

AGENDA
CITY OF ROELAND PARK, KANSAS
CITY COUNCIL MEETING
ROELAND PARK
Roeland Park City Hall - 4600 W 51st St
September 18, 2017 7:00 PM

- Joel Marquardt, Mayor
- Erin Thompson, Council Member
- Becky Fast, Council Member
- Michael Poppa, Council Member
- Ryan Kellerman, Council Member

- Tim Janssen, Council Member
- Teresa Kelly, Council Member
- Sheri McNeil, Council Member
- Michael Rhoades, Council Member

- Keith Moody, City Administrator
- Jennifer Jones-Lacy, Asst. Admin.
- Kelley Bohon, City Clerk
- John Morris, Police Chief
- Jose Leon, Public Works Director

Admin

Fast

Kelly

Finance

Janssen

Thompson

Safety

Rhoades

Kellerman

Public Works

McNeil

Poppa

Pledge of Allegiance

Roll Call

Modification of Agenda

I. Citizens Comments

Members of the public are welcome to use this time to make comments about City matters that do not appear on the agenda, or about items that will be considered as part of the consent agenda. Comments about items that appear on the agenda will be taken as each item is considered. Citizens are requested to keep their comments under 5 minutes. Please turn all cellular telephones and other noise-making devices off or to "silent mode" before the meeting begins.

II. Consent Agenda

Consent agenda items have been studied by the Governing Body and will be acted on in a single motion. If a Council member requests a separate discussion on an item, it can be removed from the consent agenda and placed on new business for further consideration.

- A. Appropriation Ordinance # 908
- B. Special Called City Council Minutes July 24, 2017
- C. August 7, 2017 Council Minutes
- D. Bishop Miede Homecoming Parade Permit

III. Business From the Floor

A. Applications / Presentations

1. Committee Report Parks

IV. Mayor's Report

- A. Proclamation – Kansas Family and Education Week (Michael Rhoades and Sheri McNeil)

V. Workshop and Committee Reports

- A. Workshop Summary

VI. Reports of City Liaisons

VII. Unfinished Business

VIII. New Business

- A. Sidewalk Master Plan Update - Resolution 654 (est. time 15 min.)
- B. Barktoberfest Ordinance
- C. Barktoberfest Amnesty for Late or Failure to Register Pets

IX. Ordinances and Resolutions:

X. Workshop Items:

XI. Reports of City Officials:

- A. Executive Session - Attorney/Client Privilege I move that the Governing Body recess into executive session under the attorney/client privilege exception to the Open Meetings Act in order to receive legal advice , with the open meeting to resume in the council chamber at _____.

Welcome to this meeting of the City Council of Roeland Park. Below are the Procedural Rules of Council

The City Council encourages citizen participation in local governance processes. To that end, and in compliance with the Kansas Open meetings Act (KSA 45-215), you are invited to participate in this meeting. The following rules have been established to facilitate the transaction of business during the meeting. Please take a moment to review these rules before the meeting begins.

- A. **Audience Decorum.** Members of the audience shall not engage in disorderly or boisterous conduct, including but not limited to; the utterance of loud, obnoxious, threatening, or abusive language; clapping; cheering; whistling; stomping; or any other acts that disrupt, impede, or otherwise render the orderly conduct of the City Council meeting unfeasible. Any member(s) of the audience engaging in such conduct shall, at the discretion of the Mayor (Chair) or a majority of the Council Members, be

declared out of order and shall be subject to reprimand and/or removal from that meeting. Please turn all cellular telephones and other noise-making devices off or to "silent mode" before the meeting begins.

- B. **Public Comment Request to Speak Form.** The request form's purpose is to have a record for the City Clerk. Members of the public may address the City Council during Public Comments and/or before consideration of any agenda item; however, no person shall address the Council without first being recognized by the Mayor (Chair). Any person wishing to speak, whether during Public Comments or on an agenda item, shall first complete a Public Comment or Request to Speak form and submit this form to the City Clerk before the Mayor (Chair) calls for Public Comments or calls the particular agenda item
1. **Public Comment on Non-Agenda Items.** The Agenda shall provide for public comment about matters that are within the jurisdiction of the City but are not specifically listed on the Agenda. A member of the public who wishes to speak under Public Comments must fill out a Public Comment Request to Speak form and submit it to the City Clerk before the Mayor (Chair) calls for Public Comments.
 2. **Public Comment on Agenda Items.** Public comment will be accepted on Agenda items. A member of the public, who wishes to speak on an Agenda item, including items on the Consent Agenda, must fill out a Request to Speak form and submit it to the City Clerk before the Mayor (Chair) calls the Agenda item.
- C. **Purpose.** The purpose of addressing the City Council is to communicate formally with the Council regarding matters that relate to Council business or citizen concerns within the subject matter jurisdiction of the City Council. Persons addressing the City Council on an agenda item shall confine their remarks to the matter under consideration by the Council.
- D. **Speaker Decorum.** Each person addressing the City Council, shall do so in an orderly, respectful, dignified manner and shall not engage in conduct or language that disturbs, or otherwise impedes the orderly conduct of the Council meeting. Any person, who so disrupts the meeting shall, at the discretion of the Mayor (Chair) or a majority of the Council Members present, be subject to removal from that meeting.
- E. **Time Limit.** In the interest of fairness to other persons wishing to speak and to other individuals or groups having business before the City Council, each speaker shall limit comments to five minutes. If a large number of people wish to speak, this time may be shortened by the Mayor

(Chair) so that the number of persons wishing to speak may be accommodated within the time available.

- F. **Speak Only Once.** Second opportunities for the public to speak on the same issue will not be permitted unless mandated by state or local law. No speaker will be allowed to yield part or all of his/her time to another, and no speaker will be credited with time requested but not used by another.
- G. **Addressing the Council.** Comment and testimony are to be directed to the Mayor (Chair). Dialogue between and inquiries from citizens at the lectern and individual Council Members, members of staff, or the seated audience is not permitted. Council Members seeking to clarify testimony or gain additional information should direct their questions through the Mayor (Chair). Always speak from the microphone to ensure that all remarks are accurately and properly recorded. Only one speaker should be at the microphone at a time. Speakers are requested to state their full name, address and group affiliation, if any, before delivering any remarks.
- H. Agendas and minutes can be accessed at www.roelandpark.org or by contacting the City Clerk

The City Council welcomes your participation and appreciates your cooperation. If you would like additional information about the City Council or its proceedings, please contact the City Clerk at (913) 722.2600.

Date:

Committee/Department:

Appropriation Ordinance # 908

Recommendation:

Financial Impact

Additional Information

How does item benefit Community for all Ages?

ATTACHMENTS:

Description



Appropriation Ordinance # 908

Type

Cover Memo

The City of Roeland Park, Kansas

4600 West Fifty-First Street

Roeland Park, Kansas 66205

City Hall (913) 722-2600 – Fax (913) 722-3713

Friday, September 15, 2017

Appropriation Ordinance - 09/18/2017 - #908

An Ordinance making Appropriation for the payment of certain claims. Be it ordained by the Governing Body of the City of Roeland Park, Kansas:

Section 1: That in order to pay the claims hereinafter stated which have been properly audited and approved, there is hereby appropriated out of the respective funds in the City Treasury the sum required for each claim.

Section 2: This Ordinance shall take effect and be in force from and after its passage. Passed and approved this 18th day of September, 2017.

Attest:

City Clerk

Mayor

Total Appropriation Ordinance	\$	500,119.84
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There are sufficient funds in the General Fund to cover general fund expenditures.

Appropriation Ordinance - 09/18/2017 - #908

Vendor	Dept	Acct #	Description	Invoice Description	Check /EFT	Amount	Chk #	Check Amount
					Date			
A-1 Sewer & Septic Service	300	5469.300	Stormwater Maintenance	Invoice: 204047 /	9/13/2017	855.00	67162	855.00
Advance Auto Parts	104	5260.104	Vehicle Maintenance	Invoice: 5128724027417 /	9/13/2017	4.19	67163	4.19
Airgas USA, LLC	106	5214.106	Other Contractual Services	Invoice: 9947659147 /	9/13/2017	89.01	67164	89.01
Elmer Alfredo	101	4795.101	Miscellaneous	Invoice: 9/5/17 OVERPMT /	9/13/2017	20.00	67165	20.00
All Copy Products, Inc.	102	5214.102	Other Contractual Services	Invoice: 55795264 /	9/6/2017	379.84	67135	759.67
All Copy Products, Inc.	105	5214.105	Other Contractual Services	Invoice: 55795264 /	9/6/2017	379.83	67135	
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 135119 /	9/13/2017	555.67	67166	9,625.15
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 135164 /	9/13/2017	724.68	67166	
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 135306 /	9/13/2017	767.82	67166	
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 135008 /	9/13/2017	200.20	67166	
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 134528 /	9/13/2017	100.10	67166	
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 135181 /	9/13/2017	665.72	67166	
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 135097 /	9/13/2017	790.96	67166	
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 135138 /	9/13/2017	406.82	67166	
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 135488 /	9/13/2017	389.40	67166	
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 135466 /	9/13/2017	558.80	67166	
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 135274 /	9/13/2017	721.04	67166	
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 135027 /	9/13/2017	530.62	67166	
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 135331 /	9/13/2017	356.84	67166	
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 135443 /	9/13/2017	978.12	67166	
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 135408 /	9/13/2017	1,061.72	67166	
Asphalt Sales Company, Inc	300	5246.300	In-House Street Maintenance	Invoice: 135428 /	9/13/2017	816.64	67166	
AT&T	101	5202.101	Telephone	Invoice: 3241 8/21/17 /	9/6/2017	50.39	67136	50.39
Black & McDonald	101	5220.101	Street Light Repair & Maintenance	Invoice: 76815510 /	9/13/2017	1,763.52	67167	1,763.52
Blue Sky Cleaners	102	5224.102	Laundry Service	Invoice: 9/2/17 /	9/13/2017	245.85	67168	245.85
Kelley Bohon	105	5206.105	Travel Expense & Training	Invoice: 9/17 TRAVEL REQUEST /	9/6/2017	50.00	67137	50.00
Kelley Bohon	105	5206.105	Travel Expense & Training	Invoice: 9/6-9/7/17 TRAVEL /	9/13/2017	40.00	67169	40.00
Breeden Holdings, LLC	102	5260.102	Vehicle Maintenance	Invoice: 1033735 /	9/6/2017	35.00	67138	105.00
Breeden Holdings, LLC	102	5260.102	Vehicle Maintenance	Invoice: 1033725 /	9/6/2017	35.00	67138	
Breeden Holdings, LLC	102	5260.102	Vehicle Maintenance	Invoice: 1033741 / travel	9/6/2017	35.00	67138	
Breeden Holdings, LLC	106	5260.106	Vehicle Maintenance	Invoice: 1033535 /	9/13/2017	1,060.08	67170	1,060.08
The Bullet Hole	102	5206.102	Travel Expense & Training	Invoice: 367598 /	8/23/2017	20.00	67122	20.00
Madeline Bush	101	4795.101	Miscellaneous	Invoice: 8/21/17 TICKET /	9/6/2017	168.50	67139	168.50
CERI	105	5305.105	Dues, Subscriptions, & Books	Invoice: 208 /	8/23/2017	70.00	67123	70.00
C & G Rubber Stamp, Inc.	106	5306.106	Materials	Invoice: 118981 /	9/13/2017	75.00	67171	75.00
Occupational Health Centers of the	102	5207.102	Medical Expense & Drug Testing	Invoice: 1010268692 /	9/13/2017	130.00	67172	130.00
Custom Tree Care, Inc.	104	5214.104	Other Contractual Services	Invoice: 16327 /	9/6/2017	171.00	67140	171.00
E. Edwards, Inc.	106	5308.106	Clothing & Uniforms	Invoice: 88735 /	9/13/2017	156.75	67173	156.75
Family Support Payment Center	101	2055.101	Employee Garnishment Payable	Invoice: 8/24/17 HARPER /	8/23/2017	328.62	67124	328.62

