

**CITY OF ROELAND PARK, KANSAS
GOVERNING BODY WORKSHOP MINUTES
ROELAND PARK CITY HALL
4600 WEST 51ST STREET, ROELAND PARK, KS 66205
May 6, 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 7:26 p.m.)

I. APPROVAL OF MINUTES

A. Governing Body Workshop Meeting Minutes April 15, 2024

The minutes were approved as submitted.

II. DISCUSSION ITEMS

1. Discuss Design for Mission Road

City Manager Moody reviewed the five different design options, existing on-street parking conditions along Mission and side streets that were presented at the community forum as well as the pros and cons of the designs and their budget impact. The options were as follows:

1. Moving the Roeland Park curb line 3-feet east to enable 8-foot-wide multi-use path (W 51st Street to 47th Street)
2. Strategically place bike lanes and sharrows (Share the Road symbols)
3. Extend Roeland Park sidewalk 3-feet west for an 8-foot path
4. Install 8-foot-wide multi-use path on Westwood back of curb
5. Install 8-foot-wide multi-use path on Westwood side keeping existing green space

City Manager Moody said the information they had was shared with the neighbors and the Council has also seen it. It has been summarized for the meeting to help focus their discussion.

Janelle Clayton from Merge Midwest and the City's traffic engineer as well as Greg VanPatten from Lamp Rynearson were also at the meeting to answer questions.

Ms. Clayton discussed having sharrows or bike lanes that are used with motor vehicles is not preferred as it will force cars to travel into the oncoming lane which is a safety issue. Also having on-street parking on top of those lanes is not ideal for forcing bikes into traffic to ride around parked cars and is another safety issue. MARC has classified Mission Road as a minor arterial which does see more traffic.

CMBR Hill said they talked about the option of an 8-foot path for pedestrians and cyclists and wanted to know how that would work with driveways and pulling in and out onto the roadway and pedestrian safety. Mr. VanPatten said the 8-foot path is an increased cost. Backing out on a sidewalk, drivers will

have to be cautious with pedestrians. CMBR Hill asked if that type of construction is commonly done. Ms. Clayton and Mr. VanPatten said they were not aware of an 8-foot path across several driveways.

Mayor Poppa said they did it on Roe Boulevard as part of their Roe 2020 project. He also said this is the first time he is hearing negative feedback on overnight on-street parking. His preference would be to allow parking when people would not ordinarily be out cycling. He asked if having parking overnight is any better than having on-street parking during the day. Ms. Clayton said it is related more to the classification of the roadway. She said when they put markings on the road, it shows that it is designated for that purpose. Mayor Poppa asked if there was a head-on collision would the City be liable.

City Attorney Maurer said he was not concerned about City liability. If they mark a road, it is the responsibility of the driver to handle their vehicle. He said there are many reasons to drive into the oncoming lane such as to avoid hitting something, and that does not create a City liability.

(The meeting moved to the Item 2 presentation, followed by Public Comments, and then a return to the Governing Body discussion of Item 1)

CMBR Stocks said he likes the better transparency of these discussions as the earlier perception of residents was this was done in the shadows. He was asked by the Mayor to interact on this item and CMBR Stocks met with the people who live along Mission Road, City staff, and representatives from Lamp Rynearson, and sat in on their meetings. He found that the opposition to the project is overwhelming and said they need to remain thoughtful to them as their lives will be impacted materially.

This led him to ask the question of what problem they are trying to solve. They have a solution, but he couldn't determine a problem and needed data. He asked if the usage of bicycles would increase on Mission Road or if seeing a potential increase and those advocates had no supporting data. He spoke with Police Chief Morris who also spoke to his counterpart in Westwood to research the data on bicycle and vehicle accidents on the road, and there has only been one incident that was a right-of-way accident. He said the area is being used safely right now. CMBR Stocks also had concerns about what the changes would do for home values and whether bike lanes would have an impact on those home values along Mission. He contacted realtors who had no specific data but did state that the fewer people who look at a home causes the value to go down. The on-street parking is important especially because of the length of driveways and if the residents have children, guests, or friends, then less parking would decrease the desirability which does decrease the value.

