

2025 Mission Road Project Supporting Information and FAQs

Introduction: The City of Roeland Park and the City of Westwood are collaborating on a project to improve Mission Road from 47th Street to 53rd Street. This project aligns with both cities' adopted Complete Streets policies, aiming to create a safer and more accessible environment for all users, regardless of their chosen mode of transportation.

Project Goals:

- Enhance pedestrian safety with continuous sidewalks and improved lighting.
- Increase bicyclist safety by adding dedicated bike lanes.
- Encourage a multimodal transportation network, promoting walking, cycling, and driving.
- Improve traffic flow and potentially reduce vehicle speeds.

Complete Streets Design Philosophy Employed: Residents of our community have unique preferences and needs and regardless of their chosen mode of transportation should feel safe and comfortable moving throughout their community. Any given individual may at times choose to drive, walk, or bike for different purposes, whether that's going to a community event down the street where they don't want to park their car, traveling to a store or restaurant several blocks away where they could easily park a bike on a nice day, or whether a vehicle is needed to move a greater distance. Both the Westwood and Roeland Park governing bodies have adopted complete street policies that are applied during the planning and design phases of a street project. Retrofitting changes into an existing built corridor is challenging and the effort is almost always an exercise in balancing the interests of all the different users resulting in a design that may not reflect the preferences of all interested parties. Compromise is key to completing such projects while reaching for the goal of achieving benefit to the community as a whole. Each project has unique challenges, and the planning and design process is intended to give consideration to those challenges in a meaningful way with residents, elected officials, staff and expert consultants all engaged in developing a final plan.

- [National Complete Streets Coalition](#)
- [Westwood Complete Streets Plan](#)
- [Westwood Complete Streets Policy](#)
- [Roeland Park Complete Streets Policy](#)

Sidewalk and Bikeway Planning Documents Employed: Both Roeland Park and Westwood have adopted planning documents to help guide decisions concerning bikeway and sidewalk improvements within the community. These improvements are completed in concert with planned roadway repairs and maintenance because implementing change to the built environment is a significant expense. Coordinating such change with already planned curb/storm/paving replacements is more cost effective. This ultimately leads to a complete/continuous sidewalk and bikeway system connecting points of interest and gathering locations as well as connecting neighborhoods and in our case neighboring cities. These planning documents were developed with expert guidance as well as resident lead committees. As part of our project planning and design process detailed information is compiled beyond what was available at the time our bikeway and sidewalk planning documents were developed (right of way widths confirmed, the built environment surveyed and mapped, utilities located, and trees located). This detail as well as the engagement and feedback provided from the community as project planning and preliminary design progresses may lead to considering alternatives. This is an iterative process that as noted previously involves considering and finding balance for all users and the overall

benefit to the communities. Below are links to the bike and sidewalk planning documents developed by both cities.

[Roeland Park Pedestrian + Bicycling Infrastructure Strategy](#) (developed by the Bike and Pedestrian Safety Ad Hoc Committee)

Links to sections of the Roeland Park Ped and Bike Plan relevant to design of the Mission Road project:

- [Sidewalk gaps – RP-identified](#)
- [Priority intersections - RP-identified](#)
- [Neighborhood greenways - RP-identified](#)
- [Bike lanes – RP-identified](#)

FAQs

Questions from residents in their capacity as a pedestrian or runner:

- **How will I be impacted as someone who walks or runs along Mission Rd.?**
When people walk or run along Mission Rd., they will have more places to safely cross the street, experience slower vehicle speeds and will be further separated from moving vehicles. In addition, they will have adequate lighting over the sidewalks and at intersections and have improved and additional ramps when using strollers, wheelchairs, or for children using scooters.
- **Will additional crosswalks be added?**
There are two new crosswalks being added to Mission Road with the 2025 CARS project. One crosswalk is being added to the north side of West 50th Street (Roeland Park side) or West 49th Place (Westwood side) and Mission Road intersection. The second crosswalk location will be at West 48th Street (Westwood side) and Mission Road intersection. The existing crosswalk at West 51st Terrace will remain in place.
- **How is the project anticipated to impact vehicle speed on Mission Rd.?**
The driving lanes on Mission Road will be 10' in width, which is narrower than the existing width. According to the Federal Highway Administration's "Incorporating On-Road Bicycle Networks into Resurfacing Projects" workbook, reducing lane widths can result in lower traffic speeds that better align with posted speed limits and lower traffic speeds typically result in less severe injuries in the event of a crash.

