

Questions and Answers Concerning Roe Boulevard Project in 2020

(last updated 8/5/19)

Q 1: Why is the city undertaking this project?

A: Improving Roe Boulevard has been a City objective for many years. Via the Roe Boulevard Improvement Project, the City plans to rehabilitate the corridor within the City limits, making it a destination that unifies the community. Improvements will include new roadway infrastructure, pedestrian safety enhancements, City gateway features, better traffic flow, addition trees, new benches, along with more attractive street lighting and traffic signals. Please call at 913-722-2600 and we will be happy to personally answer questions and talk through the project.

Q 2: How will the Roe 2020 project be funded?

A: The total project cost is currently estimated at \$9.367 million dollars. About \$2.859 million dollars of the total cost will be paid with tax increment financing (TIF) funds and \$.226 million paid by Special Street Funds. \$4.662 million dollars will be paid by the Federal Government through its surface transportation program grant, and \$1.619 million will be paid for through the County Assistance Road System (CARS) program grant. We aim to be fully transparent with how City funds will be allocated to the Roe 2020 project. For more information on Roe 2020 funding you can view the Cost Estimate and funding sources document at: <https://www.roelandpark.net/DocumentCenter/View/2729/Roe-2020-All-In-Cost-Estimate-as-of-7-31-19-PDF?bidId=>

Please call at 913-722-2600 and we will be happy to personally answer questions and talk through the project.

Q 3: Will Roe 2020 detract city funds and attention from other important service areas, such as street cleaning or pothole filling?

A: The City of Roeland Park has a detailed annual budget that was consulted before considering the Roe 2020 project. The funding used for Roe 2020 is kept separate from routine costs to minimize overlap and ensure that regular city functions are not interrupted. A construction inspector/observer will be employed during the project to ensure the project is constructed according to the approved plans and specifications. For a more detailed budget breakdown, please visit: <https://www.roelandpark.net/DocumentCenter/View/2729/Roe-2020-All-In-Cost-Estimate-as-of-7-31-19-PDF?bidId=>

Q 4: How will you ensure that my property is not affected during the construction?

A: Because of the sequential nature of street reconstruction projects inconvenience is unavoidable. The City will have a construction team on site to monitor activities during construction. Most of the time adjacent property owners' concerns can best be addressed by the assigned construction observer. The team will be identified to the property owners at a public informational meeting prior to construction. If you have any property concerns during construction, please bring them to our attention by calling us at 913-722-2600. If you live on Roe, we'd be happy to meet you in person to discuss your specific property and the plan.

Q 5: How can citizens stay up-to-date and voice their questions/concerns throughout this project?

A: We welcome and value our residents' feedback. If you have questions or comments on the Roe 2020 project, we invite you to join us at the upcoming community information meeting on August 1 at the Roeland Park Community Center starting at 6 p.m. You can always call City Hall at 913-722-2600. In addition, we will continue to post all project updates here: <https://www.roelandpark.org/civicalerts.aspx?aid=47>

Q 6: What is the vision for the pedestrian paths and landscaping on the project?

A: The overall vision of the project was to incorporate an 8-foot multiuse sidewalk on the westside of the street and provide a buffer between the sidewalks and traffic lanes to enhance pedestrian safety. Plantings and new street trees will be placed within the median areas and in the buffer between the sidewalks and traffic lanes all to enhance the look and feel of the corridor.

Q 7: How are you fitting the sidewalks and street improvements in the existing right of way?

A: All the construction work of the public improvements is being done within the city's existing right of way (ROW) except for some sections of sidewalk at the intersections to achieve ADA compliance. The reason the city can fit all the work within ROW is that the traffic lanes will be narrowed, and the center medians will be narrowed. The traffic lanes will have very slight bends to create a traffic calming effect throughout the corridor.

Q 8: How will the elimination of the southbound left turn lane at 53rd Ter, elimination of the northbound left turn lane at Rosewood and elimination of the northbound left turn lane at the central entrance into the Price Chopper/Lowes property impact the flow of traffic along Roe Blvd?

A: The elimination of these left turn lanes has been evaluated by our traffic engineers. The traffic volume counts collected prior to the design commencing included counts for left/right turn movements during the AM and PM peak hours during the work week. These numbers were found to be low, and not enough to justify a dedicated left turn lane. The traffic engineers do not anticipate the removal of the turn lane will cause extended backup's or accidents. Typical patterns such as this are common on other arterial streets. In the event motorists need to stop for a turning vehicle, the driver will have the option to stop behind the vehicle or move into the next lane to safely continue.

Q 9: Can you explain why left turn lanes are being removed and provide support for why you feel these changes are beneficial?

A: The following information is a summary regarding several locations along the Roe Boulevard corridor where the currently proposed geometric design plans include modification and/or removal of existing turn lanes. These design decisions were based on the existing traffic counts obtained by GBA at these locations in February 2017 and were made in support of the community's vision to ultimately improve the bicycle / pedestrian accommodations along the study corridor through the provision of continuous sidewalks and trails. Also, it should be noted that the City desired to provide these improvements within the available rights-of-way; therefore, the elimination of some existing raised medians and auxiliary turn lanes were required to provide the reduced roadway widths to make these accommodations. We continue to believe

that the current design will safely provide the local access and efficient traffic operations that are required along Roe Boulevard, for both the current and projected future traffic demands.