CMBR Stocks referenced a petition that was submitted that included 35 homes (44 signers) not in support of the project. He tried to find support for the project in the community. He said two people were in support. One lived on Mission, and one did not. A majority of those impacted do not want it and they run the risk of politically activating a part of their population for a problem that cannot be identified. He reiterated that people are using Mission Road safely. Also, the people who want the bike lanes want them with no compromise for the residents. He encouraged that as a Council when considering this issue that they are responsive to the people on Mission Road that are most directly impacted.

Mayor Poppa thanked CMBR Stocks for jumping in and working with the residents on Mission and thanked CMBR Lero for looking at this. He also thanked the City staff, Lamp Rynearson, the engineers,

and their friends over in Westwood. He agreed they must look at the needs of residents, but that this project affects more than just the people in the project area, and they must take that account and look at the greater good. He recommended allowing parking overnight on the bike lanes for right now. They have the money and the grant funds, and they can do it now. From there they can collect the data needed and feel this is the compromise they are looking for.

CMBR Dickens said he first became involved with this in 2022. He likes Complete Streets and likes Option 1. He is not a fan of the on-street parking. He also has not met anyone who is in support of the project, and this is his ward. Therefore, he cannot support a project when it's not supported by those he represents. He does agree with the Mayor they need to consider the needs of others and likes the original plan. He also wants Complete Streets to make their city more walkable and bikeable and the purpose is to connect everyone. He agreed that they should collect the data first.

CMBR Faidley said she appreciated everyone and noted they recently had a retreat where they said that sharing stories can be effective way to communicate. She shared a personal story of cycling and a bicycle accident she had with a motor vehicle in the same space. She said that sharrows do not provide any protection. She also said she appreciates the residents along Mission, but that Mission Road is for everyone. She said that Complete Streets is for everyone. She believes that people along Mission Road have become too accustomed to use it as their personal parking space, and it is not that. It belongs to all who travel the street and it should be safe for all to use. Dedicated lanes make it safer for all users. She said that she will not support an option that is not for Complete Streets and that people do not use Mission Road now because they do not feel safe.

CMBR Hill said in a compromise no one is happy, but it gets done what needs to be done. Everyone wants the safe option, and she would rather have someone upset over a portion of their yard being taken over someone's child getting hit. Whether it's for items like speed bumps or traffic circles, their job is to listen to the professionals and that is what she intends to do. These improvements are for everyone. She said there is a lot of data out there from the work from BikeWalkKC, their gold status as a Community for All Ages, the Complete Streets plans that represent a ton of work over the past 15 years. CMBR Hill said they must do what is right for all the residents. She lives on a street that had their on-street taken away, but it does benefit the greater community. She said to trust the Governing Body doing the right thing for them.

CMBR Lero said he was not a part of all the work done as part of the initial plan and respects all the work that has been done. He agreed to try out the overnight parking, gather the data, and see whether there is an added value of putting in the bike lanes.

CMBR Hage said their first question needs to be what residents have to say. She said it is a challenge looking at the map of the bike plan in Roeland Park. In talking about Complete Streets on Nall, she was surprised at how quickly that was dismissed and was told that Complete Streets are a guidance when it makes sense. Without discussion it was dismissed so quickly not abide by Complete Streets on Nall. She said there is an inconsistency in the logic and why Mission Road. She noted that Mission is not a huge connecting piece in their network. She will be in consensus of those who worked more closely with their constituents and is also confident they can find a compromise.

Mayor Poppa asked for an explanation on the importance of paint and no buffer between sidewalk and cars and why makes a difference between sharrows and bike lanes. Ms. Clayton said that a real bike/walk enthusiast would say that a dedicated bike/walk lane is the only one to consider as it is a real

barrier between the traffic and the bike lane. They want to provide those lanes, but riders tend to ride more towards the road because they do not feel safe riding close to gutters with the debris. She would not say that bike lanes are safer than a sharrows, but protected bike lanes are the gold standard.

CMBR Faidley said they do not have the width for protected lanes. As an older community that is already built out, they cannot support that. Mayor Poppa said they are already compromising by not going to a gold standard.