Family Support Payment Center	101	2055.101	Employee Garnishment Payable	Invoice: 9/7/17 HARPER /	9/6/2017	328.62	67141	328.62
Foley Rental	106	5211.106	Maintenace & Repair Equipment	Invoice: K14837021 /	9/13/2017	304.90	67174	5,983.89
Foley Rental	300	5246.300	In-House Street Maintenance	Invoice: K1483702 /	9/13/2017	5,678.99	67174	
Galls, LLC	102	5308.102	Uniforms & Duty Gear	Invoice: 8082137 /	8/23/2017	481.93	67125	615.90
Galls, LLC	102	5308.102	Uniforms & Duty Gear	Invoice: 8082158 /	8/23/2017	109.98	67125	
Galls, LLC	102	5308.102	Uniforms & Duty Gear	Invoice: 8082175 /	8/23/2017	23.99	67125	
Galls, LLC	102	5308.102	Uniforms & Duty Gear	Invoice: 8119361 /	9/6/2017	219.96	67142	219.96
Gilmore & Bell, P.C.	370	5209.370	Professional Services	Invoice: 38499 /	8/23/2017	750.00	67126	750.00
Goodyear Auto Service Center	106	5211.106	Maintenace & Repair Equipment	Invoice: 1201090466 /	9/13/2017	1,007.61	67175	1,007.61
Grabill Plumbing, Inc.	101	5210.101	Maintenace & Repair Building	Invoice: 21306 /	9/6/2017	611.43	67143	611.43
Grabill Plumbing, Inc.	101	5210.101	Maintenace & Repair Building	Invoice: 21409 /	9/13/2017	165.06	67176	165.06
David J. Grummon, P.A.	103	5209.103	Professional Services	Invoice: 204 /	9/6/2017	60.00	67144	188.00
David J. Grummon, P.A.	103	5209.103	Professional Services	Invoice: 205 /	9/6/2017	128.00	67144	
GT Distributors - Austin	102	5308.102	Uniforms & Duty Gear	Invoice: INV0626801 /	8/23/2017	39.00	67127	39.00
GT Distributors - Austin	102	5308.102	Uniforms & Duty Gear	Invoice: INV0629867 /	9/13/2017	1,857.50	67177	1,857.50
Johnson County, Kansas	510	5204.510	Legal Printing	CK32275 Invoice: 8/30/17 EASEMENT /	8/30/2017	218.00	32275	218.00
KCP & L	101	5201.101	Electric	Invoice: MULTIPLE 8/24/17 /	9/6/2017	2,475.16	67145	3,151.98
KCP & L	106	5201.106	Electric	Invoice: MULTIPLE 8/24/17 /	9/6/2017	676.82	67145	
KCP & L	106	5201.106	Electric	Invoice: 1275 9/1/17 /	9/13/2017	1,783.81	67178	1,783.81
Kansas Gas Service	101	5289.101	Natural Gas	CK32272 Invoice: 1745/7836 8/14/17 /	8/25/2017	44.07	32272	90.52
Kansas Gas Service	106	5289.106	Natural Gas	CK32272 Invoice: 1745/7836 8/14/17 /	8/25/2017	46.45	32272	
Kiesler's Police Supply, Inc.	360	5315.360	Machinery & Auto Equipment	Invoice: 836081 /	9/6/2017	18.00	67146	613.00
Kiesler's Police Supply, Inc.	360	5315.360	Machinery & Auto Equipment	Invoice: 836067 / weapons	9/6/2017	570.00	67146	
Kansas Payment Center	101	2055.101	Employee Garnishment Payable	Invoice: 8/24/17 F REEVES JR /	8/23/2017	138.46	67128	138.46
Kansas Payment Center	101	2055.101	Employee Garnishment Payable	Invoice: 8/24/17 F REEVES JR /	8/23/2017	138.92	67147	138.46
Kansas Payment Center	101	2055.101	Employee Garnishment Payable	Invoice: 9/7/17 F REEVES JR /	9/6/2017	138.46	67129	138.92
Kansas Payment Center	101	2055.101	Employee Garnishment Payable	Invoice: 9/7/17 F REEVES JR /	9/6/2017	138.92	67148	138.92
Lamp, Rynearson & Assoc., Inc.	270	5209.270	Professional Services	Invoice: 317001010000006 /	8/30/2017	4,103.43	32274	23,012.33
Lamp, Rynearson & Assoc., Inc.	270	5209.270	Professional Services	Invoice: 317001030000001 /	8/30/2017	8,750.00	32274	
Lamp, Rynearson & Assoc., Inc.	450	5454.450	CARS Projects	Invoice: 317001020000003 /	8/30/2017	10,158.90	32274	
Lamp, Rynearson & Assoc., Inc.	270	5209.270	Professional Services	Invoice: 317001010000007 /	9/13/2017	4,639.96	67179	10,020.46
Lamp, Rynearson & Assoc., Inc.	450	5454.450	CARS Projects	Invoice: 317001020000004 /	9/13/2017	5,380.50	67179	
The Legal Record	101	5204.101	Legal Printing	Invoice: L68974 /	9/6/2017	19.43	67149	141.50
The Legal Record	101	5204.101	Legal Printing	Invoice: L68995 /	9/6/2017	31.26	67149	
The Legal Record	101	5204.101	Legal Printing	Invoice: L68996 /	9/6/2017	35.88	67149	
The Legal Record	101	5204.101	Legal Printing	Invoice: L68997 /	9/6/2017	54.93	67149	
Lowe's Business Acct./GEMB	106	5262.106	Grounds Maintenance	Invoice: 1760 9/12/17 /	9/6/2017	3.95	67150	200.93
Lowe's Business Acct./GEMB	106	5262.106	Grounds Maintenance	Invoice: 1760 9/12/17 /	9/6/2017	43.71	67150	
Lowe's Business Acct./GEMB	106	5262.106	Grounds Maintenance	Invoice: 1760 9/12/17 /	9/6/2017	18.98	67150	
Lowe's Business Acct./GEMB	106	5262.106	Grounds Maintenance	Invoice: 1760 9/12/17 /	9/6/2017	(0.35)	67150	
Lowe's Business Acct./GEMB	106	5306.106	Materials	Invoice: 1760 9/12/17 /	9/6/2017	23.66	67150	
Lowe's Business Acct./GEMB	106	5306.106	Materials	Invoice: 1760 9/12/17 /	9/6/2017	82.05	67150	
Lowe's Business Acct./GEMB	106	5306.106	Materials	Invoice: 1760 9/12/17 /	9/6/2017	25.64	67150	