- Supplemental volume / capacity analyses indicated that the southbound approach on Roe Boulevard to the Skyline Drive / 48th Street intersection would be expected to function adequately with only two through lanes, rather than the three lanes currently provided. Therefore, the existing outside lane for shared through / right-turn maneuvers was modified into a right-turn only lane to provide a wider downstream area behind the curb for the shared-use path accommodations. The traffic counts indicated 54 vehicles per hour (vph) during the morning peak hour and 172 vph during the evening peak hour for this existing right-turn maneuver.
- In conjunction with the recommended removal of the existing traffic signal at the Lowe's Access driveway, the conversion of the west side of the roadway into right-in, right-out (RIRO) operation is provided for safety considerations. Displaced eastbound through / left-turn maneuvers can utilize either the signalized Skyline Drive / 48th Street or 50th Terrace intersections to complete their desired maneuvers. The northbound left-turn lane is also removed as part of the RIRO condition because these turning vehicles are no longer protected by a traffic signal. The traffic counts indicated 14 vph during the morning peak hour and 29 vph during the evening peak hour for this northbound left-turn maneuver. These drivers can also be accommodated at the adjacent signalized locations.
- The elimination of the southbound left-turn maneuvers at the 50th Terrace intersection is also recommended. This movement is redundant to the upstream turning maneuvers into the developments on the east side of the corridor that are provided at either Skyline Drive / 48th Street or the Lowe's Access driveway, where $\frac{3}{4}$ -access is allowed (i.e., only the westbound through / left-turn maneuvers are prohibited). The traffic counts indicated 6 vph during the morning peak hour and 8 vph during the evening peak hour for this existing left-turn maneuver.
- To provide the necessary space to accommodate the shared-use trail where no sidewalk is currently provided, the southbound right-turn lane at the 51st Street intersection was removed. The traffic counts indicated 31 vph during the morning peak hour and 39 vph during the evening peak hour for this existing right-turn maneuver.
- In the residential zone between the Sycamore Drive and 55th Street intersections, a four-lane roadway cross-section is recommended to allow the desired pedestrian accommodations to be constructed within the available rights-of-way. This requires removal of the existing raised medians and several short left-turn lanes provided at the intermediate intersections. GBA did not collect traffic counts at all these intermediate intersections, but the available data is summarized below:
 - The traffic counts indicated 1 vph during the morning peak hour and 3 vph during the evening peak hour for the northbound left-turn maneuver at the 52nd Street intersection.
 - The traffic counts indicated 8 vph during the morning peak hour and 12 vph during the evening peak hour for the southbound left-turn maneuver at the Rosewood Drive / 53rd Terrace intersection. The traffic counts indicated 13 vph during the morning peak hour and 51 vph during the evening peak hour for the northbound left-turn maneuver at this location. In response to resident concerns about this specific maneuver, GBA is evaluating a design modification of the proposed mid-block pedestrian refuge island to

better facilitate this turning maneuver and provide a tapered entry design with improved vehicle storage.

- o The traffic counts indicated 23 vph during both the morning and evening peak hours for the southbound left-turn maneuver at the 54th Street intersection.
- o No existing left-turn lanes will be removed at the signalized 55th Street intersection.

Q 10: Will there be an increase in rear end collisions due to the elimination of the left turn lanes? Was engineering simulation programs used to assess the impact of the proposed designs?

A: The probability of a rear end collision is less at any location where there is a dedicated turn lane. At a certain volume that turn lane becomes warranted (needed) based on traffic counts. None of the locations where removing the turn lane is proposed have counts above that threshold. Turn lanes were left in place where the counts were above the threshold. The decision to remove the unwarranted turn lanes were balanced against the other benefits to the project gained by removing the turn lanes (sidewalks, trails, pedestrian buffers, adjacent property impacts).

Capacity analyses were performed with Synchro software to evaluate alternative lane configurations. Future traffic growth projections including anticipated developments, such as Mission Gateway, were also considered. Typical traffic simulations do not predict collisions, but rather model traffic operations with proposed configurations.

Q 11: Why are you removing traffic signals and how is this beneficial to the traffic flow?

A: There are currently 7 traffic signals on Roe between Johnson Dr. and 48th St. The removal of the 2 traffic signals is to create a steady pace for traffic to get from one end to the other without the stop and go effect. Currently, these signals are not synced together and are on individual timers. The new traffic lights will be synced together to eliminate this and allow traffic to flow smoothly. The recommendation of the removal of these 2 signals is based upon the low volume of turning movements at these intersections.

Q 12: What is the reasoning for the elimination of the signal at the southern drive entrance into the back side of Walmart (52nd Street)? What impacts do you anticipate this having on delivery traffic and the traffic patterns of neighbors living to the west?

