

**CITY OF ROELAND PARK, KANSAS  
GOVERNING BODY WORKSHOP MINUTES  
ROELAND PARK CITY HALL  
4600 WEST 51<sup>ST</sup> STREET, ROELAND PARK, KS 66205  
June 2, 2025, 6:00 P.M.**

<ul style="list-style-type: none"><li>• Michael Poppa, Mayor</li><li>• Benjamin Dickens, Council Member</li><li>• Jan Faidley, Council Member</li><li>• Emily Hage, Council Member</li><li>• Jennifer Hill, Council Member</li></ul>	<ul style="list-style-type: none"><li>• Matthew Lero, Council Member</li><li>• Tom Madigan, Council Member</li><li>• Kate Raglow, Council Member</li><li>• Jeffrey Stocks, Council Member</li></ul>	<ul style="list-style-type: none"><li>• Keith Moody, City Administrator</li><li>• Jennifer Jones-Lacy, Asst. City Admin.</li><li>• Kelley Nielsen, City Clerk</li><li>• Cory Honas, Police Chief</li><li>• Donnie Scharff, Public Works Director</li></ul>
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(Roeland Park Governing Body Workshop Meeting Called to Order at 6:57 p.m.)

## **I. MINUTES**

### **A. Governing Body Workshop Minutes May 19, 2025**

*The minutes were approved as presented.*

## **II. DISCUSSION ITEMS**

### **1. Review Options and Pricing for Buena Vista Traffic Calming - Janelle Clayton**

Janelle Clayton, Merge Midwest, presented the pricing options for traffic calming measures on Buena Vista.

- Option 1 - 2 speed tables, 2 speed cushions, and a traffic circle with a cost of \$261,066.
- Option 2 - 4 speed tables and 1 traffic circle with a cost of \$271,658.
- Option 3 - 4 temporary speed tables and 1 traffic circle at a cost of \$209,245.

City Manager Moody said that the three options do not reflect the cost of a raised pedestrian crossing, which is an alternative listed in the staff report and does come with an additional cost. It could be added at the northernmost part of the street as a calming element.

CMBR Faidley liked the proposal of a raised crossing since it is a route to Roesdale for students. The raised sidewalk is a good idea and serves the purpose of slowing the traffic.

CMBR Hill noted that all the pedestrian crossing signs along the route are missing.

Mayor Poppa asked if the raised pedestrian crossing would be where the current crosswalk is closest to 50<sup>th</sup>. Ms. Clayton said that is correct.

City Manager Moody said they could call it Option 4 with adding in a raised crosswalk. Ms. Clayton said the additional cost for the sidewalk would be about \$33,000.

CMBR Madigan asked about the original elements' cost and Public Works Director Scharff replied they were just over \$17,000 with \$3,500 for installation. CMBR Madigan asked why they shouldn't continue to use what is already purchased. City Manager Moody said he anticipated that question and it is where Option 3 came from to keep the temporary speed tables and add in a traffic circle.

Ms. Clayton said she reached out to Prairie Village, Lawrence, and a city in Nebraska who stated they have had the most success with speed tables to slow people down.

CMBR Hage said she was surprised that there is not more of a price difference between the permanent and temporary measures. She asked for a ballpark on the cost of the traffic circle. Dan Miller, City Engineer, stated that most of the cost included in the different options is related to the traffic circle. They would have to move the curb line and drainage and that is associated with most of the cost for this.

CMBR Hill asked for clarification on 5 tables and 1 traffic circle. She asked if there would be a raised crosswalk at Elledge and 51<sup>st</sup>, and why they would not do one at Catalina. City Manager Moody said that fewer properties would be affected on the northern edge and wouldn't require as much emergency vehicle traffic.

CMBR Stocks asked if the raised crosswalk option would require a flashing beacon. Ms. Clayton said it is not required. CMBR Stocks asked if they would want to include one and if there are any advantages. Ms. Clayton said there are no signal warrants for that. That is something that can be added after the fact or in conjunction if they feel the crosswalks do not draw enough attention.

Mayor Poppa said there are so many options and would like to have seen a spreadsheet listing out all the options and their pricing for easier comparison.

CMBR Lero asked if they decided to add a traffic circle and temporary speed tables whether that would change the neighborhood approval. City Manager Moody said they would put together a design for a vote from the neighborhood. The measures have been consistently supported by residents, which is why they included all options.