Lowe's Business Acct./GEMB	106	5306.106	Materials	Invoice: 1760 9/12/17 /	9/6/2017	3.29	67150	
Lynn Peavey Company	102	5306.102	Materials	Invoice: 334923 /	9/6/2017	35.00	67151	35.00
Venessa Maxwell-Lopez	103	5209.103	Professional Services	Invoice: 8/18/17 /	8/23/2017	150.00	67130	150.00
McAanany Construction, Inc.	106	5221.106	Maintenance Streets-contract	Invoice: 1388 /	9/13/2017	26,944.00	67180	26,944.00
Midwest Public Risk	107	5126.107	Health Insurance	Invoice: B03KSQ /	9/6/2017	28,255.84	67152	28,255.84
Midway Ford Truck Center Inc	106	5211.106	Maintenace & Repair Equipment	Invoice: R10022219301 /	9/13/2017	783.76	67181	783.76
Missouri Organic	106	5263.106	Tree Maintenance	Invoice: 9/1/17 STMT /	9/13/2017	2,256.25	67182	2,256.25
Moss Printing	106	5306.106	Materials	Invoice: 9697 /	9/13/2017	9.00	67183	9.00
Nationwide Retirement Solutions	101	2060.101	Section 457 Employee Payable	Invoice: 8/24/17 PAYROLL /	8/23/2017	1,232.42	67131	1,232.42
Nationwide Retirement Solutions	101	2060.101	Section 457 Employee Payable	Invoice: 9/7/17 PAYROLL /	9/6/2017	1,176.15	67153	1,176.15
Next To Nature Landscape, LLC	106	5214.106	Other Contractual Services	Invoice: 41196 /	9/13/2017	5,418.00	67184	5,418.00
OnBase by Hyland	101	5266.101	Computer Software	Invoice: 348651 /	9/6/2017	2,349.00	67154	2,349.00
Custodian of Petty Cash	101	5204.101	Legal Printing	Invoice: 8/23-31/17 EXP /	9/6/2017	88.00	67155	116.53
Custodian of Petty Cash	101	5301.101	Office Supplies	Invoice: 8/23-31/17 EXP /	9/6/2017	28.53	67155	
Pitney Bowes	101	5205.101	Postage & Mailing Permits	Invoice: 3304295878 /	9/13/2017	136.41	67185	136.41
Crafco, Inc.	106	5259.106	Traffic Control Maintenance	Invoice: 25502907 /	9/13/2017	319.25	67186	2,127.50
Crafco, Inc.	106	5259.106	Traffic Control Maintenance	Invoice: 25502888 /	9/13/2017	838.00	67186	
Crafco, Inc.	106	5259.106	Traffic Control Maintenance	Invoice: 25502929. /	9/13/2017	453.00	67186	
Crafco, Inc.	106	5259.106	Traffic Control Maintenance	Invoice: 2550297 /	9/13/2017	517.25	67186	
Praxair Distribution Inc	106	5318.106	Tools	Invoice: 78624440 /	9/13/2017	26.69	67187	26.69
Balls Food Stores	102	5219.102	Meeting Expenses	Invoice: 649046 /	9/6/2017	24.82	67156	34.40
Balls Food Stores	101	5254.101	Miscellaneous Charges	Invoice: 649054 /	9/6/2017	9.58	67156	
Balls Food Stores	106	5262.106	Grounds Maintenance	Invoice: 649044 /	9/13/2017	11.95	67188	11.95
Principal Life	107	5130.107	City Paid Life/ST Disability	Invoice: 8/17/17 /	8/23/2017	755.35	67132	755.35
ProShred of Kansas City	102	5214.102	Other Contractual Services	Invoice: 100129186 /	9/6/2017	22.50	67157	45.00
ProShred of Kansas City	105	5214.105	Other Contractual Services	Invoice: 100129186 /	9/6/2017	22.50	67157	
Rejis Commission	102	5214.102	Other Contractual Services	Invoice: INV0056141 /	8/23/2017	212.37	67133	212.37
Saltus Technologies	102	5214.102	Other Contractual Services	Invoice: 170905 /	9/13/2017	2,112.50	67189	2,112.50
George Schlegel	101	5230.101	Art Commissioner	Invoice: CHECKSEP /	9/1/2017	100.00	67134	100.00
Service Experts	290	5210.290	Maintenace And Repair Building	Invoice: 365569 /	9/13/2017	6,100.00	67190	6,100.00
Shafer, Kline & Warren, Inc.	270	5209.270	Professional Services	Invoice: 13009901044 /	9/13/2017	300.00	67191	10,503.21
Shafer, Kline & Warren, Inc.	270	5209.270	Professional Services	Invoice: 13009925020 /	9/13/2017	150.00	67191	
Shafer, Kline & Warren, Inc.	300	5209.300	Professional Services	Invoice: 1300993508 /	9/13/2017	5,109.55	67191	
Shafer, Kline & Warren, Inc.	510	5209.510	Professional Services	Invoice: 13009922023 /	9/13/2017	1,777.41	67191	
Shafer, Kline & Warren, Inc.	300	5470.300	Park Maint/Infrastructure	Invoice: 1300993706 /	9/13/2017	3,166.25	67191	
Staples Advantage	101	5301.101	Office Supplies	Invoice: 8045857621 /	9/6/2017	18.99	67158	18.99
Staples Advantage	101	5301.101	Office Supplies	Invoice: 8046071485 /	9/13/2017	77.63	67192	272.51
Staples Advantage	101	5304.101	Janitorial Supplies	Invoice: 8046071485 /	9/13/2017	194.88	67192	
Strasser True Value	106	5318.106	Tools	Invoice: 257706 /	9/13/2017	348.71	67193	413.81
Strasser True Value	106	5318.106	Tools	Invoice: 257698 /	9/13/2017	20.00	67193	
Strasser True Value	106	5318.106	Tools	Invoice: 258528 /	9/13/2017	21.84	67193	
Strasser True Value	106	5318.106	Tools	Invoice: 258494 /	9/13/2017	23.26	67193	
US BANK	104	5203.104	Printing & Advertising	Invoice: JONES-LACY 8/25/17 /	9/13/2017	25.00	67194	1,042.51

US BANK	102	5206.102	Travel Expense & Training	Invoice: MORRIS 8/25/17 /	9/13/2017	200.00	67194	
US BANK	102	5206.102	Travel Expense & Training	Invoice: MORRIS 8/25/17 /	9/13/2017	14.10	67194	
US BANK	105	5206.105	Travel Expense & Training	Invoice: MOODY 8/25/17 /	9/13/2017	20.00	67194	
US BANK	105	5206.105	Travel Expense & Training	Invoice: JONES-LACY 8/25/17 /	9/13/2017	75.00	67194	
US BANK	106	5206.106	Travel Expense & Training	Invoice: LEON 8/25/17 /	9/13/2017	80.00	67194	
US BANK	102	5207.102	Medical Expense & Drug Testing	Invoice: MORRIS 8/25/17 /	9/13/2017	310.54	67194	
US BANK	101	5254.101	Miscellaneous Charges	Invoice: LEON 8/25/17 /	9/13/2017	152.00	67194	
US BANK	101	5305.101	Dues, Subscriptions, & Books	Invoice: BOHON 8/25/17 /	9/13/2017	138.99	67194	
US BANK	106	5306.106	Materials	Invoice: SCHARFF 8/25/17 /	9/13/2017	26.88	67194	
USIC Locating Services, LLC	101	5220.101	Street Light Repair & Maintenance	Invoice: 248036 /	9/13/2017	1,294.41	67195	1,294.41
Vance Brothers	300	5246.300	In-House Street Maintenance	Invoice: ZH16119 /	9/13/2017	208.00	67196	208.00
Verizon Wireless	102	5202.102	Telephone	Invoice: 9791554608 /	9/6/2017	295.69	67159	415.72
Verizon Wireless	104	5202.104	Telephone	Invoice: 9791554608 /	9/6/2017	80.02	67159	
Verizon Wireless	106	5202.106	Telephone	Invoice: 9791554609. /	9/6/2017	40.01	67159	
Water District No 1 of Johnson Cour	106	5287.106	Water	Invoice: 1229 8/28/17 /	9/6/2017	27.16	67160	27.16
Water District No 1 of Johnson Cour	106	5287.106	Water	Invoice: MULTIPLE 8/25/17 /	9/6/2017	1,001.40	67161	1,001.40
WCA Waste Corporation	115	5272.115	Solid Waste Contract	Invoice: 990000294389 /	9/13/2017	34,812.80	67197	34,812.80
Wichita State University	105	5206.105	Travel Expense & Training	Invoice: 101328 /	9/13/2017	200.00	67198	200.00
KPERS	101	2040.101	KPERS Accrued Employee	EFT#8/28/17 Invoice: 8/28/17 /	8/28/2017	1,903.05		
KPERS	107	5123.107	KPERS City Contribution	EFT#8/28/17 Invoice: 8/28/17 /	8/28/2017	2,683.29		
KP&F	101	2045.101	KP&F Employee Withholding Payable	EFT#8/28/17 Invoice: 8/28/17 /	8/28/2017	2,104.27		
KP&F	107	5131.107	KP&F City Contribution	EFT#8/28/17 Invoice: 8/28/17 /	8/28/2017	5,600.60		
Kansas State Treasurer	200	5608.200	Principal Bonds - 2010-1	EFT#8/30/2017 Invoice: 8/30/2017 / 20	8/30/2017	265,000.00		
Kansas State Treasurer	200	5609.200	Interest Bonds - 2010-1	EFT#8/30/2017 Invoice: 8/30/2017 / 20	8/30/2017	23,330.00		
Miller Management Systems, LLC	101	5214.101	Other Contracted Services	Invoice: EFTSEP /	9/1/2017	1,583.00		

\$ 500,119.84

Item Number: Consent Agenda- II.-B.
Committee 9/18/2017
Meeting Date:



City of Roeland Park
Action Item Summary

Date:
Submitted By:
Committee/Department:
Title: **Special Called City Council Minutes July 24, 2017**
Item Type:

Recommendation:

Details:

Financial Impact

Amount of Request:	
Budgeted Item?	Budgeted Amount:
Line Item Code/Description:	

Additional Information

How does item relate to Strategic Plan?

How does item benefit Community for all Ages?

ATTACHMENTS:

Description

📎 Special Called City Council Minutes July 24, 2017

Type

Cover Memo

SPECIAL CALL CITY COUNCIL MEETING MINUTES
CITY OF ROELAND PARK, KANSAS
Roeland Park City Hall
4600 W 51st Street, Roeland Park, KS 66205
Monday, July 24, 2017 6:00 P.M.

- | | | |
|---|---|---|
| <ul style="list-style-type: none">○ Joel Marquardt, Mayor○ Becky Fast, Council Member○ Tim Janssen, Council Member○ Ryan Kellerman, Council Member | <ul style="list-style-type: none">○ Teresa Kelly, Council Member○ Sheri McNeil, Council Member○ Michael Poppa, Council Member○ Michael Rhoades, Council Member○ Erin Thompson, Council Member | <ul style="list-style-type: none">○ Keith Moody, City Administrator○ Jennifer Jones-Lacy, Asst. Admin.○ Kelley Bohon, City Clerk○ John Morris, Police Chief○ Jose Leon, Public Works Director |
|---|---|---|

Admin

Fast
Kelly

Finance

Janssen
Thompson

Safety

Rhoades
Kellerman

Public Works

McNeil
Poppa

Mayor Marquardt called the meeting to order and led everyone in the Pledge of Allegiance.

City Clerk Bohon called the roll. CMBRS Kelly and Kellerman were absent and CMBR Thompson arrived after the roll call.

I. ITEM

A. Commitment to Continue Service with Northeast Johnson County Animal Control through 2018

City Administrator Moody said there have been discussions of different options for animal control amongst City staff, the Governing Body and also with Animal Control. Members of the Northeast Johnson County Animal Control have requested Roeland Park to continue to participate in the program through calendar year 2018, which will provide them a greater opportunity to look at different options as to how they might change their service delivery and also how Roeland Park not participating might affect them and their budget.