A: The removal of the traffic signal at the intersection of 52nd Street and Roe was originally made in the SKW study submitted to the City in September 2016, prior to the start of our Roe 2020 Visioning process. When the intersection was counted by SKW on Thursday, July 28th of that year, very low traffic volumes were observed for the eastbound approach. SKW stated in their report that the side street was observed being used by mostly passenger cars, with only the occasional delivery/service truck. Based on the 2016 counts and observations, it is reasonable to conclude that most of the truck delivery traffic does not occur during the more congested commuter peak hours, when the eastbound to northbound left-turns may be more difficult to make.

Based upon the 2016 SKW counts, during the morning peak hour (7:30-8:30 a.m.) the eastbound approach count was 26 total vehicles (23 left turns, 3 right turns). Likewise, during the evening peak hour (4:45 -5:45 p.m.) the eastbound approach volume was only 11 total vehicles (6 left turns, 5 right turns). GBA recounted the intersection in November 2018 and

found the eastbound approach count was 18 total vehicles (16 left turns, 2 right turns) during the morning peak hour, and 23 total vehicles (19 left turns, 4 right turns) during the evening peak hour. These approach traffic volumes are significantly less than the 100 vehicles per hour that is required as a minimum single-lane approach volume to warrant traffic signalization, as prescribed in the federally-mandated Manual on Uniform Traffic Control Devices (MUTCD). Regardless of the original reason for the traffic signal's installation, its replacement cannot be included in the Roe Avenue construction contract since the project has federal funding allocations. Since Roe Avenue is under the City's jurisdiction, the traffic signal could be replaced as a local project. The expected construction cost of \$175-200k could have a 20-year life-cycle cost of about \$400k when maintenance, operations, and coordination efforts are also included.

With the recommended removal of the traffic signal at the 52nd Street location, it is expected that total traffic delays for the intersection will decrease, since the major north-south traffic flows on Roe Avenue will no longer be expected to stop when only one or two side street vehicles trigger the signal. There is also expected to be a significantly reduced chance for crashes at the intersection (up to 27% less), since most crashes at the intersection are probably rear-end types caused by the infrequent (and most likely unexpected) cycling of this unwarranted traffic signal.

Because most of the truck deliveries to the Wal-Mart and CVS dock areas occur either during overnight or off-peak traffic periods, there should not be much of an issue for trucks to continue making their maneuvers, whenever desired, because the conflicting traffic along Roe Avenue is considerably less during those times. Also, it is expected that there will still be acceptable gaps in the Roe Avenue traffic flows that will be created by the upstream traffic signals at both 51st and 55th Streets, if properly coordinated. With that said, an alternate truck route should not be needed. It is also unlikely that trucks will divert through the adjacent neighborhoods, since the turning maneuvers to/from the dock areas onto either Linden Street or Sherwood Drive would be very difficult to make, and the narrow roadway/intersection widths along these other available routes should be undesirable to the truck drivers, also due to difficult maneuverability.

For other drivers from the west neighborhoods looking to access northbound Roe Avenue, there will still be signalized intersections at 50th Terrace, 51st Street, and 55th Street. Even without the traffic signal, the 52nd Street intersection will remain available for any drivers still wanting to utilize that full-access intersection. There will also be the reconfigured intersection of Rosewood Drive with Roe Boulevard, which is where we anticipate some of the diverted 52nd Street vehicles could go. Although this intersection will remain unsignalized, we are providing better intersection alignment with 53rd Terrace and hoping to somewhat calm the Roe Avenue traffic speeds with a median widening. In addition, separated left-turn/through and right-turn lanes will be provided to better accommodate the additional eastbound vehicles that are expected.

Q 13: Who determined that this project is needed?

A: The Governing Body. The project was first placed on the Capital Improvement Plan in August of 2015 and adopted by Council with the 2016 budget document which includes the City's Capital Improvements Plan. In February of 2016 Council approved submitting the project for STP (federal) funding.

Q 14: Did many Roeland Park residents request a bike lane?

A: For clarification the project does not include a bike lane, it does include an 8' wide multi-purpose sidewalk. Residents of Roeland Park have expressed interest in expanding biking

systems through the Citizen Satisfaction Survey completed in 2016 as well as during the Roe 2020 Visioning process (June-November 2017) that was citizen led and focused on citizen engagement. The Governing Body has also shown commitment to advancing biking options through the establishment of the Ad Hoc Bike/Walk Committee in 2015-16, an update to the bike and sidewalk plan in 2017, the addition of sharrows to 47th Street, the addition of bike lanes on Roe Lane east of Roe Boulevard in 2018 and the addition of a biking/hiking trail at Nall Park in 2018.

Q 15: What pedestrian study was done to confirm the need for this project?

A: No pedestrian study was performed as part of this project. The improvement of pedestrian mobility was included as a factor to acquire the federal funding and thus became a priority of the project. In addition, the desire for better pedestrian facilities (both crossing Roe and longitudinally along Roe) was expressed throughout the visioning and planning phase. The expectation is pedestrian use will increase with safer sidewalks and trails. That increase cannot be predicted based on apprehension of residents to use the existing sidewalks that were repeatedly described as unsafe.

