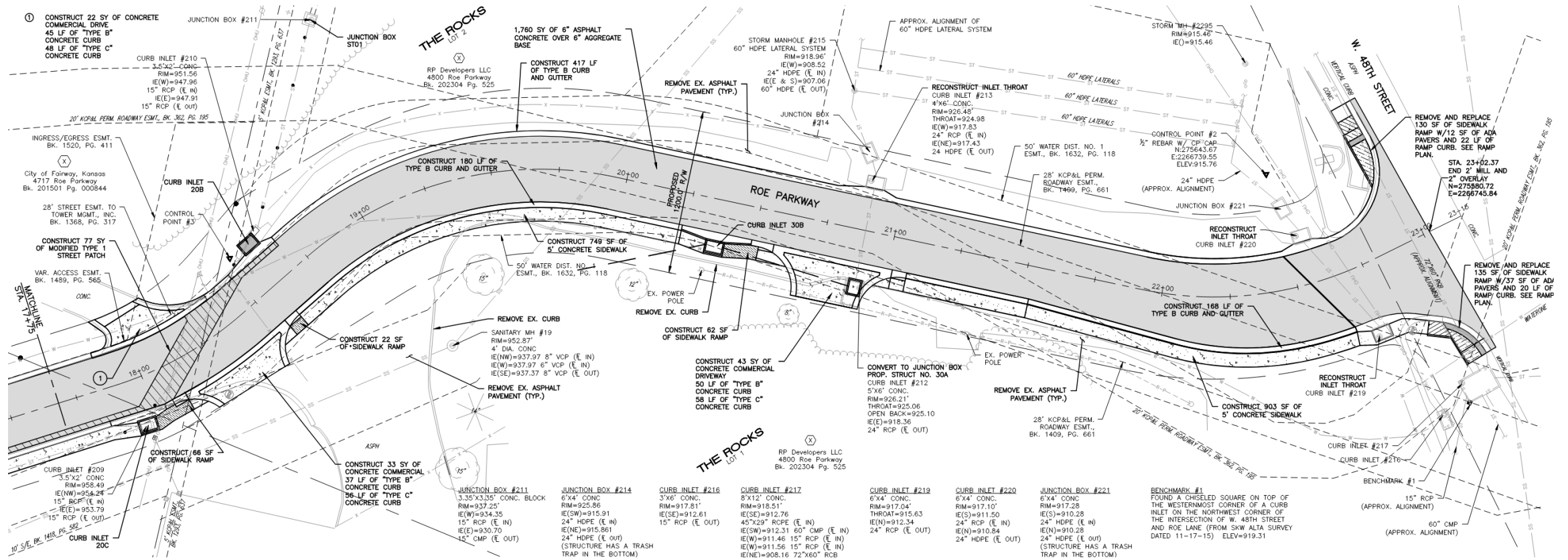
- Extension of Roe Pkwy to Roe Blvd. Provide SB left turn lane on Roe Blvd through median.