CMBR Faidley expressed concern about the placement of crosswalks. She looked at the distances for crossing Buena Vista between Catalina and 54<sup>th</sup> Terrace and noted that it is a long expanse on Buena Vista where there is no crossing for pedestrians. She asked if there are guidelines on the distance between crosswalk markings. Ms. Clayton said the MUTCD does give some guidance when to consider crosswalk markings, but it is mostly an engineering judgment to have signalized crossings at all signalized stops. Where they have more pedestrians, they want to give them a designated crossing. On a residential street, they are not at every location, which then becomes an expense to the city for maintenance, so they focus on key locations. For the traffic circle at 53<sup>rd</sup>, they would recommend adding crosswalks. CMBR Faidley noted there is not a sidewalk on the west side of that intersection.

CMBR Hage said 52<sup>nd</sup> Terrace is fast and well-traveled and would support a crosswalk there.

CMBR Hill asked if they wanted to do another crosswalk, could that be done in-house. Public Works Director Scharff said they could do that. CMBR Hill said they could look at it again after the calming measures are in place to see if it is even necessary.

After another review of the options presented, the Governing Body decided on Option 4, which would include 3 permanent speed tables, 1 traffic circle, and the addition of the raised cushion crosswalk that would replace the northernmost speed table at a cost of approximately \$305,000 with the potential of adding a painted crosswalk, if needed.

CMBR Faidley asked if they do not get 60 percent support from the neighbors, are they still able to move forward with Option 4. City Manager Moody said yes, they can. It is the Council's policy and their decision, and they can deviate from it if they choose to. He also wanted to warn the Governing Body that deviating from their policy would set a precedent. CMBR Faidley said they must do what's best for the entire community and sometimes that requires them to take a few slings and arrows.

CMBR Hill said it is interesting to say that Prairie Village states they do not see a reduction in traffic. Crossing over the speed bumps is the only route to school and you have to drive over them.

## **2. Review Traffic Data from Pawnee and Reinhardt - Janelle Clayton**

Ms. Clayton presented the volume and speed data for both Pawnee and Reinhardt. They collected data on Pawnee from May 16<sup>th</sup> to May 23<sup>rd</sup>, which was before school was released. There were 3,224 northbound vehicles per day and 1,857 southbound per day. Ms. Clayton said that normally there is an even split, but this is a significant difference to note. There was an average of 5,081 vehicles on Pawnee per day with an average speed of 22.82 going southbound and 24.46 going northbound. The posted speed limit is 20 mph, and the data shows that speeding is not an issue.

They also collected data from Reinhardt. Ms. Clayton noted that they had a counter issue for the northbound collection of data. The data was gathered from April 25<sup>th</sup> through May 2<sup>nd</sup>, and again, before school was out. Going southbound there were approximately 561 vehicles per day, and they approximated that same total for the northbound traffic. The average speed on Reinhardt was 35 miles per hour and the posted speed is 20. They do see that speeding is an issue and recommended more enforcement to address the speed.

CMBR Hage said she knows families that live on Reinhardt and school was not in session on that Friday. She believes the students driving on Reinhardt are the problem and addressing that might minimize what the problem actually is.

CMBR Hill said she has spoken with residents in the 4700 to 4800 block of Reinhardt, and they have suggested making that segment of the street one way.

CMBR Faidley asked whether they should do Reinhardt again since they had issues gathering data and there is question whether the school was in session or not.

CMBR Hage said the data gathered says that it already qualifies, but she believes it is worse than what the data shows.

CMBR Raglow agreed with that statement.

Ms. Clayton said if they decide to move forward with traffic calming measures, she would like a full data set to make certain they have concrete figures.

Mayor Poppa said they should move forward with traffic calming measures on Reinhardt.

CMBR Raglow asked if this is even a place where they could use their temporary traffic calming measures.

CMBR Faidley said if the problem is to and from school, she wanted to ask Police Chief Honas if the answer is measures or enforcement. She was trying to think about high schoolers and speed tables and was not sure that was the answer.

Police Chief Honas said they have increased enforcement in the area and will continue to do so. He can also put a push on patrol to observe the area and do selective enforcement and be more visible to see if that helps.

Ms. Clayton said they do not have to jump right to traffic measures. They have education options for the students and enforcement and engineering things they can consider. Traffic enforcement might be enough or even speed signs to give feedback might be used before thinking about engineering measures.

Mayor Poppa said if they do decide to move forward with temporary measures, he would like to get additional data first.

CMBR Lero asked whether it is worth studying now that school is out to see if it is related to the students. He said it would be interesting to see a study of when school is not in session.