Q 16: Will the pedestrian crossing on Roe just south of Rosewood have signals to warn traffic of the pedestrian crossing?

A: Not at this time. A pedestrian activated signal can be added at a later date if the need arises.

Q 17: What is the reasoning for elimination of the dedicated right turn lane from Rosewood onto Roe?

A: This intersection modification was proposed because of AASHTO's guidance for skewed intersections. Below is some verbiage for reference:

"There is broad agreement that right-angle intersections are the preferred design. Decreasing the angle of the intersection makes detection of and judgments about potential conflicting vehicles on crossing roadways much more difficult. In addition, the amount of time required to maneuver through the intersection increases, for both vehicles and pedestrians, due to the increased pavement area. However, there is some inconsistency among reference sources concerning the degree of skew that can be safely designed into an intersection. The Green Book states that although a right-angle crossing normally is desired, an angle of 60 degrees provides most of the benefits that are obtained with a right-angle intersection. Subsequently, factors to adjust intersection sight distances for skewness are suggested for use only when angles are less than 60 degrees (AASHTO, 1994). However, another source on subdivision street design states that: "Skewed intersections should be avoided, and in no case should the angle be less than 75 degrees" (Institute of Transportation Engineers [ITE], 1984). The Traffic Engineering Handbook (ITE, 1999) states that: "Crossing roadways should intersect at 90 degrees if possible, and not less than 75 degrees." It further states that: "Intersections with severe skew angles (e.g., 60 degrees or less) often experience operational or safety problems. Reconstruction of such locations or institution of more positive traffic control such as signalization is often necessary."

The eastbound Rosewood right turn movement is about 25 degrees, well below the recommended range stated above. This project is the appropriate time to address the skew.

Q 18: Why not provide dedicated right and left lanes from Rosewood onto Roe as part of the proposed design of this intersection?

A: Traffic counts indicated 7 left turns in the AM peak hour and 6 left turns in the PM peak hour. The through movement across Roe was only 1 vehicle in those same hours. A dedicated turn lane for roughly 1 car every 10 minutes during the busiest hours of the day is well under the warrant for the additional lane.

Q 19: How will you provide an analysis for the efficiency and effectiveness of this project? Will there be a subsequent traffic study in the future to provide validity for this change?

A: The safety of the improvements will be assessed over time, comparing pre and post construction accident data for the corridor. The City also includes questions in the citizen satisfaction survey, the next survey is scheduled for 2022. A post construction traffic study could be completed, something that the Governing Body may determine is worth performing based upon citizen feedback following construction.

Q 20: Can you please provide the methodology on how the traffic study was conducted?

A: The traffic study report along with the methodology is available at: <https://www.roelandpark.org/DocumentCenter/View/2437/Roe-Blvd-Traffic-Study-Final---no-appendix-PDF?bidId=> the methodology is reflected in the report.

The detailed traffic counts are included in the appendix of the study at: <https://www.roelandpark.org/DocumentCenter/View/2438/Roe-Blvd-Traffic-Study-Final---appendinx-only-PDF?bidId=>

Additional traffic analysis and traffic counts were completed by GBA as design options were being considered, a summary of this supporting information is available at this link: <https://www.roelandpark.net/DocumentCenter/View/2732/Summary-of-GBA-Traffic-Counts-and-Analysis-for-Roe-Boulevard-8-5-2019-PDF?bidId=>

Q 21: Please explain how the city can require private property owners to clear snow from a public sidewalk and keep the sidewalk free of debris?

A: Under Roeland Park's city code, it is the owner's responsibility to maintain the sidewalk on his or her land:

Sec. 13-301. - Sidewalks Kept Clean and Safe.

All persons owning or occupying property abutting upon any sidewalk shall keep such sidewalk in a safe condition and free from grass, overhanging trees or shrubs or other debris. Anyone found in violation of this article will be subject to enforcement measures as described in Article 9 of Chapter 8 of the City Code.

(Code 1977, § 13-301; Ord. No. 958, § 9, 11-20-2017)

This is also in keeping with state law.

Q 22: Will I be able to access my driveway during construction, and if not, where do I park?

A: Access to your property will be provided during the construction except during two short instances following installation of curbs and driveways to allow for the concrete to cure (strengthen). The contractor cannot allow you to use your driveway until the concrete has cured and has met the strength required for it to be able to handle vehicle traffic, if vehicle traffic occurs prior to the concrete curing it will crack resulting in premature failure. We anticipate the closure of each driveway to be limited to about 2 weeks total. Special accommodations will be made for the elderly and handicapped. Homeowners will then be able to access their driveways as normal during the construction operations.

Q 23: What special accommodations are available for those with a disability?

A: The most common accommodation is to provide a steel plate over the concrete during its cure period so that a vehicle could traverse without damaging the concrete. Please call 913-722-2600 to provide information concerning the need for accommodating a disability or medical condition, the approach may vary depending upon the individual's condition.

Q 24: Will all of Roe be demolished at once, or will it be done in sections? Will sidewalks be demolished, along with driveways at the same time, or will driveways remain until sidewalks are done?

