

**CITY OF ROELAND PARK, KANSAS
GOVERNING BODY WORKSHOP MINUTES
ROELAND PARK CITY HALL
4600 WEST 51ST STREET, ROELAND PARK, KS 66205
June 3, 2024, 6:00 P.M.**

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| <ul style="list-style-type: none">• Michael Poppe, Mayor• Benjamin Dickens, Council Member• Jan Faidley, Council Member• Emily Hage, Council Member• Jennifer Hill, Council Member | <ul style="list-style-type: none">• Matthew Lero, Council Member• Tom Madigan, Council Member• Kate Raglow, Council Member• Jeffrey Stocks, Council Member | <ul style="list-style-type: none">• Keith Moody, City Administrator• Jennifer Jones-Lacy, Asst. City Admin.• Kelley Nielsen, City Clerk• John Morris, Police Chief• Donnie Scharff, Public Works Director |
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(Roeland Park Governing Body Workshop Meeting Called to Order at 7:05 p.m.)

PUBLIC COMMENT

Michelle Daugherty (5146 Buena Vista) Ms. Daugherty expressed thanks to those that facilitated the last community meeting although she was unable to attend. She did follow up after the meeting and the consensus was they understood that Ms. Clayton would be presenting an option for a traffic circle at 53rd Street along with raised crosswalks down the rest of Buena Vista. The committee had asked her to present a second option with a traffic circle and then speed humps or speed cushions instead of raised crosswalks. Ms. Daugherty's understanding was the citizens were heard on that point and that it would be included. She learned today that the second option would not be presented and wanted to know why the request was ignored. They all want to create a plan that will pass with at least 60 percent support from the residents, and those on the committee feel strongly that should be included as an option. Ms. Daugherty did say she likes the idea of more painted crosswalks to highlight where people are walking and wants the cushions to be considered as that is what is supported by the committee. Also, they have grooves for emergency vehicles to be able to pass through them easier than speed humps.

Elizabeth Daniel (5136 Catalina) Ms. Daniel said she supports her neighbors that are working on this project. She also agrees that if the committee is having difficulty getting to a 60 percent agreement on a proposal and support of the option of a speed cushion, then it should be included as an option. She said the high rate of speed is an issue on Buena Vista and she wants to make sure those issues are addressed. Ms. Daniel also noted that a lot of out-of-area drivers are using Buena Vista and is not local traffic. She wanted to see if there was a way to encourage other than neighborhood traffic to use the City's main thoroughfares.

Michael Loxterman (5219 Buena Vista) Mr. Loxterman agreed the second option should be presented and they should all listen to the people as they are the ones paying the taxes. He did note the bus stop in the project area and that his concern is for the children. He too expressed his support for Ms. Daugherty's position.

JoAnna Bush (5149 Buena Vista) Ms. Bush thanked the Governing Body and the City for making and taking the time to make Buena Vista safer. She too wants to see traffic calming measures and wants people to slow down and for people to pay attention. She also said that speeding is the main issue. Ms. Bush said the community meeting was helpful and she thanked the three Councilmembers who

came. She is in complete support of speed humps or cushions and noted that most of those who commented do not support the speed tables.

Linda Gardner (5220 Clark) Ms. Gardner thanked Ms. Clayton for taking off the traffic circle at 52nd Terrace. She said she measured Buena Vista at different intervals from 53rd Street to 52nd Terrace and there is 1,440 feet space, so it will need one more traffic calming unit to be effective. She said she is not in favor of speed tables. Ms. Gardner said she would like to see the numbers for Elledge with their traffic calming measures.

CMBR Raglow explained the policy that the Governing Body does not answer comments directly and noted that there is still further discussion for them to have.

I. APPROVAL OF MINUTES

- A. Governing Body Workshop Meeting Minutes May 6, 2024**
- B. Governing Body Workshop Meeting Minutes May 20, 2024**

The minutes were approved as presented.

CMBR Faidley thanked CMBR Raglow for requesting the May 6th minutes be updated to more accurately reflect the comments made at that meeting.