CMBR Hill, in all seriousness, asked about placing an old empty police vehicle in the area as a deterrent. Ms. Clayton said they had put a dummy in such a car for that purpose.

CMBR Dickens said he does not hate that idea. Ms. Clayton added it has been used in the past and is not completely out of the question.

CMBR Raglow stated they are not currently considering anything further on Pawnee as it does not warrant any remediation. They will continue to gather data on Reinhardt while school is not in session.

Mayor Poppa said that since Pawnee does not warrant moving forward, how is that being communicated to the residents who have filled out forms and started the process on these streets. City Manager Moody said they have received concerns from residents and this is what prompted the data collection. He said they can share that data with the residents.

Ms. Clayton said having the before and after data is nice. The police department will step up enforcement at the beginning of the school year. If it picks up again, they can think about further options. Education and enforcement should be the first steps they take, especially next to a school.

### **3. Review Balancing Act Public Feedback on 2026 Budget Objectives**

Ms. Jones-Lacy said the Balance Act program was ordered as a budget objective for 2025. This is their first opportunity to implement the Prioritize module using the objectives for 2026. This was an exercise for public participation and to give the Councilmembers more insight into what the people care about and their priorities.

Nine objectives were promoted on the City's website, newsletter, and social media. They received 66 responses. The respondents were able to rank the objectives and offer their feedback. They only received one comment in which the individual felt that elected officials should get the same raises that staff receives. Ms. Jones-Lacy reviewed the findings noting that the top three objectives were flashing stop signs at three intersections, irrigation in R Park, and additional shade structures and seating at the Aquatics Center.

CMBR Faidley was impressed that they received 66 responses and their feedback. She noted that the public does not have the same information they have or know the justification of some of the items, which might affect the way they are prioritized in their rankings.

CMBR Hill asked about the security of the data and whether there was a limit on responses. Ms. Jones-Lacy said there was no limit to the responses, but she was able to see whether there were multiple users from the same IP address, and she accounted for that. A lot of the IP addresses were from Kansas City, Missouri, so she assumed they were from people at work.

Mayor Poppe said that this was his objective and to think about it as a budgeting tool and asked whether this has given them some meaningful data. He wanted this part of the participatory budgeting to be meaningful and asked everyone to think about that.

CMBR Madigan said looking at the number of responses, this gives them a basis that they need to educate more people. He also added that his budget objective of flashing stop signs ranked high.

#### **4. Chapter 12 Review - Public Spaces**

Ms. Jones-Lacy stated this chapter has been reviewed by many more groups than usual. Public Works Director Scharff reviewed it as well as the DEI Committee and the Parks Committee. They also spoke with Anthony Glassman from Prairie Sailor to get his thoughts and feedback as they looked a little further into e-bikes. Ms. Jones-Lacy reviewed the edits in the chapter. She said that staff is making a recommendation to allow Class 1 and Class 2 e-bikes in the parks, excluding the traffic garden. The recommended speed limit on the paved trails is 15 mph.

Mayor Poppe asked if e-scooters would be allowed. Ms. Jones-Lacy said it is not included as a component in the parks or to be allowed. She said that may be something to consider in another area of the ordinance.

CMBR Faidley has reservations with the current dirt bike/hiking Nall Park Trail and allowing Class 1 e-bikes. She said it was never considered to be a trail for a bike with a motor. Ms. Jones-Lacy said that Mr. Glassman made the Class 1 e-bike recommendation.

There was discussion of the various classes of e-bikes, their speeds, and how they function.

CMBR Lero said it makes sense to limit them. With Class 1 e-bikes, you cannot tell if it is motorized or totally pedal assisted. Mr. Lero said there is maybe a 5 mph difference between Class 1 and 2 e-bikes. He said the pedal speeds are not really any different than the electric assist, but it does allow the cyclist to ride the loop repeatedly. He said that not allowing them on the traffic garden would be hard to regulate. And unless there is enforcement, it would be difficult. He said they do not want electric dirt bikes and limiting the off-road track to Class 1 makes the most sense. The bigger the battery, the bigger the motor, and the heavier the bike, which results in more wear and tear on the trail.

Ms. Jones-Lacy thinks of Class 1 as being a regular bike with a little assistance if you need it.

CMBR Madigan said that policing the parks would be difficult. The R Park area residents are concerned about everything that is going on in the park, and they will police that. Not as many people say anything about Nall Park. The e-bike limitations should also be posted in the parks. CMBR Madigan asked who gave the opinion on behalf of the Parks committee.