A: The design engineers (GBA) have developed a general construction phasing plan, however the contractor does not have to follow our phasing plan. We can say with certainty that Roe will not be demolished all at once. It will be constructed in sections. We cannot say with certainty whether the sidewalks will be constructed at the same time, before, or after the driveways. This is up to whatever means and methods the contractor determines to be the most efficient. However, it is most common for a contractor to leave existing curb and sidewalk in place until they are ready to begin work on that component; installation of curb would generally go in first followed by installation of driveways and then finally sidewalks.

Q 25: What has the City done to ensure the contractor's methods minimize the amount of time that I am not able to access my driveway?

A: The plans and specifications for the project include notes stating that access to driveways shall always be maintained except during curb construction and driveway reconstruction.

Q 26. The 1ft tall wall fronting my property, adjoining the sidewalk, will not be replaced per the plans and a grading area approximately 15' deep behind the sidewalk is proposed. This would appear to make the non-level area of my yard change from about 5 feet wide to about 15 feet wide, I would prefer retaining the wall and limiting the area behind the wall that is being regraded.

A: The 1 ft. retaining wall adjacent to the existing sidewalk is not in the plans to be replaced. However, the proposed sidewalk elevation is raising about 6 inches in front of your property. This eliminates the need for a retaining wall. We will instead be gradually tying in the slope in your front yard at a 4:1 slope over 15 feet. The existing slope of the land directly behind your retaining wall is 2:1 or twice as steep and a slope steeper than 3:1 is considered un-mowable

from an engineering perspective. The idea for our design was to improve the existing conditions of your front yard by getting rid of the 2:1 slope and eliminate the drop off to the sidewalk. If you would prefer, we can add on a 6" curb to the back of our proposed sidewalk and tie into your existing steep slope. Donoho Appraisals will coordinate your specific concerns with us on this matter and we will adjust our plan accordingly depending on what is discussed in your negotiations with them.

Q 27: What planning has been completed to address the inconvenience to residents of not being able to park in their drives?

A: In addition to the details concerning parking previously provided we can offer that this project as with any street reconstruction project will bring with it some inconvenience to the adjacent property owners. It is simply not possible to avoid due to the necessary steps to complete the construction so that the investment is long lived. For that inconvenience we are sorry and sympathetic. As previously mentioned, property owners will have access to their drives during construction except for the periods when concrete is curing. During those periods' residents should plan to park on neighboring streets.

Q 28: How much debt is the City anticipating issuing for this project?

A: (Also answered in Q2) The City does not plan to issue any debt to pay for the project. Funding sources are detailed at the bottom of the project cost estimate located at this link: <https://www.roelandpark.net/DocumentCenter/View/2729/Roe-2020-All-In-Cost-Estimate-as-of-7-31-19-PDF?bidId=>

Q 29: Why does developing the engineering plans for the project require different versions or steps?

A: The design engineering process goes through steps which sequentially adds more details (and thus more pages) to the design plans. The initial design steps included establishing the existing right of way and existing conditions via field survey, this information was used to generate Plan View sheets which reflect sidewalks, driveways, curbing, and street pavement. Design of storm sewer systems then occurred, followed by traffic signal and street light design (all elements that complement the street and sidewalk design). Traffic control plans and standard details are generally the final components added to the set of plans. Although the street/sidewalk layout has not changed since initial design began edits to these elements in a specific area may be needed as the storm sewers, street lights, and traffic signals are added to the design. The process of adding the additional details and making edits is a product of the sequential methodology necessary to design infrastructure. The plan versions reflect this sequence and the versions do not necessarily reflect changes in design layout, they generally reflect added details necessary to complete all facets of the project. The current plans (393 sheets, Office Check 4-25-19) are available at the following link: <https://www.roelandpark.net/DocumentCenter/View/2657/Roe-Boulevard-Design-Plans---Office-Check-Stage-4-25-19-PDF?bidId=>

Q 30: What is the process for residents to raise concerns about plan details and discuss these with city officials?

A: The City welcomes discussions concerning the project. Please call at 913-722-2600 and we will be happy to personally answer questions and talk through the project. The link below

provides a history of public engagement steps the city has completed since the project was initiated in 2016: <https://www.roelandpark.net/DocumentCenter/View/2691/Roe-2020-Timeline--Steps-Completed-thru-7-18-2019-PDF?bidId=>

Additional information is also available on the city web page dedicated to the project at: <https://www.roelandpark.net/CivicAlerts.aspx?AID=47>

Q 31: How many easements has the City requested and how many of those easements has the City acquired?

A: A total of 91 easements have been requested, with some of the commercial property owners being asked for multiple easements. Through 7/31/19, 65 easements have been acquired.

Q 32: How many privately-owned trees are being removed?

A: The City’s construction anticipates removal of 11 trees that are on private property (4 on residential property and 7 on commercial property). The offers in the easement request include compensation for the removal of those trees. The number of trees removed, or allowed to remain, may vary during actual construction, however any tree removed will be compensated as part of the easement acquisition process.

