

CITY OF ROELAND PARK, KANSAS
GOVERNING BODY WORKSHOP MINUTES
ROELAND PARK CITY HALL
4600 WEST 51ST STREET, ROELAND PARK, KS 66205
August 18, 2025, 6:00 P.M.

- Michael Poppa, Mayor
- Benjamin Dickens, Council Member
- Jan Faidley, Council Member
- Emily Hage, Council Member
- Jennifer Hill, Council Member
- Matthew Lero, Council Member
- Tom Madigan, Council Member
- Kate Raglow, Council Member
- Debbie Schraeder, Council Member
- Keith Moody, City Administrator
- Jennifer Jones-Lacy, Asst. City Admin.
- Kelley Nielsen, City Clerk
- Cory Honas, Police Chief
- Donnie Scharff, Public Works Director

(Roeland Park Governing Body Workshop Meeting Called to Order at 6:22 p.m.)

Public Comment

Liz Vogel/Mark Heiman (5419 W. 51st) Mr. Heiman commented on the proposed 51st Street plan. He and his wife are supportive of the efforts to improve pedestrian and cycling access and safety. One concern he has is how the items will be routed. He also presented a printout to the Governing Body with additional information and concerns they had.

Mario Garcia, a Shawnee Mission School District Board Member, attended the meeting to listen to the conversation on Complete Streets.

I. MINUTES

A. Governing Body Workshop Meeting Minutes August 4, 2025

The minutes were approved as presented.

II. DISCUSSION ITEMS

A. Review Complete Street Analysis for 51st Street and Discuss Design Options

City Manager Moody stated they will need to obtain several easements and would like to begin that process early so they can move forward with construction in 2026.

Janelle Clayton, Merge Midwest, provided a summary of the Complete Streets analysis for the 51st Street project. She said it is the same process that was used on 55th Street. She reviewed the posted speed of 25 mph versus the 31 mph 85th percentile speed. She also reviewed the current traffic conditions, traffic volumes and speed data as outlined in her report. She said this project is listed as a priority on the sidewalk and bicycle networks, but its existing width does not accommodate bicycle lanes on both sides.

CMBR Madigan asked if any trees would be impacted by an 8-foot sidewalk/trail. Ms. Clayton said there are some large hedge trees on the west end and does not think they would be affected as they are a hearty species. CMBR Madigan said that even though they leave the tree, when the roots are killed, the tree dies, and this concerns him. He also questioned what it would cost to put in an 8-foot sidewalk/trail on the south side of the street as well as street paving.

City Manager Moody said the multi-purpose trail approach was driven by the limited pavement on 51st Street to accommodate two 5-foot bike lanes and two 10-foot vehicle lanes. There is not enough pavement to accomplish this. The plan does show dedicated bike lanes on the route in addition to having two sidewalks. The route is also CARS eligible.

CMBR Madigan reiterated this project was brought up for safety concerns.

CMBR Hage said she could understand the feasibility and cost of moving the power lines but has not heard any reason why they would not upgrade the existing 5-foot sidewalk to an 8-foot path and only have one sidewalk. City Manager Moody replied that the plan contemplated sidewalks on both sides of the street.

CMBR Faidley said topography is an issue on the north side of the street and it will be difficult to make the driveways ADA compliant. The topography is relatively flat on the south side. She asked if on the south side of 51st west of Nall whether Roeland Park has the responsibility for the entire street and if they would want to continue the path to the City limit. Ms. Clayton recommended ending a shared use path at the nearest intersection.

CMBR Madigan said if an 8-foot trail ends at Nall, then the cars are misaligned coming east. Ms. Clayton said they can add pavement markings to help guide traffic.

CMBR Hill said they are talking about this because of safety and Roeland Park wants to be a Community for All Ages as defined by their gold level status. She said it is known that sharrows are not safe and would like to see dedicated bike lanes as a protected space is important.

CMBR Faidley asked if the parallel parking would be eliminated at 51st and Cedar or how it would line up with a multi-use trail. Dan Miller, the City's Engineer from Lamp Ryneerson said a couple of options have been proposed for Cedar. The preferred approach is to realign the east curbline. There is more room to the north to provide the ability to maintain parallel parking on the south side with pavement markings. They would keep the multi-use path where it is proposed. CMBR Faidley said that there are no sidewalks Birch and Ash, but they would still need to have ADA ramps across the intersections. She asked if they would wrap around the corner. Ms. Clayton said that it is not in the plan at this time but when the time comes, they will wrap around the corner.