CMBR Madigan said he was hit once by a bicycle while he was on a motorcycle. He added that this is about the common good and not the greater good for the residents in their town. After listening to the professionals and the residents, it is their job to decide what is best for their community and to stand up for the residents. He agreed they need to start and gather data. He also said he will not vote for an option where anyone must walk so far to get to their car. He said that people keep mentioning the character of the neighborhood, he noted that Mission used to be a two-lane road and yards were taken when it was widened. Now, they are looking to do this again without offering any compensation to the residents. He also asked about the police presence to patrol the area in the morning to make sure the cars have moved.

CMBR Faidley said the area will need to be heavily signed and enforced. She said that parking overnight is a safety concern, and it is not recommended.

CMBR Stocks said the facts are this strip of road is being used by bicyclists and they are using it safely. He again asked why they want this and what is the problem. He noted this is a disadvantage to residents who put this in, and they need a good reason why they want to do it. He asked these questions at design meetings and of Commission Chair Kelly and could not get an answer. He supports the people that live there making it beautiful.

CMBR Lero asked if Westwood is not willing to have a bike lane, does that eliminate the sharrows and can they do one side without the other. Ms. Clayton said that they cannot.

Westwood does not encourage the sharrows or a bike lane as it is only a five-foot road lane.

CMBR Raglow said the discussion centered around two options, the original plan, and the original plan with parking overnight and hours to be determined.

CMBR Madigan said that Westwood Councilmember Steele had her opinion and asked if that is the opinion of her city.

Mayor Poppa said that is not our concern and what they do next is.

After further discussion the majority agreed to the original plan with overnight parking TBD. There will be a subsequent discussion to determine the overnight parking hours.

CMBR Raglow noted CMBR Stocks has a meeting later this week with a member of the Westwood City Council to further the discussion. She said they owe it to staff and their engineers to give them some direction based on tonight's discussion.

CMBR Hill said she is really concerned that they are throwing traffic expert's opinions away and asking for what they want. She said they can say they want anything, but that does not mean it is right.

City Manager Moody said they will do their best to come up with options concerning parking options for them to consider.

CMBR Raglow requested to continue with the Buena Vista discussion and move the remaining two items to the May 20th Workshop.

Mayor Poppa asked Ms. Jones-Lacy if Chapter 6 will need a charter and she said it would. Mayor Poppa recommended putting the Chapter 6 discussion on New Business at the May 20th City Council meeting.

2. Update on Traffic Calming Analysis for Buena Vista

Ms. Clayton summarized the process to date regarding traffic calming. She also said they put out a survey to the Buena Vista neighborhood committee and received 11 responses, the majority of which want to see some measures taken. Given the responses and engineering judgment, she offered their recommendations for traffic circles, raised crosswalks/speed tables.

An acceptance survey is being compiled and a 60 percent response in support of the traffic calming recommendations is needed.

CMBR Faidley asked if the 60 percent would be residents facing Buena Vista, and Ms. Clayton said it is but includes those facing Buena Vista whose driveways may be on a different street. CMBR Faidley also asked if there is room for the traffic circles as recommended. Ms. Clayton said there is room, and they should not be confused with the larger roundabouts which have a much larger footprint. CMBR Faidley also noted Police Chief Morris's comments that first responders' times could be affected with the calming measures, and they need to be aware of that.

Mayor Poppa asked if EMS and the Fire District have signed off on the plan. Ms. Clayton said they had not seen the plan. Mayor Poppa said he would like them to sign off on it before the Governing Body signs off.

City Manager Moody commented that it was clear they do not recommend vertical measures. The residents at the meeting heard the explanation from emergency services and understand it has the potential to impact response times for those services. The feedback being presented here is considering the information that was shared.

Mayor Poppa asked if the stop sign would remain on 53rd. Ms. Clayton said it would because of the sight distance and the building on the corner.

CMBR Madigan asked if any of the traffic circles are at a bus stop, they would be impacted. Ms. Clayton did not know of the bus stops and Mr. Madigan recommended that be investigated further. He also said a resident contacted him and said it seems like they would need to take all four measures or get nothing.