MOTION: CMBR THOMPSON MOVED AND CMBR MCNEIL SECONDED THAT THE CITY OF ROELAND PARK SHOULD CONTINUE TO COMMIT TO NORTHEAST JOHNSON COUNTY ANIMAL CONTROL THROUGH CALENDAR YEAR 2018. (MOTION CARRIED 6-0)

II. ADJOURNMENT

MOTION: CMBR POPPA MOVED AND CMBR MCNEIL SECONDED TO ADJOURN. (MOTION CARRIED 6-0)

(Roeland Park Special Call City Council Meeting Adjourned)

Joel Marquardt, Mayor

Kelley Bohon, City Clerk

Item Number: Consent Agenda- II.-C.
Committee 9/18/2017
Meeting Date:



City of Roeland Park
Action Item Summary

Date:
Submitted By:
Committee/Department:
Title: **August 7, 2017 Council Minutes**
Item Type:

Recommendation:

Details:

Financial Impact

Amount of Request:	
Budgeted Item?	Budgeted Amount:
Line Item Code/Description:	

Additional Information

How does item relate to Strategic Plan?

How does item benefit Community for all Ages?

ATTACHMENTS:

Description



August 7, 2017 Council Minutes

Type

Cover Memo

**SPECIAL CALL CITY COUNCIL MEETING MINUTES
CITY OF ROELAND PARK, KANSAS
Roeland Park City Hall
4600 W 51st Street, Roeland Park, KS 66205
Monday, August 7, 2017 6:00 P.M.**

- Joel Marquardt, Mayor
- Becky Fast, Council Member
- Tim Janssen, Council Member
- Ryan Kellerman, Council Member

- Teresa Kelly, Council Member
- Sheri McNeil, Council Member
- Michael Poppa, Council Member
- Michael Rhoades, Council Member
- Erin Thompson, Council Member

- Keith Moody, City Administrator
- Jennifer Jones-Lacy, Asst. Admin.
- Kelley Bohon, City Clerk
- John Morris, Police Chief
- Jose Leon, Public Works Director

Admin

Fast
Kelly

Finance

Janssen
Thompson

Safety

Rhoades
Kellerman

Public Works

McNeil
Poppa

Mayor Marquardt called the meeting to order and led everyone in the Pledge of Allegiance.

City Clerk Bohon called the roll. CMBRS Fast and Kellerman arrived after the start of the meeting

Public Comment

Judy Hyde (5113 West 58th) Ms. Hyde encouraged the Governing Body not to lower the mill levy seven points, but limit it to three as she felt it is important for the City to invest in its infrastructure. She does believe Walmart will leave and the City will be in the same position as they were when they first contemplated their leaving and would request they not lower the mill beyond what they as a city can sustain.

Geoff Geist (5000 Southridge) Mr. Geist urged the Council not to lower the mill levy. The items to be cut that are part of the discussion will affect their way of life in Roeland Park. In light of the past storms cutting any of the leaf program funds does not make sense. He also did not want to see any reductions in street maintenance and the proposed cuts made to services are not worth the savings of \$10-15 a month.

Ardie Davis (5206 W. 58th) Mr. Davis said that he did not want to see the City cut off its revenue stream as drastically as seven mills. They do not want to get stuck with insufficient funds to repair or replace streets, sidewalks and curbs, or have poorly maintained parks, equipment, and they would have inadequate resources to support the police department and retain the administrative City staff. He said he would support a two mill reduction and thanked the Governing Body for their public service.

Dan Dermyer (5708 Cedar) Mr. Dermyer said he was in favor of a smaller decrease of the mill levy rather than a larger decrease.

Shea Geist (5000 Southridge) Ms. Geist thanked the Governing Body for their service and recognized they are in a difficult position. She spoke in favor of not lowering the mill levy. She said that it is a definite that Walmart will be leaving and it's just a matter of time and that they will be taking their \$700,000 of sales tax income away from the City. She added that there is no other retailer that can fill that void. Ms. Geist also spoke to the tax lid and that the Governing Body no longer has the ability to increase the mill levy once it has been decreased. She also noted that they will be losing their contract with JCPRD for the pool.

Todd Zimmer (5621 Roe Blvd) Mr. Zimmer said his opinion was that the mill levy should not be reduced and feels the taxes he pays currently are fine and he likes the idea of improving the community and the services they provide.

Gretchen Davis (5206 W. 58th) Ms. Davis asked the Governing Body to be reasonable in their decrease of the mill levy and not to cut financial resources when the City has so many needs for improvement that are not even reflected in the budget. She would like to see beautification and again see plantings in the urns and islands around the City and that it has been many years since they were all planted. She would also like to see an increase of maintenance money to the parks as the \$20,000 currently budgeted is stretched too far for Public Works and the Parks Committee to meet all of their needs. Ms. Davis said trimming of the trees along the streets should be put back in the budget and also have funds budgeted to have animal control available on the weekends.

James Haley (4927 W. 57th) Mr. Haley supported the vision of the Council to save money in anticipation of Walmart leaving. In the 2018 budget he did not believe they should chop into that, especially the tennis court. He said it would be very short-sighted to do a seven-mill cut and then they'll need to raise it again and that would upset even more people.

Greg Smith (5511 Juniper) Mr. Smith said he did not want to see a seven mill reduction. He also stated that he likes to live in a city that provides a lot of amenities for its residents such as the leaf program. He does not want to live in a city that just provides the bare essentials. He also believes the funds should also be spent on road improvements.

(End of Public Comment)

I. ITEM

A. 2018 Budget Review – Continued

City Administrator Moody said that following the storm there was a section of storm sewer that failed off of 57th Street in the back yard of a resident. Information and pictures were provided to the Governing Body showing that the yard had settled above the storm sewer. They are getting cost estimates to do repairs as well trying to identify how best to address the issue. An estimate they have received is about \$360,000. This would not be a street related improvement and those capital improvement funds are not available. The Special Infrastructure Funds would be available as well as monies from the General Fund. Ms. Jones-Lacy did an alternative to the budget and has attached that to the budget that was sent out last week. It does reflect a 2½ mill decrease and the removal of wage-related expenses in the leaf assessment. The new attached version includes a way to find resources to repair the storm sewer. Ms. Jones-Lacy was able to move some of the street projects that have been shown in the Special Infrastructure Fund to the funds designated just for streets. This will then free up the resources in the Special Infrastructure Fund which can be used for stormwater repair. The updated funds remain in position through the three-year outlook.

They do show the repair occurring in 2017 and hope they can get it done that quickly. The sewer does not lie in the platted storm drainage easement. Before any work can be done, they would have to acquire easements from the property owners where the sewer has collapsed. It is a corrugated metal pipe and the bottom has rusted out. As a result, fast-moving water has siphoned away earth which caused the settlement above as the dirt around the pipe was washed away from the inside off of the bottom of the pipe.

Even with the update, this will not postpone other street improvements. The budget continues to show the streets that are in the five-year CIP staying in the year that they are reflected. The balance of the fund, however, is lower by moving those other streets in, but the ones already planned are not being postponed.

CMBR Kellerman received clarification that the goals they wanted are still included in the budget. He then asked for clarification on the condition of the corrugated metal pipe surrounding the failure area.

Public Works Director Leon said he has reviewed the area and the bottom of the pipe at the area being discussed is gone, but it is not broken. From the inlet at 5641 Roeland Drive there is a section of pipe that goes east towards Ash and a portion is corrugated metal pipe before it turns to concrete.

City Administrator Moody said before any work can begin they need to establish an easement to allow them onto the property to do the repair and they need to clear up if it is a public storm sewer or a private storm sewer system. It is a project that would be available for SMAC funds, but that is a process that takes over a year. SMAC also does set aside funds for emergency repairs. Staff has also reviewed the video and they have noticed three areas that need improvement. Some of the areas might be suitable for a cured-in-place pipe lining process, but some spots are so bad they are not a good candidate for that option. It's also possible they could make some temporary repairs and wait to see if they receive SMAC funds in a year.

Public Works Director Leon said they could use some of the easement documents that Larkin has put together. City Administrator Moody added that Larkin had created designs for the replacement of other sections of pipe.

CMBR Rhoades asked if this was part of the stormwater project that was completed four years ago. Public Works Director Leon said it was one of the four projects and three of them were completed. This failed pipe is one that was not completed. CMBR Rhoades asked if some residents were charged for that when it was completed and others were not, and why would the entire City be charged for the completion of this project and not just the residents that it affects. He said that there were numerous people who did not pay for the project when it was done and most of them were on the Council.

CMBR Kelly said that was a bold statement for CMBR Rhoades to make.

CMBR Rhoades said he wanted an answer why the City would pay for the entire project when originally the people the project affected were required to contribute to the repairs.

City Administrator Moody said that is a fair question and the City has replaced other sewers where a portion was not assessed to the residents. When he reviews this project he sees it as functioning as a public storm sewer and it is already underground. In the projects where the residents contributed it was to close up a ditch for the enhancement of their property. Even though this storm sewer is not in the easement, the plat was intended to have stormwater running in this vicinity.

Mr. Moody did say the situation today is dangerous as there is a hole in someone's yard that needs to be addressed. Staff has shown the Council that they do have the resources available to them to make the repairs. If the Governing Body prefers that some portion be paid for by the property owners, then they can come up with a method of doing that.

CMBR Rhoades asked for the history of how the previous projects were funded. CMBR Fast said it was approved as RC 12-018 Stormwater Project. Many of the residents spoke in support of it and wanted to fund the project and the improvements that were a part of it. There was a movement that said there was no flooding. The resident on 57th Street was very vocal they were getting flooded, but the Council did not move forward with RC 12-018 and CMBR Kellerman led the movement against it.

CMBR Kellerman said that is not true and did not appreciate the accusation.

CMBR Rhoades asked for clarification that this problem is not a part of the original project. City Administrator Moody said the engineer he spoke with told him it was not part of the project.

Public Works Director Leon said there were four total projects.

(Inaudible; talking over one another)

City Administrator Moody said the attached report that notes this storm sewer system drains into the same basin as the original analysis. As far as the design they have, it was not part of that project.

Public Works Director Leon clarified CMBR Rhoades' question in that there are other big stormwater improvement projects that took place. CMBR Rhoades said those properties were assessed taxes for ten years.