CMBR Madigan said they seem to ask for a higher price, but then they can change the design, so it is less costly and still be able to keep the monies awarded. He said it looked like a kind of padding going on and assumed that was legal. He said it looks like they need to vote on a design relatively quickly. City Manager Moody said they are looking for direction this evening to develop the scope and fee of what the final design is going to be. CMBR Madigan said when he looked at the agenda description this was for a review of the Complete Street analysis as well as an opportunity to discuss design options, which he's trying to do. He said that streets were constructed for motor vehicle traffic, and the sidewalks were added so that people do not have to walk in the roadway. This proposal solves a problem that does not exist. He said this may also have an unintended consequence of misaligning the street, but it does connect the sidewalks. He said that speed humps/bumps would calm the traffic. The problem at 51st Street is running the stop sign and not a speeding issue. Police Chief Honas agreed that there are more stop sign violations than speeding. CMBR Madigan said it confuses him then about the need for traffic calming.

Also, CMBR Madigan said that public comment has been that a sidewalk on the south side of the street is not illuminated from the north side. He sees this project as a bridge to nowhere.

CMBR Hill called for a point of order. Mayor Poppa said there is no formal point of order in a Workshop meeting. CMBR Raglow said unless anyone had anything new to add, she hoped they were at a point to provide direction for staff.

Mayor Poppa said the discussion is to provide staff direction to obtain bids and is not a final decision on the road. City Manager Moody said they like to have consistent direction on design. He added that there are no traffic calming elements contemplated in this design. He said this is driven to keep the built infrastructure from getting closer to the existing houses and act as a continuation of bicycle routes.

Mr. Miller said they are currently working on construction plans for the project and would like direction from the Council at their earliest opportunity. The project has a scoped construction timeline which is based on the CARS timeline. They want to begin working ahead of this as there will be over 60 easements to obtain. They would like to get it out to bid after the first of the year. They have to get to the right-of-way stage and there is a significant time required to synchronize this project.

CMBR Hage said you cannot ride a bike on the sidewalk as it is uneven and that is why they need to make the sidewalk there usable. She agreed it is expensive to flatten the grade, and it would have yard implications. It does seem silly to her for them to name a truly clear problem with the existing sidewalk, then say to leave it as-is and then construct a new one on the other side of the street. She said this should be a multi-use path on the street and would like to see that considered for the north side.

Mr. Miller said they do intend to correct the cross slopes on that sidewalk, and it is included in the project.

Mayor Poppa asked why the 8-foot path is on the south and not the north. Mr. Miller said it is primarily due to topography. Mayor Poppa said he is not a fan of on-street bike lanes if they are not protected and would prefer a protected multi-use path.

CMBR Hill said that having a dedicated 8-foot path then eliminates the bike lane on the road, which creates a need for no parking. She feels like this is a good option to accommodate all the needs.

City Manager Moody said there is no parking on both sides of the street, so there would be no cars in the path.

CMBR Faidley reached out to Pastor Lora at Roots Church who did not believe the church uses the parallel parking but believed the residents did. The church has its own parking on Cedar and their own lot. City Manager Moody said they would have conversations with the church about the parking and proposed plans.

CMBR Madigan said he was confused by the point of order as it effectively gagged him from speaking further about the issue but noted that staff and four or five other Governing Body members were allowed to continue to speak. He said this is a Ward 1 issue and he was attempting to discuss design

options. If they were not going to be doing that, then he suggested they do not put it onto the agenda. He said that a point of order has to be ruled on by the meeting facilitator and he refused to be gagged. CMBR Madigan then asked if an 8-foot sidewalk was installed, would it be cleaned like the one on Roe Boulevard. City Manager Moody said that would be a Council decision to make as they did for that one on Roe.

CMBR Raglow recapped the points made, which was an 8-foot path, knowing that the sidewalk on the north side of the street will undergo construction to make it ADA compliant. They would like additional information on what would happen past Nall on 51st Street as it reaches into Mission. Also, the parking around the church and if trees will be affected. There was agreement regarding what was outlined in the agenda and a reminder to review the information they received from the residents who spoke at the meeting.

B. Review 55th Street Cost Estimate if a Multi-Use Path Added as well as Impacts to Trees and Drive Slopes

This was a continuation of the discussion at the last Workshop. Mr. Van Patten reviewed the existing road conditions of 55th Street. City Manager Moody said the street is not currently centered in the right-of-way. They will need to acquire 22 permanent easements for the project. Mr. Van Patten reviewed items affected such as trees, fencing, and noted that four streetlight poles will need to be relocated. Driveways will also be affected and need to be graded.

One option would be narrowing the street three feet and increasing the width of the sidewalk. He also went over the pedestrian crosswalks. The project is anticipated to be completed by May of 2026.

Mayor Poppa thanked Mr. Van Patten for the thorough presentation. He asked, with the reduced street width for the 8-foot path, would they not have to worry about more easements and tree removal or would there just be an additional cost. Mr. Van Patten said they would not need more permanent easements to move to the south, but it would just be a little extra cost for design.