- Stormwater Improvements – replacement of pipes & structures (CMP to RCP)
- Construction of sidewalks along the southern/western side of Roe Parkway
- Concrete curb & gutter replacement (reconstruction and extension area)
- Driveway approach replacement as required for sidewalk improvements

CONSTRUCTION TIMELINE (ESTIMATED)

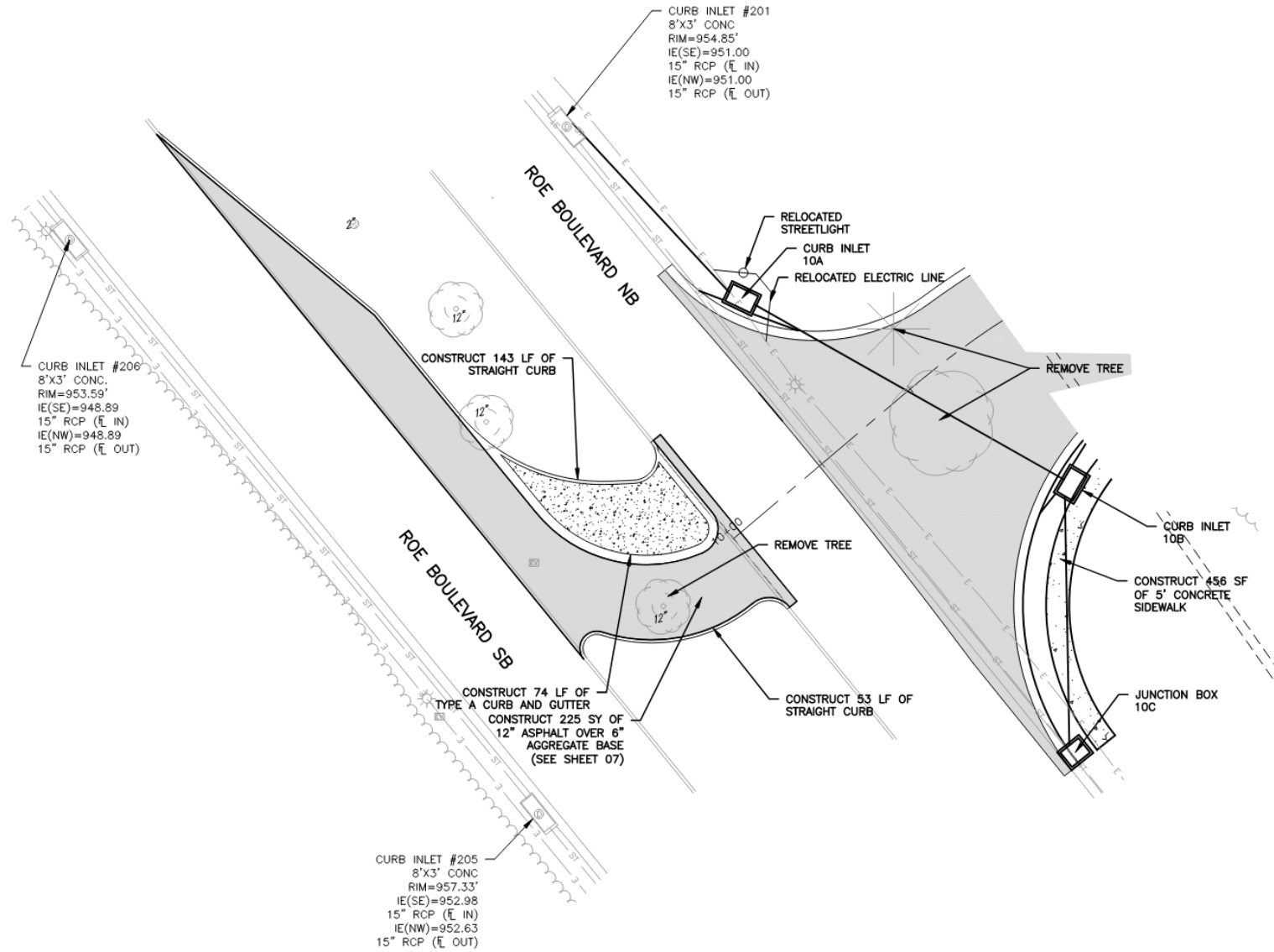