City Manager Moody asked Ms. Clayton to address only using one measure to slow at one point along a corridor. Ms. Clayton said that studies have shown that speed tables in succession are recommended. If placed only at the beginning and end, they are not as helpful as people speed up. They want to be able to get the full benefit in reduction of speed.

CMBR Madigan reiterated that residents want calming measures, but if they do not like traffic circles, then they believe they will not be able to get anything.

CMBR Stocks knew they discussed the rapid flashing beacons (RFB) for crosswalks and asked whether that was an ongoing cost. City Manager Moody said most of the cost is installation and they are solar powered. The City obtained a grant for the last ones that were installed.

CMBR Hage asked if the resistance to traffic circles that they saw in the survey is due to people not knowing how to navigate them or did they know the source of the pushback. Ms. Clayton said it is more of an overall feeling about losing property and some right-of-way. CMBR Hage asked if there are any other efforts they can make to educate the public on how to use them. Ms. Clayton said that social media is a great tool, and they can also do a mailer that depicts how to navigate them.

CMBR Dickens said that traffic circles do not require navigation and are just following the road. Roundabouts are something different.

CMBR Hill asked about plowing traffic circles and Public Works Director Scharff said he does not foresee any issues.

The Governing Body heard Public Comments for Items 1 and 2 and returned to this discussion after completing Item 1, Mission Road

CMBR Madigan said the survey is not ready to go out to the citizens and they certainly need to consider the bus stops.

Mayor Poppa said in the presentation the difference between traffic circles and roundabouts was explained. Ms. Clayton said it was in the presentation but was not in the survey. She said the acceptance survey would go to everyone and they could add that information in there. She also said that the bus stop is not signposted and so there is no way she would have had that information.

CMBR Stocks asked if there is a deadline in terms of funding for these measures. City Manager Moody said this is a citizen driven initiative. How quickly they move depends on when they draw a consensus from the group and bring it to the traffic engineer. He said they are getting an education as they go through process. Once it is refined enough, they will put the survey out. One intersection is eligible for CARS funding, which they can apply for 2026 next spring. They have already been approved for their 2025 project.

CMBR Lero said he cycles with his children and still avoids Buena Vista. He was excited to see the sidewalk and crosswalk go in and that it has made a huge difference, but he is still extremely cautious. He added that it is good to see something like this happen. He also likes the traffic circle and agrees that it takes time and they do want to get it right. He thanked everyone for their work on this issue.

Mayor Poppa said this affects more than just those who live on Buena Vista. He expressed his concerns on the raised tables and the concerns for emergency response. He feels more education is needed about traffic circles. Finally, Mayor Poppa said it is hard to do something that does not have the support of EMS.

CMBR Raglow said the concern of the bus stop needs to be addressed and more education is needed around traffic circles. Once they get more information, they can have another Workshop around this item.

CMBR Madigan asked the traffic engineer to investigate something he had spoken to Public Works Director Scharff about such as raised panel in the road that an emergency vehicle can drive over but not a car so they can talk about that further.

CMBR Stocks asked if with the survey there would be back-up documents, diagrams for clarity, or additional information. Ms. Clayton said she had put that together for the presentation and it is easy enough to attach to the survey.

Public Comment:

Jason Wilson (5006 Mission) Mr. Wilson spoke to the Mission Road project. He said that from the 4/18 meeting of the 21 responses received, 90 percent chose Alternative 2, with sharrows on both sides of the street from 47th to 51st and bike lanes from 51st to 53rd. He noted that Alternative 2 had the same cons as the initial proposal from the City.