As an aside, KCPL has removed some privately-owned trees as they have completed relocating their system prior to the City’s construction beginning. KCPL has authority to work within the city right of way and platted public utility easements per a Franchise Agreement extended to them by the City. However impacting trees outside of the right of way or public utility easement requires permission from the impacted property owner.

Q 33: How many street trees are being removed and replaced?

A: There are 41 existing trees within the right of way that are proposed for to be removed and replaced with 153 trees.

Q 34: Are there time limits on the use of the grant funds and constraints on what those grant funds can be used for?

A: The STP and CARS grant funds do have restrictions on what they can be used to fund, they must be used to pay for roadway improvements inclusive of traffic signals, curbs, pavement, markings, signage, grading, sidewalks, street lights and work associated with the installation of these elements. The project must commence within the year that the funds have been awarded (2020) or the grant funds will be reallocated to other competing projects.

Q 35: Where are funds coming from for long term maintenance of all the planned plantings — watering, pruning, leaf pick up, limb clean up after a storm?

A: Maintenance of the trees and plantings will be performed by the Public Works staff along with the landscaping maintenance they perform throughout the city’s parks and public facilities. Selecting species that will survive in a streetscape, are hardy so as not to require irrigation, that do not require replanting each year and require only once or twice a year pruning was the responsibility of the Professional Landscape Architect for the project.

Q 36: Are pedestrians in crosswalks visible to drivers? Are they safe?

A: The pedestrian crossings along the project are generally improved due to a shorter distance between points of refuge (a protected place to stand out of the flow of traffic). The location and marking of the crosswalks meet modern design standards. These elements enhance visibility and safety of the cross walks.

Q 37: Why does the pedestrian crossing at Rosewood zig zag and why have you chosen to place it in this location?

A: The zig zag of the crossing by design faces pedestrians so that they are looking toward the on-coming vehicular traffic of the street segment they are preparing to cross (better visibility). Placing the zig zag in a longer and wider median segment provides the pedestrian with a larger space of refuge, making the pedestrian more comfortable and safer as they cross this wide street at an unsignalized intersection). The pedestrian crossing at 53rd Ter. creates an opportunity to cross Roe at roughly the midpoint between the signalized intersections of 51st Street and 55th Street.

Q 38: How will the Roe project, when completed, help Roeland Parkers connect with each other and how will it help show non-residents the positive nature of our community?

A: The design is intended to make east west pedestrian travel across Roe safer and more comfortable for residents. The continues pedestrian system from the south end to the north end of our community was designed with the intent of providing pedestrians a comfortable, safe and well-lit walkway with landscaped buffer, street trees, a wide walk, ADA compliant ramps, benches, and modern street lighting to encourage foot traffic and connectivity along this primary north/south route through the community. Incorporating such improvements along the City's most heavily travelled corridor conveys to visitors/neighbors Roeland Park's commitment to providing high quality infrastructure designed to enhance identity and capture a sense of place for all ages and ability.

Q 39: What are some ways that this investment in our community will potentially pay off for us down the "road"?

A: First and foremost, the investment addresses aging infrastructure which requires maintenance/replacement periodically for it to continue to function properly. In addition, properties adjoining well maintained public infrastructure which is safe, attractive, and conveys a sense of place will retain its viability and lead to property owners reinvesting in their sites.

Q 40: Will native landscape replace existing pavers and grassy areas with the goal to eliminate mowing and allow rain absorption? E.g. the grassy median area at entrance to city from I-35.

A: The design provides a narrowing of the median in some areas, with a shift of that green space generally to the outside of the street between the curb and sidewalk. The project does not have a goal to eliminate mowing, it does add lawn area along the front yards of adjacent properties. Criteria for the plantings/landscaping is reflected in the answer to Q35.

Q 41: Will art be integrated in the project which recognizes the history of Roeland Park? E.g. Native American Indians; Roe Family.

A: There are areas identified for placing art along the project. The Art Committee will provide recommendations on placement of art from the City's existing inventory or adding new pieces. This project does not entail historical markers or signage, but the City has an objective for 2019 to add historical markers/interpretive signage within the community. Details concerning this objective are on page 115 of the 2019 budget document which can be accessed at this link: <https://www.roelandpark.org/DocumentCenter/View/2147/2019-Adopted-Budget-and-Capital-Plan>

Q 42: Will small touches like turkey and raccoon tracks be incorporated into a few concrete areas?

A: The simple detail is not currently contemplated but could easily be incorporated if the Council is so inclined. Council has selected color and stamp design for the concrete portion of the medians.

Q 43: Does any of the planned paving use new "green" methods?

A: Nothing is specified to be "green". This project is not a good candidate for permeable concrete as this would require full depth removal and replacement of the existing asphalt pavement, which is not contemplated. Durability is the priority when KDOT funds are being used. KCMMB concrete is specified on the project. If available, the contractor could choose a mix design with "green" additives, but that will be the contractor's prerogative.

Q 44: Why are the turn lanes being removed at W 57th/Linden, W 54th St., and W 53rd Terr/Rosewood?

A: There are no turn lanes being eliminated at the 57th/Linden or 54th Street intersections. Refer to answers to Q8, Q9, Q17 and Q18 concerning 53rd and Rosewood.