- Solicitation of Bids – April
- Bid Opening and Contractor Award – May
- Notice to Proceed – July
- Project Completion – Likely Late Spring 2025 (construction period will be coordinated with multifamily apartment project at 4800 Roe Parkway)

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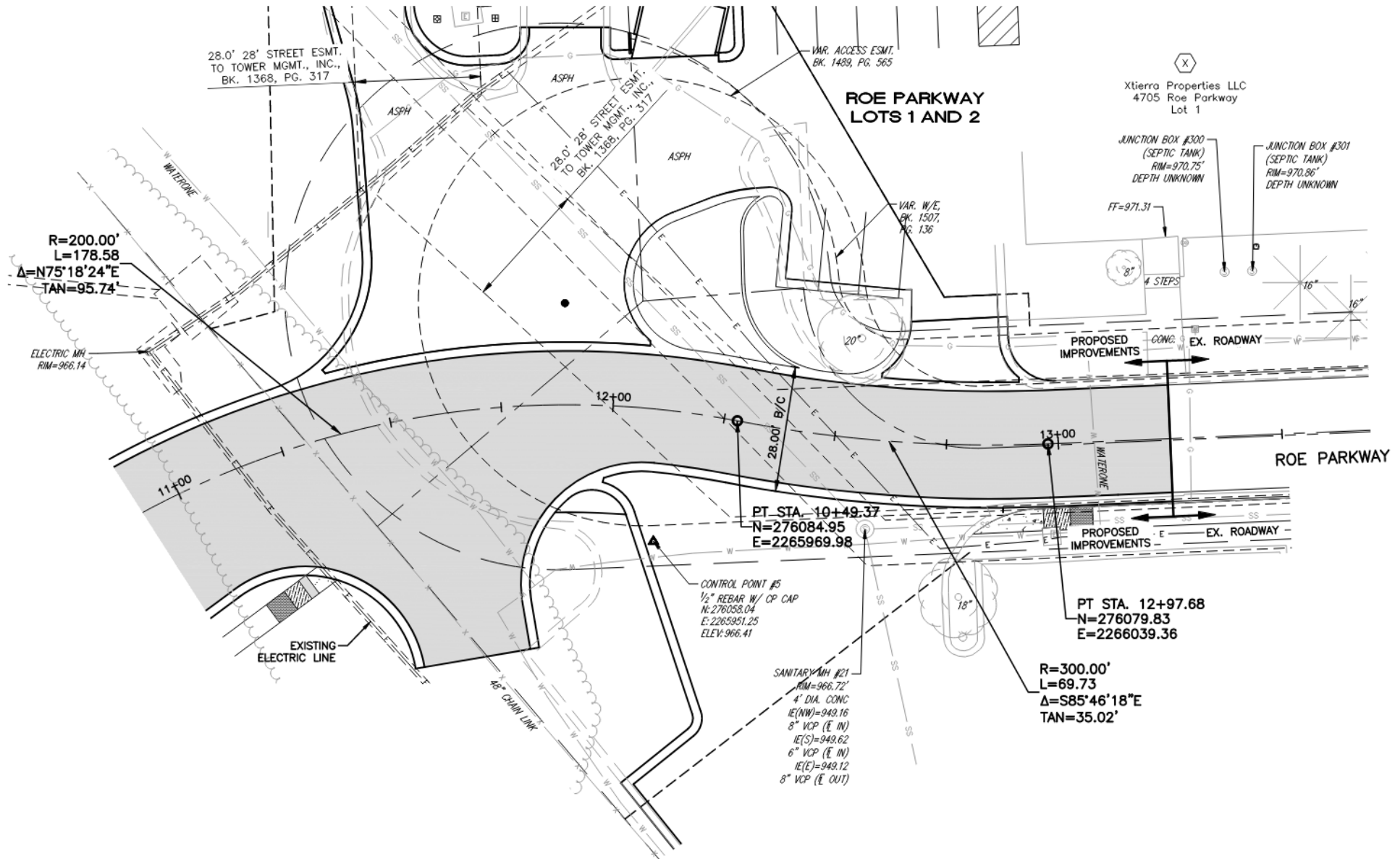
Proposed Improvements – Roe Parkway to W. 48th St