II. DISCUSSION ITEMS

1. Update on Traffic Calming Analysis for Buena Vista

Janelle Clayton, the City's traffic engineer from Merge Midwest Engineering, provided her recommendations to the Governing Body. She was present at the community meeting last week and her goal then was to go over why certain recommendations were made. She also reviewed the City's traffic calming policy noting that speed humps are not included as they can be a maintenance issue especially regarding snowplows, so they were intentionally left of the list of measures to be used. Speed cushions are new and did not make it as an option in the policy, but they can be considered moving forward.

Ms. Clayton said the initial proposal presented was a traffic circle at 53rd and Buena Vista with raised crosswalks along Buena Vista to 50th Street. She said these were chosen as there needs to be a series of improvements to be effective. She also took the input from emergency responders to be conscious of their need for quick response times. The request at 53rd Street is for calming cars as they enter from Shawnee Mission Parkway. This area lends itself to a traffic circle and does not interfere with driveways.

Ms. Clayton reviewed the statistics on traffic circles and speed tables. She said that vertical measures have a greater impact on the roadway and sometimes force drivers to take different routes. They do not have any control where they go, so the measures may put traffic to even more side streets. The stats do show a reduction in collisions. She also noted that drainage issues needed to be considered on Elledge and that will have to be studied for this area as well. Ms. Clayton reviewed the pros and cons of speed tables and raised crosswalks noting that there are reduced speeds.

It was also noted that it is no longer recommended for a traffic circle on 52nd Terrace as it is a bus stop. Ms. Clayton did recommend a raised crosswalk to help aid with the safety of the children crossing.

Ms. Clayton also presented slides of traffic circles with landscaping from other cities. She said they tried to find a balance between emergency services, being ADA compliant, and listening to the residents' concerns.

The conclusion was that traffic circles at the northern intersection were not supported by the residents. They seemed more supportive of a traffic circle at West 53rd at the T-intersection, so they moved forward with that.

CMBR Faidley said this is her first time seeing speed cushions and asked how snowplows handled that. Ms. Clayton said she would need to do some research to see how they would be affected. CMBR Faidley asked if there is a danger in doing all the improvements at once or should it be done in stages so as not to be confusing. She said this is an awful lot of things on the street that up until now has not had anything. Ms. Clayton said there is no danger per se, but traffic calming is to make the driver more uncomfortable so they will slow down.

CMBR Lero thanked the neighborhood committee for their time and noted they have done a lot of work. At the end of the day, they want the residents to have these measures if they work for the City and the engineers. He added that he can support speed cushions as opposed to raised crosswalks or even a combination of the two. He did note that making it a pain to drive down Buena Vista will keep some traffic off the street and on to other roads.

CMBR Stocks said his concern is they could not get a 60 percent consensus in the room with the design that was present. He said if they cannot get that 60 percent, then they will not get anything and they need to be able to convince the people on the street. He said the people on Buena Vista make compelling arguments and it is his job to advocate for them. He said that in the report speed cushions could be added later but asked why not add them now.

City Manager Moody asked from a design perspective if a traffic engineer looks at a corridor and applies a 150-foot separation between traffic calming items as an absolute or a guide. Ms. Clayton said it is a guide because there are different roadway elements such as driveways. City Manager Moody said these calming elements do have the potential to divert traffic. He said they are not discouraging use of the road just that it be used at the posted speed limit. If they discourage the traffic, then parallel routes could be impacted. Ms. Clayton said it is a balanced act with emergency services, slowing down the traffic while not diverting it to the smaller side streets. City Manager Moody said he wants to put forth a concept that can achieve that 60 percent support so that all their effort has not been wasted.

CMBR Madigan asked if they put in the speed cushions first, could they then add raised crosswalks later. Ms. Clayton said they could switch the plan around. She wants the residents to think about the issues they have expressed at Catalina with the crossing and in her professional opinion, she must address that as well. She sees that raised crosswalks slow the speeds and address safe crossings that are of concern. She said the raised crosswalks bring more attention.