Q 45: 2. With the possible development at NE corner of Johnson Dr. & Roe, will that development and the bank & micro-hospital on the NW corner be restricted to right-in/right-out movements at their access points on Roe?

A: Right and left turn movements are anticipated to remain for the drive entrances to these two sites. A traffic study was completed for the proposed development at the NW corner in 2014 which supported allowing full access to the drives off Roe Blvd for the two sites in their existing locations. The City Council approved allowing the existing shared left turn lane design for the two drive entrances and for 57th in 2017 (which will remain as is with the Roe 2020 project). As part of the development approvals for the NE site, a traffic study will be required.

Q 46: Does the estimated cost of the project just include improvements to Roe Boulevard, or does it include the cost for alterations to the intersections of the streets that adjoin Roe Boulevard?

A: The estimated project cost of the project includes improvements to the adjoining streets in order to tie in the Roe Boulevard design.

Q 47: How does this project enhance our ability to exit from our driveways?

A: The project goals established by the Council do not include enhancing a residential property owner's ability to exit their driveway, the design however should be neutral in this regard. The design does generally add additional depth to existing driveways which may be an enhancement to some properties.

Q 47: How will my ability to quickly gain entry to the major arteries of the community, I-70 & I-35, be impacted?

A: The project does not entail prohibiting any currently legal turn movements in the residential segment of Roe (south of Sycamore Drive), therefore your ability to access major arteries should remain unchanged.

Q 48: Will there be any changes to the expectations placed on Roe Blvd home owners such as sightline adjustments?

A: There are no changes to sightline regulations related to the project, and therefore expectations of Roe Boulevard home owners will remain unchanged.

Q 49: Why not lower the speed limit on Roe Boulevard to 25 mph like all the other residential streets and strictly enforce the posted speed to improve safety and increase revenue through increased traffic ticket fines?

A: Roe Boulevard is classified as an arterial street through Roeland Park. The existing design as well as the proposed design is based upon a 35 mph speed limit. Lowering the speed limit to 25 mph such as the case on residential streets would result in speeding despite the posting as motorists tend to drive at the speed which they feel comfortable. Strictly enforcing a 25 mph speed limit may initially create an increase in revenue, however motorists will eventually either reduce their speed or change their route to avoid the corridor, which can have a negative impact upon the commercial properties adjacent to this corridor who contribute substantially to the sales and property taxes used to deliver services which all of our residents enjoy.

Q 50: If traveling south on Roe will you be able to turn left on 52nd Terrace, 53rd Terrace, or 54th Street? If traveling north bound will you be able to turn left onto Rosewood?

A: Yes, to all four. For clarification, a left turn is not and will not be permitted onto 54th Ter.

Q 51: What type of divide will separate north and south bound lanes south of CVS?

A: From 51st Street south to 52nd Terrace lanes will be divided with painted divider lines. South of 52nd Terrace to Johnson Drive lanes are divided using a raised median.

Q 52: How is the value of the requested easement established?

A: The value of the easement is established by pulling land sales for properties as similar to the subject as possible, then a per square foot value can be established.

Q 53: Why does the easement value differ from one property to another?

A: The payment can vary based on the type of property, the size of the easement, the type of easement (i.e. permanent sidewalk/utility and/or temporary easement), and the on-sites removed (trees, bushes, flowers, fencing, etc.).

Q 54: Will the 8/1/19 community meeting be recorded so those unable to attend may view the information shared? Will there be another meeting?

A: The meeting will be recorded, and a link provided on the City web page dedicated to the project. A pre-construction community meeting is planned for the spring of 2020 prior to construction beginning, a date has not yet been set, the City will publicize the meeting through our social media outlets and the city newsletter when a date is set and when we are closer to the meeting date.

Q 55: Why didn't the City mail a notice of the 8/1/19 meeting to each resident of Roeland Park as promised?

A: The City Council approved holding a public information meeting on the Roe project at their 7/22/19 Council meeting. There was no commitment to mail individual notice to each resident. The meeting was publicized through all the City's social media outlets.

Q 56: How are bicycles going to pay for this project, is the City going to start charging them taxes?

A: All Roeland Park residents who drive vehicles, walk, run, bicycle, roller blade, skate board, pull wagons, use a wheel chair, push strollers, use a walker, or are seeing impaired will benefit from the improvements that are part of the project. All these users are contributing to the cost of the project through the taxes collected by the City.

Q 57: Why are those receiving compensation for the easements being required to sign a W9, are these payments taxable?

A: Compensation for temporary construction easements is potentially taxable income because it is considered rental income of your property. The tax consequences, if any, will be personal to each landowner's particular situation, the City cannot provide tax advice to individuals.

A W-9 is required because the City will send a 1099-misc income form to each person who receives compensation in accordance with IRS regulations. The Temporary Construction Easement portion of payments are considered rental income and will be listed in Box 1 – Rents on the 1099-misc form from the City. Cost To Cure items, if any, are considered replacement for items removed and should not have a tax consequence. Cost To Cure amounts will be shown in Box 3 - Other Income Box on the 1099-Misc. Permanent Easements are a transfer of interest in the property and will be listed on a separate 1099-S form.