(Public Works Director Leon and CMBR Rhoades talking over one another)

Public Works Director Leon said this location specifically is one part of the four projects and was a part of RC 12-018. The other projects are RC 12-012, 12-014, 12-013, those are in other neighborhoods. This location in the Cooper Creek neighborhood is RC 12-018 and is a project that did not take place.

CMBR Rhoades said he would like to know how those projects were all financed and why and the history behind it.

Mayor Marquardt said the discussion is with regards to the budget and the conversation is getting too deep and anticipated that they will probably not be able to make a decision on this element tonight.

CMBR McNeil said several years back there were major collapses around the area and they did have engineers come and look and inspect all of the corrugated pipe to prevent any further collapse. She asked whether they got to this area or they just did not see it. She could not understand how this was missed.

Public Works Director Leon said the sinkholes that happened occurred around the Elledge and Roe Lane area and that was the area of focus for further pipe inspections. With this project, the City was to do a large stormwater improvement project, but it received a lot of opposition, and the City took it off the table and nobody looked at it again.

CMBR McNeil reiterated that she believed that the engineers were supposed to inspect all of the corrugated metal pipe in the City.

Public Works Director Leon said he believed this is when they transitioned from one engineer to another. SKW was the engineer who did the inspections and perhaps they did not know that this project had corrugated metal pipe. Mr. Leon said he did not know it had metal pipe and had no reason to look at it until the sinkholes appeared. He added it is obvious the City is not fully aware of where all the corrugated metal pipe is in the City.

CMBR McNeil said that it's obvious that the inspection work was not completed and there may be a lot more areas in the city that are set up for another collapse.

Public Works Director Leon said they do not currently have all of their stormwater system documented and accounted for as far as what kind of material it is and what condition it is in. They are working their way there.

CMBR McNeil stated if all the corrugated pipe was supposed to have been checked out and it wasn't, someone should be held accountable. They were trying to avoid this same situation and are now back in it.

Public Works Director Leon reiterated that they did not know that corrugated metal pipe was down there in the neighborhood.

CMBR McNeil said they were charged with checking all the corrugated metal pipe and should have checked the city to see where the corrugated metal pipe was.

CMBR Fast said they can come back and look at the RC 12-018 at another meeting. She clarified that staff said the money is available in the infrastructure budget and they're able to move forward. They can review this issue at the next meeting.

City Administrator Moody said it's on the Workshop agenda for further discussion following the Council meeting. There is no need to make an amendment to the budget if they want to move forward with this project. Their intent was to show the Governing Body that this is where staff found the resources to do this project. With it being an emergency repair the City is likely going to front the money. If the Council would like to assess residents to recover a percentage of that, they can make the decision after the repair.

CMBR Kellerman said he helped out with opposing RC 12-018, but did not lead the charge.

CMBR Fast apologized to CMBR Kellerman.

CMBR Kellerman said it should not be the residents' responsibility to get the pipe repaired as it was placed in 1954-1955, was put in by the City and the houses did not exist at that time.

Ms. Jones-Lacy clarified it is \$360,000 of new appropriation that would be added to the 2017 budget. That forces a shift of some existing expenses, but does not delay any expenses.

CMBR Thompson reiterated she would like to keep her motion and they can follow-up with a further discussion on the stormwater drainage project at a later time.

CMBR Rhoades addressed the pool costs. He said they need to make a decision now how much the City is willing to invest in the pool. City Administrator Moody said they are looking at a budget of 2.67 mills.

CMBR Poppa believes that the pool discussion does not need to be decided tonight, but they do need to decide what the budget should be for 2018, not 2019. He would like to go forward with the motion as presented.

CMBR Rhoades said it is a 2019 issue, but it affects this year as they go out in the CIP five and ten years by projecting forward. The City needs to decide whether they're going to spend the 2.67 mills to keep the pool open during the winter months for the small amount of residents that use it. If Johnson County wants to help keep the pool open that would be great.

CMBR Fast recommended CMBR Rhoades amend the motion so they can move forward in their discussions.

City Administrator Moody confirmed that the 2.67 mills equate to a summer-only operation and not operating in the winter.

CMBR Rhoades would like to see a 4.5 mill reduction with two of those mills reflecting a reduction in pool operations and with the compensating funds to come out of the fund balance for 2018 and a portion of 2019 when the contract with Johnson County ends.

CMBR McNeil stated that debt payments will drop dramatically by 2021. She equates the winter pool program with the leaf program in that she's been forced to pay for the leaf program and has never used it, and that there are those that pay for the pool that never use it. But Roeland Park is a community and it is available and a personal choice whether you want to use that. She added if the City stays on its current path, does not borrow more money, they should be good by 2021. CMBR McNeil said she would hate to see a drastic decision to close the pool in the wintertime and then being able to afford it in the long-run, and is a very serious decision.

MOTION: CMBR RHOADES MOVED AND CMBR JANSSEN SECONDED TO REDUCE THE MILL 4.5 PERCENT REFLECTING TWO MILLS FOR REDUCTION IN COSTS OF POOL OPERATIONS. (MOTION FAILS 3-5 WITH CMBRS FAST, MCNEIL, THOMPSON, KELLY AND POPPA VOTING NO.)

Poll the Council.

Fast - N McNeil - N Janssen - Y Rhoades - Y Kellerman - Y Thompson - N Kelly - N Poppa - N

CMBR Kellerman said he thought they had agreed to meet in the middle with a mill reduction of four and asked why there was a change of heart in giving relief to the residents.

CMBR Poppa said he believed the Council has come to a compromise by lowering the mill levy by 2.5, and also removing the wages associated with the leaf assessment out of the budget as well, which is in effect a reduction of cost of 3.1, which is closer to the mid-ground of four that CMBR Kellerman mentioned. With this they are still able to offer the same level of services.

CMBR McNeil said she is in favor of lowering the mill levy, but is not in support of dropping the winter pool. She is very much in favor of a compromise and believed she could be satisfied with a mill reduction in the threes.

CMBR Kellerman has asked if specific streets have been identified for the sidewalk program for 2018.

City Administrator Moody said they are near completion of the sidewalk master plan originally developed in 2010.

CMBR Kellerman said they do not have the \$150,000 expense in front of them that equates to another two mills and moved to amend the motion to reduce the mill levy four points.

CMBR Thompson asked for clarification of where the funds would come from. CMBR Kellerman said the \$150,000 would come from the sidewalk program and he wanted to withdraw his objective that he placed three months ago and apply that \$150,000 towards the mill reduction.

City Administrator Moody said the \$150,000 budgeted is in a fund supported sales taxes not by property tax.

CMBR Kellerman said the money could be used towards lowering the mill levy.

CMBR Janssen requested to see the line item for the sidewalk fund. Ms. Jones-Lacy said the sidewalk project is in the Special Street Fund for \$130,000 that is funded from the 27A sales tax and it can be used for sidewalk and street improvements. This is an objective for a high priority sidewalk improvement. CMBR Kellerman made the suggestion to do a Johnson Drive sidewalk. And after Governing Body discussion it was decided to make it a high priority sidewalk improvement project as opposed to just Johnson specifically and that is where it is budgeted. This fund does support the Debt Service Fund. The Debt Service Fund is a property tax supported fund. The \$130,000 is a one-time project and is not an ongoing expense. If they choose to remove it in 2018, they would have to find somewhere to take it out in future years to compensate for the mill levy reduction.

CMBR Rhoades stated he seconded the motion so that there could be a discussion. He personally does not believe they should cut funding sidewalks and they could pull money from somewhere else and add more to the sidewalk. He said the City has had a windfall and property values are continuing to add up.

CMBR McNeil said she would hate to see the sidewalks removed even if they do not complete it in 2018. Johnson Drive would be her number one choice and would be adamantly opposed to any sidewalks constructed opposite to an existing sidewalk as that is a waste of money. She would only support sidewalks on streets that do not have them.

MOTION: CMBR KELLERMAN MOVED AND CMBR RHOADES SECONDED TO WITHDRAW THE SIDEWALK PROGRAM FOR 2018 AND REDUCE THE MILL LEVY FOUR POINTS. (MOTION FAILS 1-7 WITH CMBRS FAST, MCNEIL, JANSSEN, RHOADES, THOMPSON, KELLY AND POPPA VOTING NO.)

POLL THE COUNCIL

Fast – N McNeil – N Janssen – N Rhoades – N Kellerman – Y Thompson – N Kelly – N Poppa – N

MOTION: CMBR POPPA MOVED AND CMBR KELLY SECONDED TO CALL THE QUESTION. (MOTION FAILED 4-5 WITH CMBRS MCNEIL, JANSSEN, RHOADES, KELLERMAN AND MAYOR MARQUARDT VOTING NO.)

POLL THE COUNCIL

Fast – Y McNeil – N Janssen – N Rhoades – N Kellerman – N Thompson – Y Kelly – Y Poppa – Y

Mayor Marquardt - N

CMBR Rhoades believes they should exhaust the conversation before they vote on passing the budget.

CMBR McNeil said one of her main points of contention is they're a very small town physically and in population and cannot understand why it costs so much to live here. She recognized they do not have a lot of businesses, but she just feels like something is not balanced.

CMBR Poppa said he called the question to get a temperature of the Council.

CMBR Kellerman said the City has a high mill levy and they're maxed out and they need to do away with a few things. If they are not going to look at the sidewalk program, then they should look at the Comprehensive Plan

City Administrator Moody said if they are reducing the mill levy, they should assume it will stay down and then concentrate on ongoing expenses that they can reduce. Some ongoing capital programs are sidewalk maintenance and sidewalk extension dollars and are programmed year after year. There is also street maintenance and street reconstruction programs. There are also ongoing operating expenses. Prior to 2013, the City reduced its staffing levels. Further staff reductions would also affect service. Maintaining the infrastructure and delivering a safe community are the services that the City provides and it is not so easy to say you can do without that type of service.

CMBR Janssen said they need to keep in mind the sales tax they will be receiving from the courthouse tax. Ms. Jones-Lacy said it began this year and is anticipated to be \$156,000 a year and will be going to the Special Street Fund (27A). CMBR Janssen asked how many new building permits were issued in 2017. Ms. Jones-Lacy said there were four in 2016 and six more this year. There is always a possibility for more in-fill. CMBR Janssen said that is exciting and believes they can do better than a 2.5 mill reduction and he uses those good things happening in the City to justify a lower mill to start.