CMBR Madigan said that all the comments made were in support of speed cushions and that is their preference. They did not seem concerned about the raised crosswalk. He asked if there is a way to combine the two. Ms. Clayton said it is a matter of how many elements they want. They can always come back if the first implements do not go well. CMBR Madigan asked if speed cushions have better

slowing than raised crosswalks. Ms. Clayton said she has done a lot of digging and talking about the cushions and it is all contextual about what works on one road may be different somewhere else. Both measures divert traffic about 20 percent. CMBR Madigan said his concern is for emergency vehicles and they must produce a flyer that has a chance of passing.

CMBR Hill said they know that people speed on Buena Vista, and they sought out an expert to tell them the best measure to calm traffic. She said that it is not just the people who live on Buena Vista that are impacted. She is concerned they are nit-picking when they have hired Ms. Clayton to do a job. She has given them her best expert advice to put in two traffic circles and two raised crosswalks and she will support that measure.

Mayor Poppa said it is now three raised crosswalks and one traffic circle at 53rd shown in the update after the meeting. He asked if they did put out a brochure and it came back with less than 60 percent support what would be the next step. City Manager Moody responded they have gone through the traffic calming policy to determine whether the corridor is eligible for elements, and it is. If that plan did not achieve 60 percent, then they could develop another plan and try again. They want to do what is most efficient. He added that a speed cushion is a speed hump with a cut-out.

There was general discussion of speed humps and speed cushions noting that speed humps are more abrupt, make the tables steeper, and there is a possibility for cars to get hung up on them.

CMBR Dickens said he is trying to be conscious of what the citizens want versus what the experts recommend. He asked what the first responders would like to see. Ms. Clayton said that based on email correspondence and the meeting held, they would prefer no vertical measures. Speed cushions were not an option presented, so she has no feedback for that. They are more in support of traffic circles for maneuverability. They are also conscious of the vibration in a speed table which can be an issue when trying to stabilize someone in an ambulance. They responders did want Buena Vista to be safer as well.

CMBR Hage noted that in all the data and tables there was nothing about the speed cushions and asked if they were an original approach. Ms. Clayton said they have gained more popularity in the last 5-10 years. For this project, they looked at more traditional measures. Speed cushions can be designed for their emergency services vehicle to be able to navigate them. CMBR Hage said she supports the neighbors. They have an opportunity to get something started and hope they get it right the first time.

CMBR Raglow asked about Elledge being extended because of drainage and when in the process did they know that needed to be done. Dan Miller, the City's engineer, said that in construction they determine the slope of street, evaluate it, and adjust the height of the raised crosswalk so they still have proper drainage grades.

CMBR Raglow asked what information would go into the mailer. City Manager Moody said they would put together a plan that shows the location of the proposed traffic calming elements. They would insert details about the traffic calming element, so they have a picture of what they look like. They would also likely include information on each elements impact to traffic calming. They see it as a two-page two-sided informational brochure.

CMBR Raglow said this may be a process where they take one step and measure the results. She asked if they could put in the brochure that Governing Body will review the data. City Manager Moody said they will do traffic counts and a speed study after in the measures have been in place for so long a period, so they have that current information.

Mayor Poppa said they need to weigh the recommendations made versus the wants of the residents. He noted they do not want a lot of different calming measures. He asked if they could rent the speed cushions and Ms. Clayton said she would investigate that. Mayor Poppa said they could put down some rubber cushion and see what happens while they finalize the brochure.

Ms. Clayton asked if purchasing is an option. CMBR Dickens looked it up and said they cost anywhere from \$500-\$1000 for the speed cushions.

CMBR Raglow asked for agreement to a stairstep approach.

CMBR Stocks also supported some temporary measures to see what is possible. If they can try some things out, it will help them make a more informed decision. Ms. Clayton said they still need to obtain that 60 percent support. City Manager Moody said as a temporary test to gather data would not require that 60 percent to do that.

Ms. Clayton also said there are grants available for these types measures and even include temporary measures and trial studies through the SS4A, Safe Streets and Roads for All Grant Program. She added that it is well-funded, and they did two rounds of funding last year.