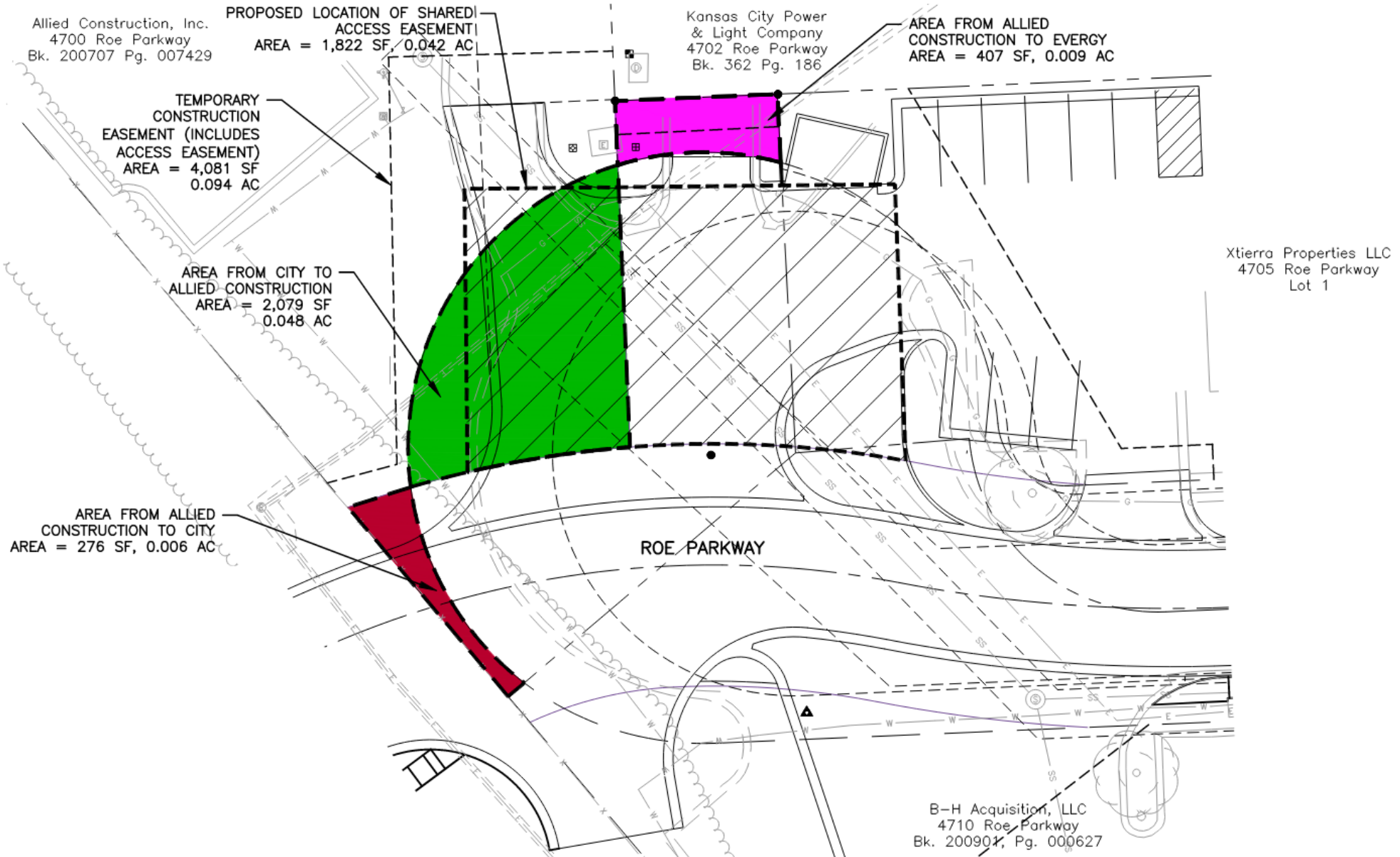
Median Turning Lane



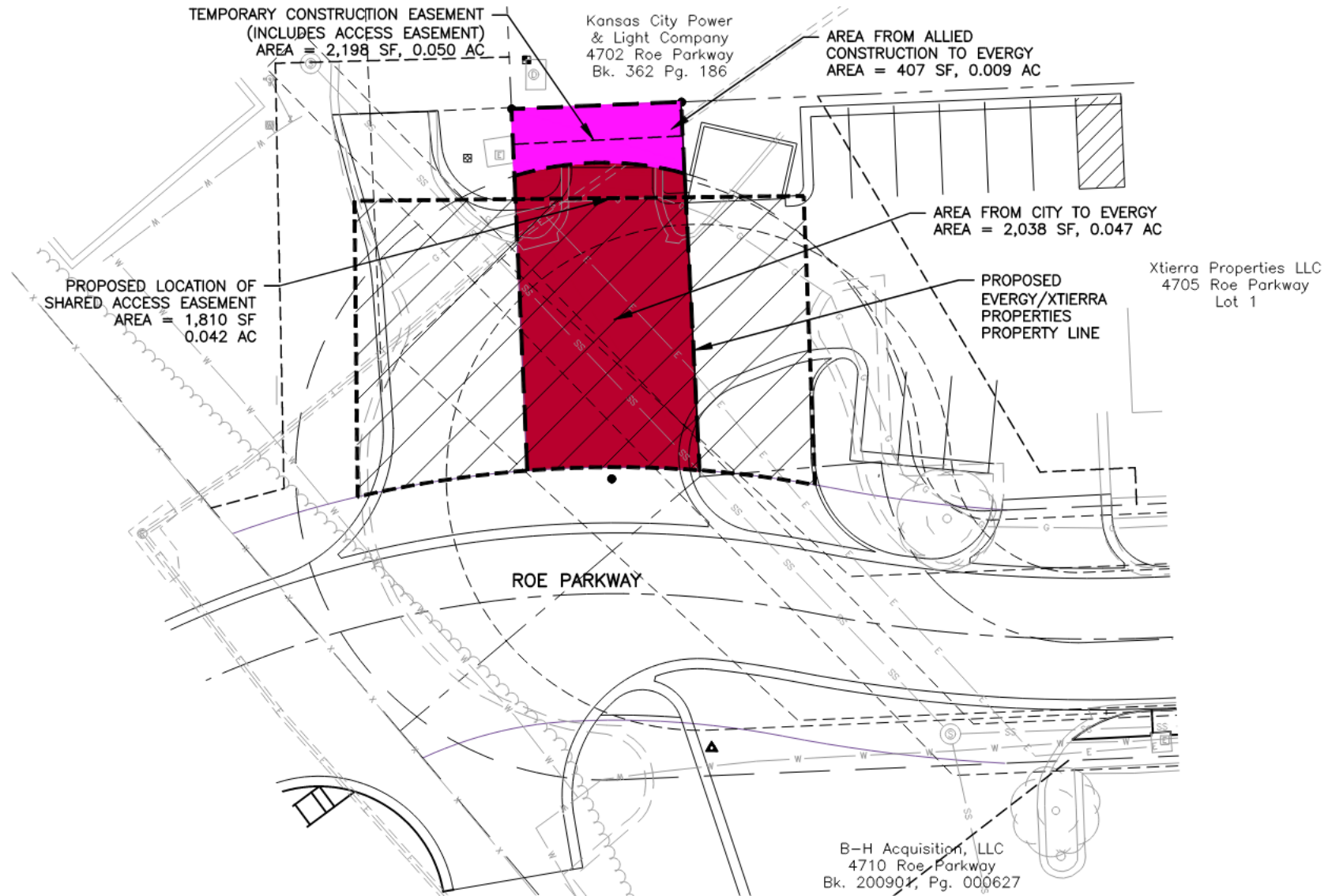
Entrance Modifications



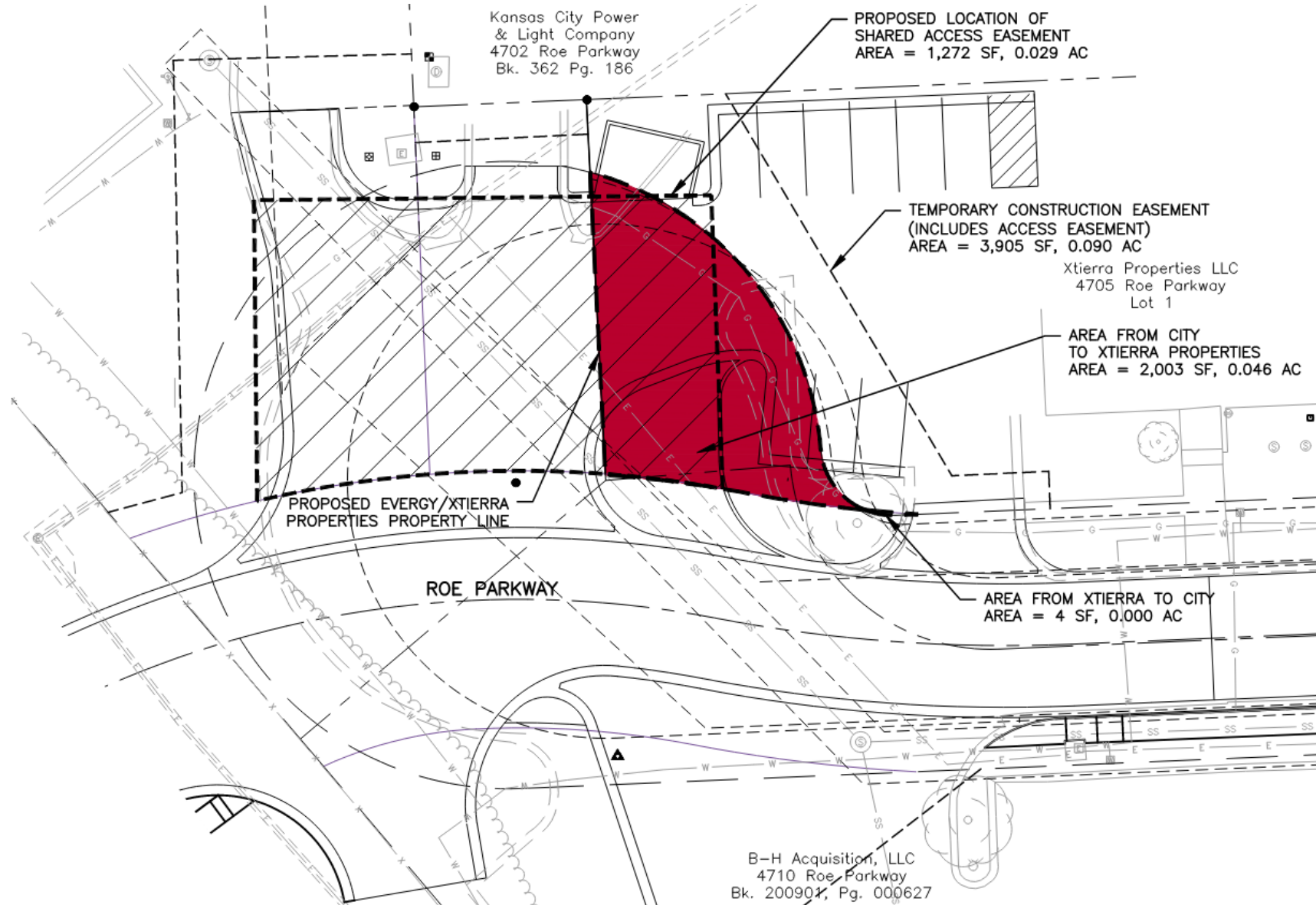