CMBR Faidley asked if Fairway would continue to allow parking on the south side of the street and whether there would be any issues with narrowing the road. There is a concern whether cars are parked on the south side and then narrowing the road whether that would make it more dangerous.

Mayor Poppa said the street is not wide enough to do an 8-foot path if they are reducing the street width with parking on the street. Ms. Clayton said it would be about a foot shy, and they would need Fairway's approval for no parking.

CMBR Raglow gave direction from the Council to go with the sidewalk width as planned. The majority of the Governing Body would like to have two pedestrian crosswalks on 55th Streets.

C. Review Roe Boulevard Speed Study

Janelle Clayton reviewed the speed study along Roe Boulevard which focused on the area between 52nd Terrace to West 57th Street, a largely residential area, paying special attention to the crosswalk at Rosewood Drive. She reviewed the process for what determines speed limits and crash data for the area, and pedestrian crossings.

CMBR Hill asked for further accident data at the “jut-out” spot. Ms. Clayton said there were two crashes from drivers failing to navigate the alignment.

Ms. Clayton said that Roe is an arterial through town, which is meant to serve inter-city traffic. The safety speed that they recommend is to keep it at 35 miles an hour. As well as safety, they also need to consider the efficiency of travel. The island at Rosewood does add to the safety, but the trees planted there do inhibit the view of the pedestrians, and she recommends trimming them back. Also, they could repaint the yellow dash lines at the intersection.

CMBR Raglow said they also discussed flashing lights at the crosswalk. Ms. Clayton said the ADT thresholds do not recommend the flashing beacon as an option, but it is something they could try.

CMBR Faidley said they had a recommendation for the rapid flashing beacons that came out of the study done based on resident complaints and they did look at that as a possibility. The problem with the southbound traffic is if they get enough speed before going down the hill, they do not have time to maneuver the island if someone is in the crosswalk. She suggested that more advanced warnings might be beneficial. She wanted to advocate for a 5 mile per hour change. She read a safety report into the record that reflected data of lower speeds resulting in a lower risk of fatality for pedestrians. Ms. Clayton concurred with that report.

CMBR Madigan said that was one of the best descriptions of a speed study that he had heard and thanked Ms. Clayton for bringing it up about the trees. He appreciated her recommendations.

Mayor Poppa said the complaints they have heard from residents pertain to the Z-cross and Rosewood.

Ms. Clayton said a steady flashing light could lose its effectiveness and there are already enhanced crosswalk markings at the intersection.

CMBR Hill said all the things they talked about trying was a push button light, but they don’t see many utilizing the ones installed. City Manager Moody said they have them on Mission. CMBR Hill said there is a bigger one in Westwood. Ms. Clayton said an overhead hawk light has MUTCD warrants for them. CMBR Hill said she tried the crosswalk once and it didn’t feel safe.

CMBR Madigan said they could add a warning that they are coming up to a stop light, so they need to slow down. It was mentioned that it might cause someone to speed up to beat the light. CMBR Madigan said he did research with Police Chief Honas on flashing signs and there were concerns about the lights flashing into a home in a residential area.

Mayor Poppa agreed they should trim the trees. City Manager Moody said that Public Works has this on their to-do list.

CMBR Hage asked Ms. Clayton if she struggles with the 35 mile an hour limit. Ms. Clayton did pose that question to her 5-member team and after discussion, they agreed that 35 is an appropriate speed limit.

Police Chief Honas was asked if they dropped the speed limit in the area to 30 would people continue to drive 35. Police Chief Honas said they could do education enforcement. But traveling 35 to 30 and

back to 35 would be difficult to enforce and that only the everyday travelers would catch on. His opinion would be to remain at 35.

CMBR Faidley noted that two residents who live on Roe, Anthony Glassman and Jesse Brown, have spoken about feeling unsafe trying to cross Roe. She said they need to listen to the concerns of the people who live there as this is a residential area they studied and not businesses.

Mayor Poppa agreed they need to do something without dropping the speed. He recommended they start by addressing the issues around the traffic island and Rosewood with a rapid flashing beacon and advance warning. He also suggested a more clearly marked crosswalk. He would like to exhaust every other safety measure first before they consider reducing the speed.

CMBR Raglow reiterated the Governing Body would like to start with a rapid flashing beacon and other earlier warnings for the area with further discussions on other measures around the crosswalk.

Ms. Clayton said she will work up some cost estimates on improvements.

III. Non-Action Items

IV. Committee Minutes

- A. Ad-Hoc Historical Committee Meeting Minutes July 24, 2025**
- B. Diversity, Equity, and Inclusion Committee Meeting Minutes July 29, 2025**

Committee minutes are attached to the agenda packet.

V. ADJOURN

CMBR Raglow adjourned the meeting.

(Roeland Park Workshop Adjourned at 8:01 p.m.)