Ms. Jones-Lacy said she shared this with Sarah Martin, the Chair of the Parks committee who requested the restriction on the traffic garden. CMBR Madigan said if this was brought to the committee, a subcommittee should have been formed before giving an opinion.

CMBR Hill wants to make sure they are not policing people, which is not the purpose of their parks. She did say that when people behave badly, they should step in.

CMBR Hage agreed with CMBR Hill. And added that she does not see much of a distinction between e-scooters and e-bikes. She would love to see it mandated that everyone wear helmets. She sees all ages out there not wearing helmets.

CMBR Lero said he did not know about e-scooters, but he does not want to see someone going 40 mph on the trail. He said they should establish a general speed limit they want to see on the trails.

Mayor Poppa supports making sure they are encouraging fun and safety at the parks. He asked if they could put in a speed limit versus what you can or cannot ride.

CMBR Faidley said she lives next to Nall Park and there have been motorized vehicles in Nall Park, all-terrain, motor bikes, and even a pickup truck. She said it is really supposed to be a walking trail and is concerned that they are not making it more dangerous for those that want to walk the trail. The focus is on the natural elements there.

CMBR Lero said the nice thing about the increased mountain bike community is that they are really policing that trail and running people off that are on dirt bikes. They will take care of that because it is their labor that helped build that trail and they are invested in it not being destroyed. He said it will be self-maintaining once they get a community that cares about it.

Mayor Poppa suggested they pause on deciding about this as they are doing a parks master plan and would like to get guidance from that committee or their through process.

CMBR Raglow supported that suggestion.

CMBR Faidley asked how e-bikes fit into the equation. CMBR Raglow said that would be part of the conversation with the parks master plan and the Strategic Planning committee.

CMBR Lero said it is almost two conversations. He sees the vehicles in parks but also sees them on City streets. He is seeing even more now that school is out.

CMBR Hage said it does not feel like it is their job to tell the master plan committee what they want to see. She said most people are riding an e-bike now and they are inclusive for anybody to ride a bike. They want people in their parks and not driving to them. If they have an e-bike or a scooter, then they're going to ride it there. This is the mode of transportation for many people now.

CMBR Hill asked about the average speeds of bike riders. Most scooters are going 15 mph, which is not much of a difference between a bike and a scooter.

City Manager Moody said on the internet the average speed is 7mph. He said their parks are small and there is not a lot of go fast area to do deal with.

CMBR Raglow likes the idea of e-bikes and scooters in the parks with a speed limit. There was majority agreement on this. Ms. Jones-Lacy said that currently there is no motorized anything in the parks, but this is outdated compared to other communities and so they thought it was time to look at Chapter 12.

There was agreement on a speed limit of 15 mph for microtransit electric vehicles.

CMBR Hill said they do not want moped vehicles in the parks. The was agreement from the Council on this.

There was also agreement for Class 1 e-bikes on the trail. This would come back to Council for further discussion if needed.

Ms. Jones-Lacy reviewed some language changes in the remainder of the chapter. She said the DEI committee recommended adding equitable access to parks and amenities.

Mayor Poppa suggested that references to the duties of the advisory committees be removed from this chapter and placed grouped with the other committees.

Public Works Director Scharff also wanted to add to the duties and responsibilities of the Parks committee that when they are making recommendations to staff or the Governing Body, they are factoring in the cost of landscaping, water, weeding, etc., and it is discussed during the planning and design process.

CMBR Lero said at the last Parks committee meeting, they talked about if there was a place, whether in an ordinance or just an information sheet to talk about specific weed killers or types of mulch, as they are thinking about it from an environmental, sustainability perspective and whether they want to have recommendations on how that is handled.

CMBR Raglow said they did talk about plants at the DEI committee. CMBR Hage said they recommended the use of native plants. CMBR Raglow said the discussion was they do not need an ordinance but just to make a recommendation.

CMBR Faidley added that they have had discussion about what kind of weed control is being used in the parks. They have found the stuff that really works is what is bad for you. There was a decision to keep Nall Park herbicide free and all natural, but that is not the case for R Park.

CMBR Hill agreed for the first few years that they would use herbicides at R Park to get the turf going.

Public Works Director Scharff said they continue to treat R Park but not Nall Park.

CMBR Hill said the committees can always offer their recommendations, but the Council may choose not to accept that. That does not need to be stated in an ordinance.

### **III. COMMITTEE MINUTES**

*There were no committee minutes presented.*

### **IV. ADJOURN**

CMBR Raglow adjourned the meeting.

(Roeland Park Workshop Adjourned at 8:41 p.m.)