CMBR Faidley said they need to be cognizant of looking at the cost of a quarter of a million dollars for two traffic circles and two raised crosswalks and asked the difference of removing a circle and adding a raised crosswalk. City Manager Moody said the three raised sidewalks and one traffic circle would be about \$70,000-80,000 less. CMBR Faidley also added that the tax dollars are from everyone in Roeland Park and not just those who live along Buena Vista.

CMBR Faidley also noted that the money is not figured into the budget currently and what resources would they be looking at to fund this. City Manager Moody said the 53rd Street traffic circle is within the CARS corridor and could be eligible. They would need support from Fairway to do that portion. This project is in line with what the safety program (SS4A) is focused and could also be included in the Safe Routes to School grant program.

CMBR Madigan thanked the professionals for being there at the meeting but said they cannot just blindly follow their recommendations. They represent the individuals that live in the City, and he listens to them. He added that he likes the Mayor's idea for immediate calming so they can gather data. He said that is something he feels confident he can explain to the residents.

CMBR Raglow thanked Ms. Clayton and Mr. Miller for being at the meeting and appreciates the consideration of the speed cushions. She noted that they do not necessarily comply with ADA. She said they are learning increasingly that what they can do with these efforts is beneficial to the community. She does want feedback from emergency services on speed cushions noting that they all want everyone up and down the roadway to travel safely while keeping their residents safe.

There was majority agreement to explore temporary measures. City Manager Moody said if cost goes above \$15,000, he will come back before the Governing Body. They do have resources in the Special Street and Highway Fund.

CMBR Raglow asked how many items they would need. Ms. Clayton said there are at least four to six locations, and they will also contact emergency services.

CMBR Hill said for the record if they are contemplating six temporary speed bumps, she is not in favor of that.

(The Governing Body took a brief recess)

2. 2025 Line-Item Budget Presentation - Debt Service, Capital Improvement, Property Owners' Association Funds

City Manager Moody reviewed the ending fund balances for 2024 which will be the start of their 2025 budget. He also reviewed the taxes collected, special assessments, and debt service.

CMBR Faidley asked about their interest in investment and asked why it is steadily decreasing. City Manager Moody said it is because the fund is decreasing. As their total annual debt service gets lower, the bond reserve is lower.

CMBR Hage asked if they will have to issue special assessments in the future. City Manager Moody said the intent is that everyone would contribute equally, annually, and for maintenance as well. He added their new stormwater assessment will allow them to roll back the mill levy two points over the next four years.

City Manager Moody went on to report that sales taxes are 4 percent below where they were this time last year. He noted the market has been reaching a plateau and is starting to trend down. Summer in Roeland Park is their strongest sales tax period, so he is hoping to see a positive trend, but they are monitoring it.

CMBR Hage asked if the traffic calming on Buena Vista would come out of the Residential Street Reconstruction Fund or somewhere else. City Manager Moody noted there is the 5456 Buena Vista Traffic Calming Fund that has been established in the budget for 2025 and 2026 as a placeholder.

CMBR Faidley asked about the budget objective for Park Improvement and consistent signage and whether that was a 2024 objective. CMBR Raglow said it was a 2024 objective, but the Parks Committee did not have the capacity to work on it then and they just started talking about it again. CMBR Lero added that they are getting more bids on the signage, but he did not know if it is \$115,000 worth as listed in the line item. CMBR Faidley said her recollection was it was about \$17,000. CMBR Raglow said they got behind because the subcommittee had some changes and was gearing back up. City Manager Moody said \$17,000 was for the 2024 objective. Most of that fund is for the Mighty Bike and there is some for signage. The fund is being drawn down for Community Center improvements and there are also funds included for the design of the Nall Park Master Plan improvements.

CMBR Faidley asked what happens to the TDD and CIDs when they expire. City Manager Moody said he is not sure if they must take formal action to dissolve the TDD, but he suspects they will.

III. NON-ACTION ITEMS

A. Committee Minutes

IV. ADJOURN

CMBR Raglow adjourned the meeting.

(Roeland Park Workshop Adjourned at 9:01 p.m.)