Laura Steele (Westwood City Council) Ms. Steele spoke to the Mission Road project. She said that she lived in Roeland Park for ten years and in 2015, was asked to sit on the Bike and Walk ad hoc committee that produced the Roeland Park Bicycle and Safety Report in 2016. She was also on the Sustainability Committee to continue to see the work through those recommendations in that report. She also was on the committee that worked to review safety improvements around Roesland Elementary. In 2018, she was the race director for the Park to Park Run which brought in \$3,500 for the park system. Ms. Steele relayed her background to establish the time and effort that she has put into Roeland Park to make it a welcoming and active community for all. After moving to Westwood. In 2019, she was sworn onto the council in 2020 and championed their Complete Streets ordinance in 2021, she facilitated the Complete Streets Committee made up of Westwood residents who helped identify networks through their community for road improvements for biking and walking. On behalf of the residents and the City of Westwood, she made the following comments for Governing Body consideration regarding Mission Road improvements. Option 3, which allows for sharrows and requires the consent of Westwood to complete, she stated that Westwood will not give consent to this configuration as their Complete Streets plans have prioritized bike lanes dedicated along this corridor. She stands up for the residents in Westwood who worked with her to help define what these streets should look like. She added that elimination of bike lanes does not contribute to capacity improvements, system management, or route enhancement priorities of the CARS funding. Option 3 does not provide any further protection for the people on the sidewalk. To add in any kind of a buffer for people, through possibly a bike lane, they will have increased the safety for those on the sidewalk. The further away pedestrians are from traffic the better. It also reduces the amount of time they have to cross the lane. Lastly, she put forth for the Governing Body's consideration to implement the original design plan and take a year to let it sit and collect actual data on the parking, biking, and

walking impacts. So, instead of those residents coming forward with the loss of parking, they would have an actual understanding of the impacts.

Michelle Daugharty (5146 Buena Vista) Ms. Daugharty spoke to the Buena Vista project. Ms. Daugharty thanked Ms. Clayton for her work, but she did not feel that the survey was ready to be presented to the residents. She also said that 65 percent have concerns for traffic circles and they do not have a definitive combination on the traffic calming methods. She feels that maybe more education was required.

Lauren Wortham (5014 Buena Vista) Ms. Wortham spoke to the Buena Vista project. She too attended the meeting and felt it ended with a lot of unfinished discussions and questions. She said that most people want traffic calming, but they couldn't agree what that looks like. She asked how they could present information to residents on the street.

Matt Eblen (5133 Buena Vista) Mr. Eblen spoke to the Buena Vista project. He wants to make sure there is signage on Buena Vista for those entering the traffic circles. He also mentioned the speed humps on Belinder and whether there was any documentation they can provide on reduction of speeding or accidents.

Michael Loxterman (5219 Buena Vista & 4724 Mission Road) Mr. Loxterman has properties in both project areas. He said that traffic circles are of no benefit and the ones installed in Overland Park were a nightmare and torn out. He likes speed bumps and feels they would work. He acknowledged the concerns of fire and rescue and said that speed tables are a good second or an in between possibility with flashing lights and crosswalks. He also noted that intersections are not at a 90-degree angle and that would make them more difficult to navigate with traffic circles. Regarding Mission, he found that to be very concerning. He thinks bike lanes would clean up the road but believes a multi-use lane is a problem. He said they should be given the opportunity to vote on the original plan.

Linda Gardner (5220 Clark) Ms. Clark spoke to the Buena Vista project. She said it was her daughter that was hit in the crosswalk at Catalina and Buena Vista. She also stated the traffic calming is more for vehicles but is also to be for pedestrian safety. She too expressed concerns about a bus stop in a traffic circle and that shaving off more of the sidewalks for a traffic circle creates more of a curve and would cause a distracted driver to be more likely to go up onto the sidewalk. She also noted that the yellow posts on Buena Vista and Catalina are repeatedly hit. Ms. Gardner said the speed tables are barely noticeable at 35 miles an hour on Elledge, but the speed limit is 25 miles so they do not reduce traffic or speed. She suggested the type on Belinder that requires speeds to drop to about 15 miles per hour to get over them and is the main idea, which is to increase pedestrian safety.

3. Review Chapter 6 Revisions

This item will be discussed under New Business at the May 20, 2024, City Council meeting.

4. Overview of KC Can Compost Partnership

This item will be discussed at the next Workshop meeting on May 20, 2024.

III. NON-ACTION ITEMS

No items were presented.

IV. ADJOURN

CMBR Raglow adjourned the meeting.

(Roeland Park Workshop Adjourned at 9:09 p.m.)