Land Area Exhibit – Allied Construction



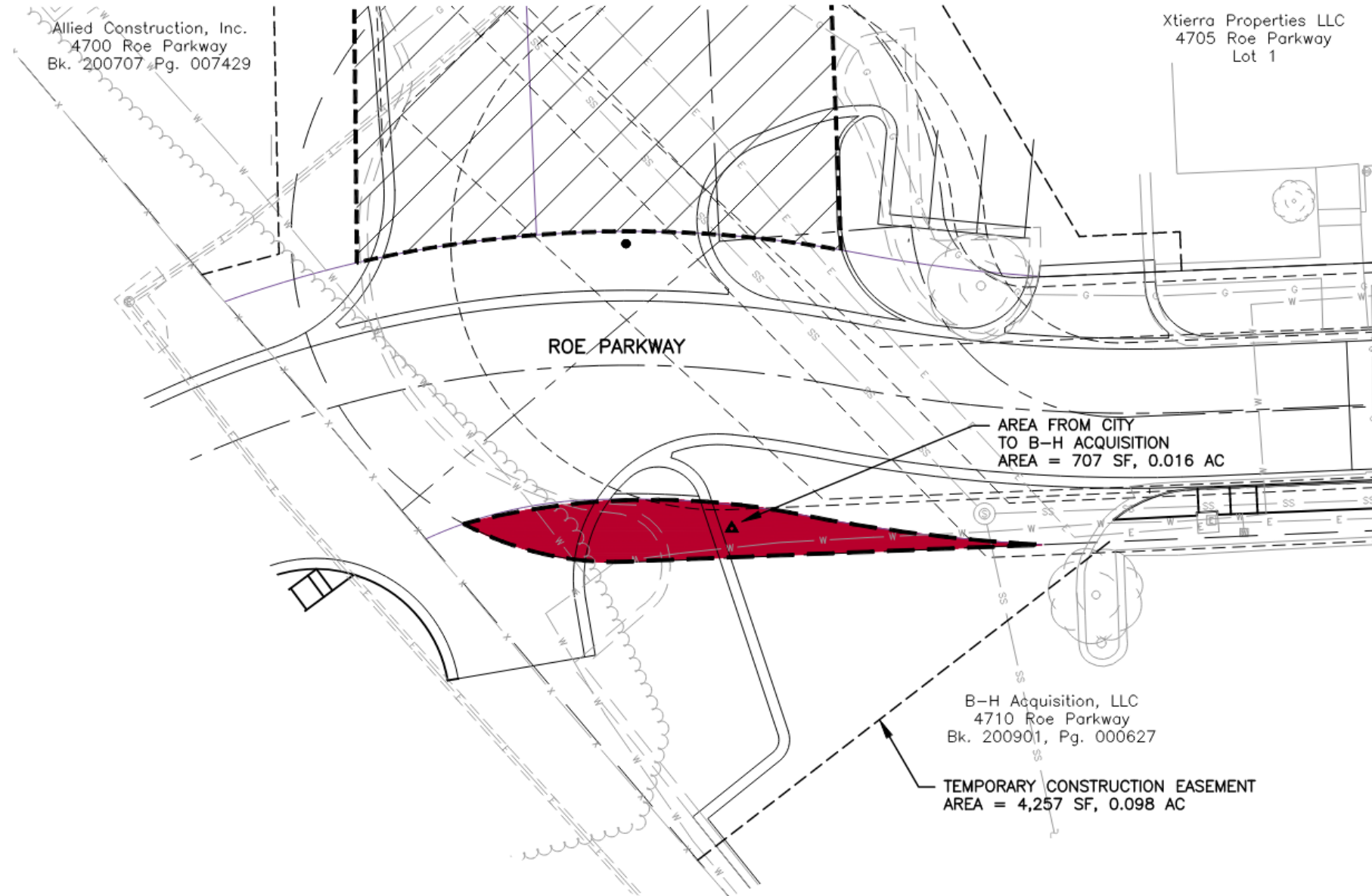
Land Area Exhibit – Evergy



Land Area Exhibit – Xtierra Properties



Land Area Exhibit – Bolte Hall



THANK YOU

QUESTIONS?