CMBR Kelly said she understands that it does look like the sun is shining in Roeland Park right now, but it also looked like that in 2009 when they lowered the mill levy. They have compromised to go to pay-as-you-go. They have cut staff. They have redesigned the staff compensation. Sidewalks have been an ongoing project for the Community for All Ages. They have also finished work with the county and the school district to identify problem areas with sidewalks so that children can travel safely to all schools in the city. She believes they should take a more conservative approach. She thinks if the economy is still moving ahead and they're still having new development and income streams, then next year the Council can make another cut in the mill levy, but does not believe it is prudent to do a large one now just because things are starting to happen for the City. She believes they should wait for things to stabilize before making changes. She said they are being prudent with the compromise of the mill reduction and the re-allotting of the funds for the leaf program.

CMBR Kellerman asked how long the \$156,000 the City will receive from the courthouse tax. Ms. Jones-Lacy said it's set to sunset in ten years.

CMBR McNeil asked for a total in the Special Street Fund budget with the addition of the \$156,000. Ms. Jones-Lacy said in 2018 they have budgeted for the general services engineering. Also included is the high priority sidewalk project, the Roe Lane CARS project, and design work. They will also transfer money to the Bond and Interest Fund to subsidize debt service. For 2018, that equals to \$1.89 million.

MOTION: CMBR THOMPSON MOVED AND CMBR RHOADES SECONDED TO ADOPT THE 2018 BUDGET AS PRESENTED. (MOTION CARRIES 5-3 WITH COUNCILMEMBERS JANSSEN, RHOADES AND KELLERMAN VOTING NO.)

POLL THE COUNCIL

Fast – Y McNeil – Y Janssen – N Rhoades – N Kellerman – N Thompson – Y Kelly – Y Poppa - Y

II. ADJOURNMENT

MOTION: CMBR POPPA MOVED AND CMBR JANSSEN SECONDED TO ADJOURN. (MOTION CARRIED 8-0)
(Roeland Park Special Call City Council Meeting Adjourned)

Joel Marquardt, Mayor

Kelley Bohon, City Clerk

Item Number: Consent Agenda- II.-D.
Committee 9/18/2017
Meeting Date:



City of Roeland Park

Action Item Summary

Date: 8/28/2017
Submitted By: Staff
Committee/Department: Admin.
Title: **Bishop Miede Homecoming Parade Permit**
Item Type: Other

Recommendation:

To waive parade permit fee for Bishop Miede Homecoming Parade September 22nd.

Details:

In the past few years the fee has been waived. Parade permit is for 20-30 cars lasting approximately 10 minutes.

Financial Impact

Amount of Request: N/A	
Budgeted Item?	Budgeted Amount: N/A
Line Item Code/Description: N/A	

Additional Information

How does item relate to Strategic Plan?

How does item benefit Community for all Ages?

ATTACHMENTS:

Description		Type
	Bishop Miego Parade	Cover Memo



August 23, 2017

MEMO:

To: Joel Marquardt, Mayor, Roeland Park, Kansas

From: Joe Schramp, Assistant Principal, Bishop Miega High School

Re: Homecoming Parade Permit, Waiver of Fee

Mayor, I respectfully request that the \$150 parade permit fee be waived for Bishop Miega High School. The Homecoming Parade is scheduled for September 22, , 2017 at 6:15PM. This is a short parade that travels a short distance. This parade takes little police assistance. There will not be any overtime or additional officer expense. This fee has been waived in past years. We request the fee be waived again this year. Your consideration is appreciated.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Joe Schramp', with a stylized flourish extending to the right.

Joe Schramp

Assistant Principal

Bishop Miega High School



The City of Roeland Park, Kansas

4600 West Fifty-First Street
Roeland Park, Kansas 66205
Police Department (913) 677-3363 – Fax (913) 722 -3745

Street Run/Parade Permit

Permit Fee \$150

Date: 9-22-2017 Start Time: 6:15 PM End Time: 6:30 PM
1815 hours 1830 hours

Applicant

Name: Bishop Miege High School Daytime/Cell Phone: 913-262-2701 x262 / 816-5900037
Address: 5041 Reinhardt City, State, Zip: Roeland Park, KS 66205

Chairperson

Name: Joe Schram Daytime/Cell Phone: 816-686-5866
Address: 5041 Reinhardt City, State, Zip: Roeland Park, KS 66205

Organization Information

Organization: Bishop Miege High School Phone: 913 262 2701 ext 262
Address: 5041 Reinhardt City, State, Zip: Roeland Park, KS 66205
Assembly Area: 50th + Reinhardt Starting Point: 50th + Reinhardt Ending Point: 5041 Reinhardt
Route of Travel: (Attach Map) Approximate Number of Persons: 150 Animals: 0 Vehicles: 30
Portion of street to be utilized: _____ Min/Max Speed of Parade: 3-15 MPH
Expected interval between parade units: 20' Max length of Parade: 400 yards
Rain Date: N/A Number of volunteers to assist with route access: 10
Signature of Applicant: [Signature] Signature of Chairperson: _____

To be completed by City:

Endorsed by Chief of Police or designee: _____ Yes: _____ No: _____ If No attach reason

If designee (printed name) _____

Dated: _____

Date presented to the City Council: _____

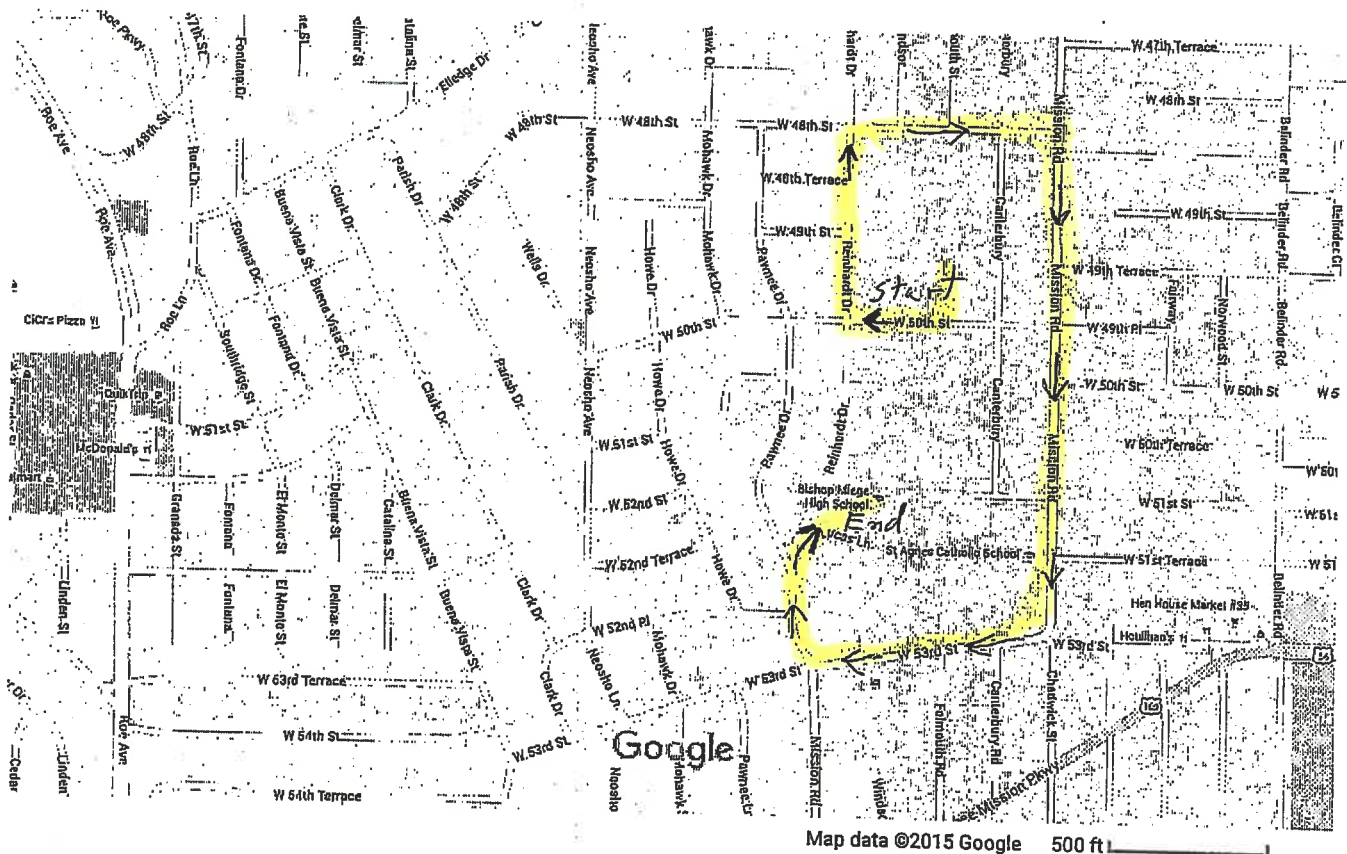
Approved: _____ Denied: _____ Alternate Permit Offered: _____

Copy to City Clerk on: _____ Copy to City Attorney on: _____

Copy to Public Works on: _____ Copy to Police Department on: _____

Copy to Fire Department on: _____ Copy to City Administrator on: _____

Google Maps Google Maps



Home Coming Parade Route

The parade will exit the south parking lot
 of Bishop Miege North Campus (50th + Reinhardt)
 driving westbound on 50th to Reinhardt,
 North on Reinhardt to 48th
 East on 48th to Mission Road
 South on Mission Road to 53rd.
 West on 53rd to Reinhardt,
 North on Reinhardt to the main entrance
 to Bishop Miege. (5041 Reinhardt)

Item Number: Applications/Presentations- A.-1.
Committee 9/18/2017
Meeting Date:



City of Roeland Park

Action Item Summary

Date:
Submitted By:
Committee/Department:
Title: **Committee Report Parks**
Item Type:

Recommendation:

Details:

Financial Impact

Amount of Request:	
Budgeted Item?	Budgeted Amount:
Line Item Code/Description:	

Additional Information

How does item relate to Strategic Plan?

How does item benefit Community for all Ages?