Questions from residents in their capacity as a cyclist:

- **Will the bike lanes being added connect to other bicycle facilities?**

47th Street, west of Mission Road, is currently marked with share the road symbols (“sharrows”). 47th Street, east of Mission Road includes marked bike lanes. The Roeland Park Pedestrian and Bicycling Infrastructure Strategy lists 47th Street as a priority for dedicated on-street bike lanes and 48th, 50th and 53rd Street are all listed as Neighborhood Greenway priorities. We encourage you to learn more about the strategy in the bike facility planning documents linked above.

- **What is the anticipated impact on the safety of cyclists by adding bike lanes?**

According to the Federal Highway Administration, “Most fatal and serious injury bicyclist crashes occur at non-intersection locations. Nearly one-third of these crashes occur when motorists are overtaking bicyclists, because the speed and size differential between vehicles and bicycles can lead to severe injury. Many people are not comfortable riding a bicycle because of their fear that this type of crash may occur. To make bicycling safer and more comfortable for most types of bicyclists, State and local agencies should consider installing bicycle lanes. Providing bicycle facilities can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles, and create a network of safer roadways for bicycling. Bicycle Lanes align with the Safe System Approach principle of recognizing human vulnerability—where separating users in space can enhance safety for all road users.

- **Are more cyclists expected on Mission Rd.?**

It is unknown if more cyclists would utilize Mission Road once the bicycle lanes are constructed but would not be uncommon to see more bicyclists using them once constructed. Both the City of Roeland Park and the City of Westwood have adopted bicycle plans that aim to build a safer and more interconnected network of bicycle facilities that ultimately tie into the Mid-America Regional Council’s Regional Bikeway Plan.

Questions from residents in their capacity as a driver:

- **Where can people who are used to parking on Mission Rd. park?**

Vehicles may be parked on side streets connecting to Mission Rd. from both the west and east. Although the City of Westwood restricts parking on its streets (east of Mission Rd.), this restriction is only from midnight to 6:00 AM. Outside of those hours, on-street parking is allowed in Westwood. The City of Roeland Park is also offering to some residents the option to widen driveways for those with a single-wide driveway to allow for two off-street vehicle spots.

- **Does Westwood intend to continue its restriction of overnight parking on its streets?**

A City’s parking regulations are adopted by ordinance by City Council. At this time, Westwood City Council has not taken any steps to consider making changes to the City’s long-standing restriction on overnight parking on Westwood streets.

- **Will safety improvements be made in front of St. Agnes Catholic School or Shawnee Mission Christian School?**

At St. Agnes the sidewalk has been designed to continue through the parking lot, across the circle drive and connect to the existing sidewalk on 53rd Street. The parking lot will now have a high back curb in front of the parking stalls creating two drive entrances, one at the north end and one at the south end, like how the striping is marked today. In front of St. Agnes vehicles will be permitted to temporarily park over the bike lane during morning and afternoon drop off and pick up times.

Questions from residents who live directly on Mission Road:

- **What is the anticipated impact on the safety of pedestrians, cyclists and motorists by adding bike lanes?**

According to the Federal Highway Administration's "Incorporating On-Road Bicycle Networks into Resurfacing Projects" workbook, both narrowing, and reconfiguration can increase the overall safety and comfort of a roadway for bicyclists and pedestrians without negatively impacting vehicular operation. Reducing lane widths can result in lower traffic speeds that better align with posted speed limits and lower traffic speeds typically result in less severe injuries in the event of a crash.

- **Will on-street parking on Mission Rd. be allowed once bike lanes are added?**

Current city parking regulations preclude parking vehicles over a bike lane. This will preclude parking on both sides of Mission.

- **If I am being offered a driveway expansion by the City of Roeland Park, by what date do I need to notify the City?**

Roeland Park will be contacting property owners that have a single stall drive to review drive widening options. The City would like to have a decision from the property owner by May 1, 2024.

- **Will tree trimming around power lines or burial of overhead lines be a part of this project?**

The burial of overhead electric lines on the east side of Mission Rd. is not a part of this project and, at this time, there is no active conversation to pursue burial of the overhead power lines. Everygy completed regular scheduled tree trimming along the power lines in 2023. If tree trimming is necessitated by the construction process, some limb trimming may occur prior to the start of the project.

Project Scope Development Questions:

- **Why are bike lanes being added to Mission Rd.?**

The corridor of Mission from 47th to 53rd is identified in Westwood's and Roeland Park's bike system plans as a corridor that should provide dedicated bike lanes. There is sufficient existing pavement to restripe the roadway with two 10' wide vehicle lanes and two 5' wide bike lanes without the need of widening the roadway (which would increase the cost of the project significantly and would require acquiring sidewalk easements from adjoining property owners). The bike lanes will create additional buffer for pedestrians on the west side of the street to vehicle traffic.