Q 58: Why didn't residents get to vote on this project?

A: Although such a question could be incorporated into a ballot question in Kansas, cities including Roeland Park do not generally vote on what infrastructure projects are to be completed. If a project entails borrowing (which this project does not) or the need for a new tax in order to fund it (which this one does not), a City may present a bond issue or tax issue question to their voter's. A question on if a project should occur or not would not usually be

placed on a ballot. Planning for the project began with a citizen lead visioning process which spanned six months, including citizen surveys, interactive community meetings with goals and recommendation submitted to and adopted by the Governing Body elected by residents.

Q 59: What is the communication plan going forward?

A: A pre-construction community meeting will occur in February of 2020. The City will provide a detailed notice via our social media outlets and the city newsletter once the date/time are set. A project observer/inspector will be on site every day to address questions/needs of residents during construction, that person's contact information will be shared at the pre-construction meeting.

Q 60: What type of concrete will be used to replace my driveway?

A: The plans specify 6" of granite aggregate concrete (KCMMB KDOT concrete spec).

Q 61: Does the City think this project will result in more residential properties along Roe becoming rentals?

A: No, home ownership data indicates a preference for neighborhoods with sidewalks, street trees, street lighting, transit access and connectivity.

Q 62: How can residents stop the project from moving forward?

A: Support from a majority of the City Council members would be necessary to stop progress of the project. Contact information for elected City Officials is available at the City Web Site at the following link: <https://www.roelandpark.net/180/Meet-the-City-Council>

Q 63: Can residents park in commercial parking lots along Roe during construction?

A: It would be up to the parking lot owner to provide permission. The City will be contacting the owners in the coming months to determine if this is an option. We will share information on this topic at the February 2020 pre-construction meeting. The parking lot at City Hall will be available for residents to park during the project.

Q 64: Will there be increased police patrol of the neighboring streets where Roe Boulevard residents will park when they are not able to access their drives?

A: Yes, patrol and visibility of police on those streets will be increased during those periods.

Q 65: I am personally unable to clear snow from the sidewalk in front of my home, it is hard for me to just clear my driveway of snow. Will I be responsible for clearing snow on the 8' wide sidewalk?

A: Current city regulations hold the property owner responsible for clearing snow from the public sidewalks adjacent to their property. Some council members have expressed interest in the Public Works department clearing snow from the 8' wide sidewalk, although no change to the current regulations has been proposed at this time.

Q 66: Are costs for altering streets throughout Roeland Park that are not adjacent to Roe Boulevard included in the cost estimated for this project?

A: No, the City's Capital Improvement Plan which is reviewed and updated annually as a part of the City's annual budget adoption process, includes street projects throughout the City with the estimated costs and identified sources of funding for those projects. The CIP includes annual surface treatment projects (chip/seal, UBAS, crack sealing, spot repairs), mill and overlays, residential street reconstruction, curb replacements and commercial street projects such as the Roe Lane project completed in 2018, the 50th Terrace project completed in 2019 and the Roe Boulevard project planned for 2020.

Q 67: The easement acquisition document includes a statement concerning "taking of additional property". Is the City going to pay the resident for the additional property that you take, if you take any additional property?

A: The easement only grants an interest in the plot of ground identified by the legal description attached to each easement. If the City needs to go beyond the identified parcel, additional compensation will be paid.

Q 68: At what point did the City know that the sidewalk would need to be 8' wide in order to get federal help? And why did it take 9 years for citizens to find out?

A: The sidewalk on the west side of the street does not need to be 8' wide in order to be eligible for federal funding, it would be eligible for funding if it were 5' wide as well. 8' is the width that could be accommodated within the existing right of way. The link below provides a history of public engagement steps the city has completed since the project was initiated in 2016: <https://www.roelandpark.net/DocumentCenter/View/2691/Roe-2020-Timeline--Steps-Completed-thru-7-18-2019-PDF?bidId=>

Additional information is also available on the city web page dedicated to the project at: <https://www.roelandpark.net/CivicAlerts.aspx?AID=47>

Q 69: In the easement documents it states that the city is not responsible for damages to those properties. What happens if my water service line breaks between the meter and my house?

A: The waiver of damages does not extend to damage to your home. If the water service line is damaged by construction, the City's contractor would be held responsible. Each contractor working on the project will be required to have insurance that would cover such an occurrence.

Q 70: What types of uses are permitted on a multi-use sidewalk? Are there state requirements that users be separated?

A: The following uses are permitted on a multi-use sidewalk (and all sidewalks in Roeland Park): walking/running/skipping/jumping, pushing strollers, roller skating/blading, riding a bike/trike/unicycle/scooter/Segway/hoverboard/razor, operate a wheel chair (this is not an all-inclusive list). There is no state/federal/local requirement that users be separated.

Q 71: Is the cost of the Visioning process included in the total cost of the project? How much did the Visioning process cost?

A: The Visioning process is included in the total cost of the project, it was included in the scope of services for Preliminary Design and amounted to roughly \$100,000.