Item Number: Mayor's Report- IV.-A.
Committee 9/18/2017
Meeting Date:



City of Roeland Park

Action Item Summary

Date:

Submitted By:

Committee/Department:

Title:

Proclamation – Kansas Family and Education Week (Michael Rhoades and Sheri McNeil)

Item Type:

Recommendation:

Details:

Financial Impact

Amount of Request:	
Budgeted Item?	Budgeted Amount:
Line Item Code/Description:	

Additional Information

How does item relate to Strategic Plan?

How does item benefit Community for all Ages?

ATTACHMENTS:

Description	Type
 Kansas Family and Education Week	Cover Memo



Proclamation

KANSAS FAMILY AND COMMUNITY EDUCATION WEEK

WHEREAS, Kansas Association for Family and Community Education is an independent nonprofit organization instituted for the purpose of enriching families; and

WHEREAS, The mission of Family and Community Education is strengthening individuals, families and communities through Continuing Education, Developing Leadership, and Community Action; and

WHEREAS, In Kansas, during the past year, 47 counties with 93 Family Community Education groups and approximately 990 members received continuing education through family and community education;

NOW THEREFORE, the City of Roeland Park, Kansas, does hereby proclaim the week of October 8 through 14, 2017 as;

KANSAS FAMILY AND COMMUNITY EDUCATION WEEK

In Roeland Park and urge all citizens to join in this observation.

WITNESSED THIS 18th DAY OF SEPTEMBER IN THE YEAR 2017

Seal here

JOEL MARQUARDT
Mayor

Item Number: Workshop Reports- V.-A.
Committee 9/18/2017
Meeting Date:



City of Roeland Park

Action Item Summary

Date: 9/18/2017
Submitted By: Jennifer M Jones-Lacy
Committee/Department: Admin
Title: **Workshop Summary**
Item Type: Report

Recommendation:

For informational purposes only.

Details:

Special Council Meeting

1. **Approve Bid for 57th and Roeland Dr. Stormwater Project** – Public Works Director, Jose Leon provided an overview of the project stating they hoped to begin construction in the fall. The City bid the project which closed the prior Thursday. They received six bids for the work with J. Richardson Construction being the low bid which came in less than engineer's estimates. The Council approved the low bid with unanimous approval.

Council Workshop September 11, 2017

I. DISCUSSION ITEMS:

1. **Community Center Update**- Libby Scarborough, Community Center Director, gave a powerpoint presentation on the status of improvements and maintenance to the facility.
2. **Review Logo Options with Vireo** – Lindsey French with Vireo led a discussion on the proposed logos for the City and the strengths and weaknesses of the preferred versions. The Council has narrowed the choices down to #1 and #2.
3. **Sidewalk Master Plan** – Jose Leon provided an overview of the sidewalk master plan along with representatives from Bike/Walk KC, who conducted the analysis of the sidewalks. Councilmember McNeal expressed concern of additional concrete causing potential flooding. Councilman Rhoades asked if a sidewalk on Pawnee and 50th could be labeled as a high priority due to students walking back and forth to the school. Mr. Leon said that the City intends to address many of the medium priority sidewalks per our CIP.

The item was moved to new business at the September Council meeting.

4. Barktoberfest Ordinance and Amnesty for Late or Failure to Register Pets –

The item was moved to new business at the September Council meeting.

5. Discussion on Code Update on Reinvestment and New Construction –

The Governing Body discussed the matter at length and the merits of the various suggestions. They decided to have the building official review the suggestions made by the Councilmembers who submitted the item and send an email out to the governing body. His comments would address what items were redundant per existing code and what recommendations he had on those suggestions.

6. Bishop Miede Homecoming Parade Permit – The item was moved the consent agenda for the September Council meeting.

The balance of the items were moved to this evening's workshop.

Financial Impact

Amount of Request:	
Budgeted Item?	Budgeted Amount:
Line Item Code/Description:	

Additional Information

How does item relate to Strategic Plan?

How does item benefit Community for all Ages?

Item Number: New Business- VIII.-A.
Committee 9/18/2017
Meeting Date:



City of Roeland Park

Action Item Summary

Date:	9/8/2017
Submitted By:	Jose Leon, Director of Public Works
Committee/Department:	Public Works
Title:	Sidewalk Master Plan Update - Resolution 654 (est. time 15 min.)
Item Type:	Resolution

Recommendation:

To approve Resolution 654 for the 2017 Pedestrian & Bicycle Infrastructure Plan.

Details:

Through the Johnson County Livability Grant, staff has worked with BikeWalk KC to develop a documented strategy and guidebook for sidewalks in Roeland Park. BikeWalk KC staff assisted staff in identifying first, second, and third priority sidewalk locations by way of noting our commercial districts, schools, activity centers, and parks. This strategy guidebook was used by staff and our on-call City Engineer to update the City's 2017 Revised Sidewalk Masterplan.

Overall, there is not a significant number of changes from the initial sidewalk master plan in 2010, but the City now has a strategy guidebook which documents our thought process to establish sidewalk priority locations.

Please note that while the sidewalk master plan shows specific sides of the street, the specific side of the street will be chosen as a project presents itself. Staff will then identify the Right of Way issues, utility issues, and other engineering concerns by which we will then recommend a specific side of the street for sidewalk construction. Many of our first priority sidewalk locations are already in a forthcoming project identified in the City's CIP.

Financial Impact

Amount of Request: 0	
Budgeted Item?	Budgeted Amount: 0
Line Item Code/Description: 0	

Additional Information

How does item relate to Strategic Plan?

Establishes a City wide approach to pedestrian & bicycle infrastructure.

How does item benefit Community for all Ages?

Assist's in making our City a more walk-able and bike-able community.

ATTACHMENTS:

Description	Type
☐ Resolution 654	Cover Memo
☐ Pedestrian & Bicycle Infrastructure Map	Backup Material
☐ Bike-Ped Study	Exhibit
☐ LLR Memo	Cover Memo

**CITY OF ROELAND PARK, KANSAS
RESOLUTION NO 654**

**A RESOLUTION APPROVING THE PROPOSED 2017
SIDEWALK MASTER PLAN UPDATE.**

WHEREAS, staff and BikeWalk KC prepared a Pedestrian + Bicycle Infrastructure Strategy as a reference to update the City's Sidewalk Master Plan; and

WHEREAS, a copy of the Pedestrian + Bicycle Infrastructure Strategy and 2017 Sidewalk Master Plan Update has been incorporated herein by reference; and

WHEREAS, the City Council has reviewed the proposed 2017 Sidewalk Master Plan Update and supporting documentation and determined that they are acceptable and should be submitted for Council approval;

NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF ROELAND PARK, KANSAS:

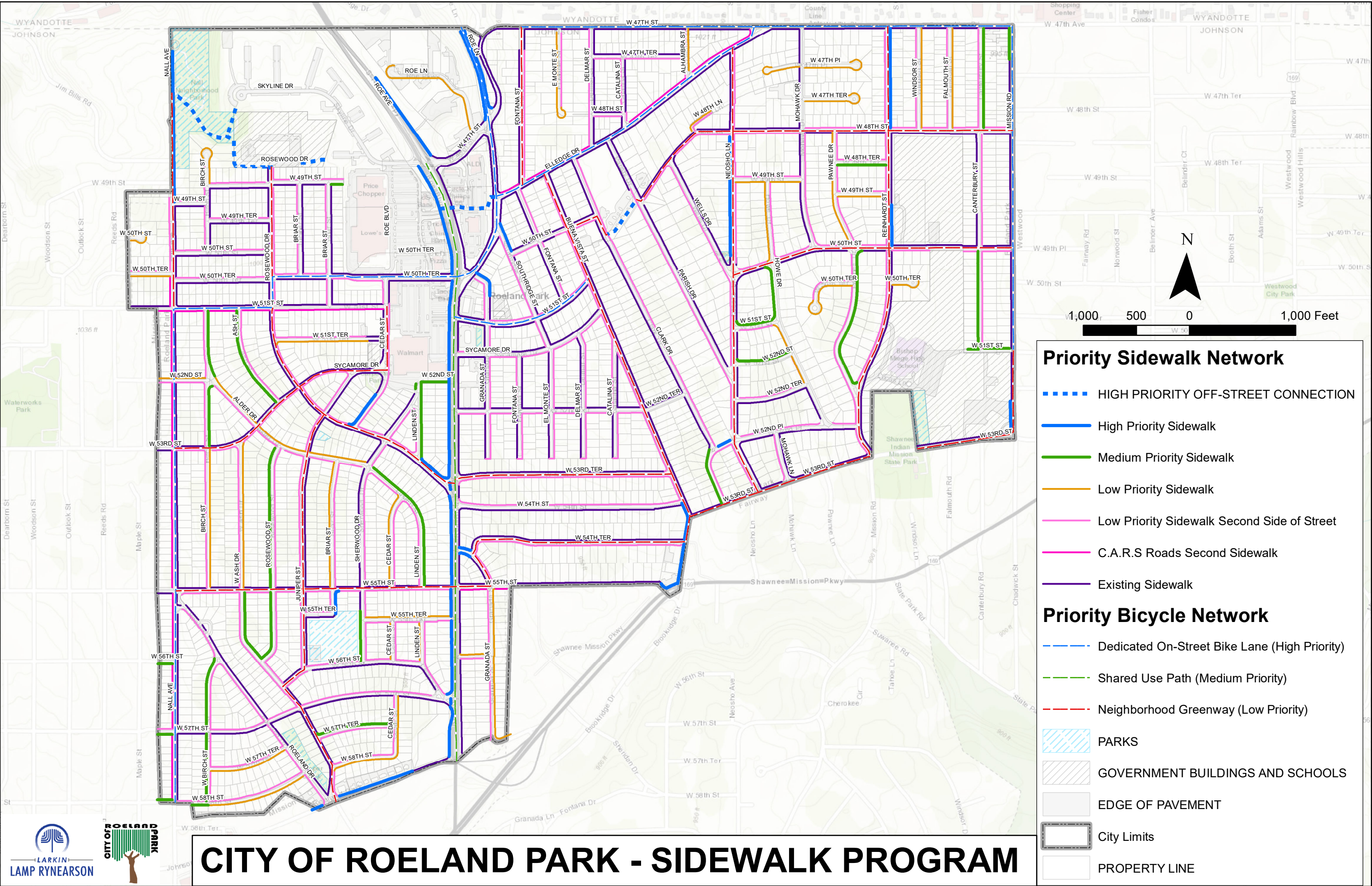
That the proposed 2017 Sidewalk Master Plan Update, including supportive documentation is hereby approved and shall be used as a reference to expand and improve the City of Roeland Park's pedestrian and bicycle infrastructure.