- **Why are changes to the street lighting included in this project?**

The City of Westwood purchased from Everygy the streetlights attached to the electrical poles in 2016 and, at the time of that agreement, Everygy notified Westwood that the streetlights should be unattached from their poles when feasible. As part of street projects – which typically only take place on any given street once every couple decades – utility work is coordinated to cause the least disruption to residents and road users. Modern lighting standards are being applied to the corridor. To meet these standards and to contend with physical separation and construction limitations along the corridor, taller light poles with cobra head luminaires are needed on the west side of the street.

- **What is the impact on the construction timeline of including bike lanes and changes to street lighting to the project?**

Since the addition of bike lanes only impacts where lines are painted on the new asphalt surface this element of the project has no material impact on the construction timeline. Adding street light poles and the underground conduit and conductor to power the lights will be completed at the beginning of the project along with some storm sewer replacement work. Underground work is completed first due simply to the fact that the surface work (sidewalks/drives/mill and overlay) cannot be done until the subsurface work is complete. The addition of lighting will not necessarily impact the length of the construction contract period which is anticipated to span April to September. The lighting is certainly additional construction, but this work can occur at the same time storm pipe replacement is occurring.

Questions from residents in their capacity as a taxpayer:

- **What is the additional cost to add bike lanes?**

The bike lanes are being added to the existing pavement, we are not planning to widen the street to accommodate the bike lanes. The pavement markings and signage for the bike lanes are estimated to cost \$20,000.

- **What is the additional cost to include street lighting changes in the project?**

The Street Lighting design is not complete, but it may cost up to \$436k.

- **How is the cost of the project being shared?**

The costs are generally divided based upon the quantity of work located in each city. However, in the case of the street light costs, those on the west side of the street are to be shared equally between Westwood and Roeland Park.

Questions from residents in their capacity as a voter:

- **How are design decisions like these for Mission Rd. made?**

As discussed in the Complete Street and Bike/Ped Planning sections above, the design is guided by the adopted planning documents, American Public Works Association design standards and the Manual of Uniform Traffic Control Devices (MUTCD) design standards. The goal is to achieve what is reflected in these plans and design standards. As noted above the process is iterative and designed to engage residents and consider their input while striking a balance between conflicting interests. A committee made up of elected officials, city staff and design professionals from both cities lead the planning and design process. This included a survey as well as two neighborhood meetings to share information with the public and solicit feedback on design. The preliminary design shared at the 2/28/24 neighborhood meeting was presented to the Roeland Park Council prior to the neighborhood meeting and the Council expressed their support of the design at that workshop. Feedback received at the 2/28/24 neighborhood meeting as well as feedback received via email after the meeting has been shared with the Roeland Park City Council. As of 3/12/24 there has been no direction from Roeland Park Council to make modifications to the preliminary plans presented. Westwood Council has been updated periodically on the progress of the design. All discussions, updates and approvals have occurred during public meetings.

- **Why are residents not allowed to vote on changes like these?**
Resident feedback is welcome and encouraged. Having an election to decide on designs for a project would not be cost effective or a timely way to arrive at final design. Engaging throughout the design process is a no cost, no delay opportunity available to all residents. Residents vote to elect representatives; the representatives vote on the final design for the project.
- **I'm just now hearing about this project. When and how has communication gone out before now?**
Information concerning the project has been shared with the entire community through social media posts and newsletter articles from both communities. The community survey was available on-line in Spring 2022. In addition, members of the project committee went door to door along the corridor to discuss the survey and the project. Neighborhood meeting invitations were mailed to Roeland Park property owners along Mission prior to both the neighborhood meetings (3/28/22 and 2/28/24).
- **Why did the 2022 community survey requesting input on the design options for this project not include an option without bike facilities?**
The survey questions focused on options to incorporate bike users into the design as this is the direction identified in the bike and pedestrian planning documents developed by both cities. The survey included the opportunity for residents to share their suggestions and provide feedback.

Looking forward:

- **Where can I learn more about this project?**
Below is a link to the Roeland Park web page dedicated to the project. Please also reach out to Donnie Scharff (Roeland Park Public Works Director, 913 722 5435 dscharff@roelandpark.org) or John Sullivan (Westwood Public Works Director, 913 432 1550 john.sullivan@westwoodks.org).

<https://www.roelandpark.org/432/2025-Mission-Road-Improvements>
- **Where can I submit questions that aren't addressed by this FAQ?**
The email addresses listed above for the Public Works Directors are the best avenue for submitting questions about the project.
- **When is construction anticipated to occur?**
Summer of 2025 (April through September).