PASSED by the City Council this 18th day of September, 2017

Joel Marquardt, Mayor

ATTEST:

Kelley Bohon, City Clerk





Pedestrian + Bicycle Infrastructure Strategy

Roeland Park, Kansas | August 2017

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Priority Intersections	18
Project Summaries	22
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Introduction



This Pedestrian & Bicycle Infrastructure Strategy is a program of pedestrian and bicycle infrastructure improvements in the City of Roeland Park, KS. It presents a deliberate and phased approach to building a safer and more interconnected network of pedestrian and bicycle facilities.

This report presents a blueprint for a more complete sidewalk network in Roeland Park, and provides an important update to the city's Sidewalk Program. The priority projects identified in this strategy focus on creating a network of sidewalks that are safe, comfortable, continuous, and that connect important destinations.

This strategy also identifies a priority bicycle network that synthesizes several previous planning efforts and identifies specific infrastructure improvements for different segments of the network.

Sidewalk and bicycle networks depend on safe crossings at intersections. This strategy recommends improvements to certain key

intersections around the City to remove barriers to connectivity and enhance safety in locations where conflicts with automobiles may occur.

The priorities identified in this report build on past planning efforts while providing a new strategic approach. They outline a path to achieve Roeland Park's goals for walkability and connectivity, expressed in the City's 2012 Comprehensive Plan, and 2016 committee report on bicycle and pedestrian safety.

In the implementation section of this report, recommendations are organized into prioritized project segments. Existing and potential funding sources are identified. Finally, a "Quick Build Guide" describes a number of inexpensive and interim treatments for improving conditions on an accelerated timeline.

This document was produced for the City of Roeland Park, KS by BikeWalkKC, and made possible with the support of the LiveWell Johnson County program and the Johnson County Department of Health and Environment.

Existing Conditions

There are thirty-seven miles of streets within the boundaries of Roeland Park. Approximately ten miles of those streets (27%) are missing sidewalks on either side. All arterial and collector streets have sidewalks, with the exception of Roe Boulevard north of 48th Street and Buena Vista Street between Shawnee Mission Parkway and 53rd Street (see Figure 1). Most areas between Roe Boulevard and Neosho Avenue have sidewalks. The Roe Highlands subdivision, between the community Center and 51st Street also has sidewalks on every street.

Elsewhere in Roeland Park, sidewalks are less common. Sidewalks have been constructed along “through” streets that provide more continuous paths between destinations, but sidewalks on many side streets are missing. These gaps make it difficult for residents to reach many destinations via a direct and convenient route.

Marked crossings exist mostly in the areas of the Roeland Park Shopping Center and Roesland Elementary School.

Marked crossings exist mostly around and between the Roeland Park Shopping Center and Roesland Elementary School. Most crosswalks are in the continental style, which is highly visible to motorists. Some crosswalks are marked in the parallel-line style, which is much less visible. Lack of marked crossings reduces the comfort and safety of pedestrians, especially in high-traffic and high-speed corridors.

While several projects are planned and budgeted, including a shared use path on Roe Boulevard, there are currently no dedicated bicycle facilities in Roeland Park. Share the road signs and on-street painted sharrows exist in some locations.

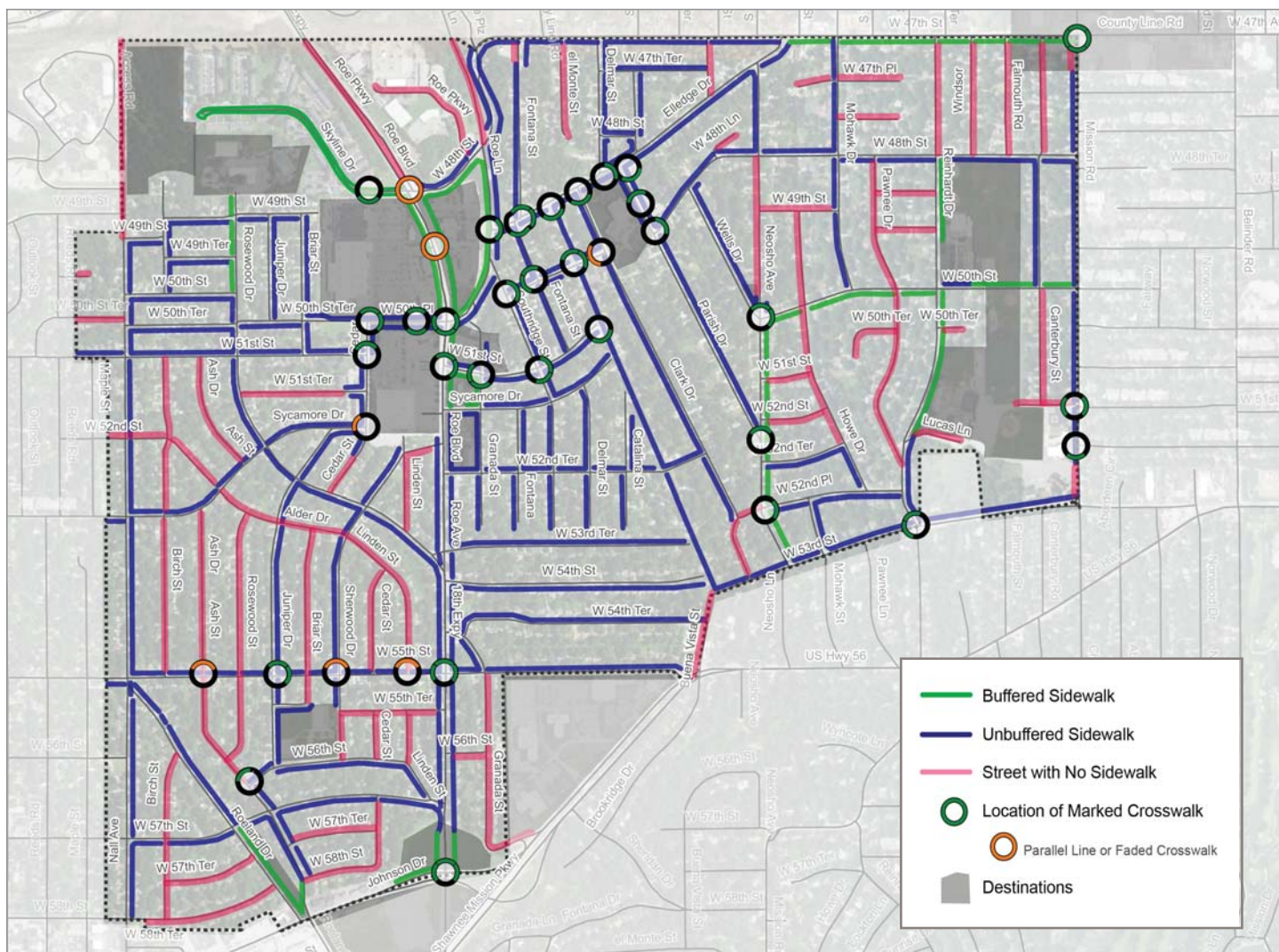


Figure 1 - Existing Sidewalks and Marked Crossings

Previous Plans

Over the past decade, several planning efforts have proposed approaches for implementing pedestrian and bicycle infrastructure in Roeland Park. These proposals helped shape the recommendations made in this report, but there is significant variation in the recommendations of the various plans. One of the goals of this Pedestrian and Bicycle Infrastructure Strategy is to synthesize all of these recommendations into a single, coherent strategy for infrastructure improvements that responds to the motivations and aspirations of each of the prior efforts. Figure 2 maps the routes for trails and bicycle facilities that were recommended in previous plans.

2010 & 2016 Sidewalk Program:

The most comprehensive plan for sidewalk improvements in Roeland Park is the city's Sidewalk Program, first adopted in 2010 and updated in 2016. The program envisions sidewalks built on both sides of every city street and lays out several phases for sidewalk extensions. The highest priority phases would fill in gaps in the existing sidewalk network, on streets currently lacking sidewalk. Lower priority phases would see a second sidewalk added to streets that already have sidewalk on one side.

The program also identifies routes for bike trails across the city, though it doesn't specify precise alignment or other design details. The trails would generally follow two east-west routes, both extending from near Bishop Miege High School in the east. One would serve Roesland Elementary and Roeland Park Shopping Center before splitting into three routes, two leading into the City of Mission, and one extending to Roeland Park Community Center. The second major route would serve the southern half of the city, splitting into two routes at R Park.

Pedestrian & Bicycle Safety Ad-Hoc Committee:

The Roeland Park Pedestrian and Bicycle Safety Ad-Hoc Committee was formally created by the City Council on July 23, 2015 with a one-year mission to look at the current state of transportation in and around the City as it relates to pedestrian conditions, ADA accessibility, bicycling, and transit accessibility. The Committee released a report making a number of recommendations regarding these modes. Among them was a recommendation for bicycle facilities to link the proposed bicycle trails from the 2016 Sidewalk Program. These would primarily consist of north-south on-street connections between the previously proposed trail routes.

2012 Roeland Park Comprehensive Plan:

This plan calls for a community trail network. The proposed network consists of two east-west and three north-south segments that, when connected would essentially form two loops. Few connections to neighboring cities are explicitly laid out, in contrast to the 2016 Sidewalk Program.

Greater Kansas City Regional Bikeway Plan:

Adopted in 2015, this plan envisions a regional network of bicycle facilities that support active transportation. A segment of bikeway is proposed through Roeland Park. It would begin on Roe Lane at the county line, extend west on 50th Terrace, and shift to 51st Street. At Nall Avenue, part of it would continue into Mission, while another segment would extend south on Nall Avenue.

Rosedale Master Plan:

This plan set out a vision for the future of the Rosedale neighborhood in Kansas City, Kansas. It proposed new bicycle infrastructure serving the neighborhood, including signed bike routes on 47th Street and on Elledge Drive, leading to Roe Avenue.

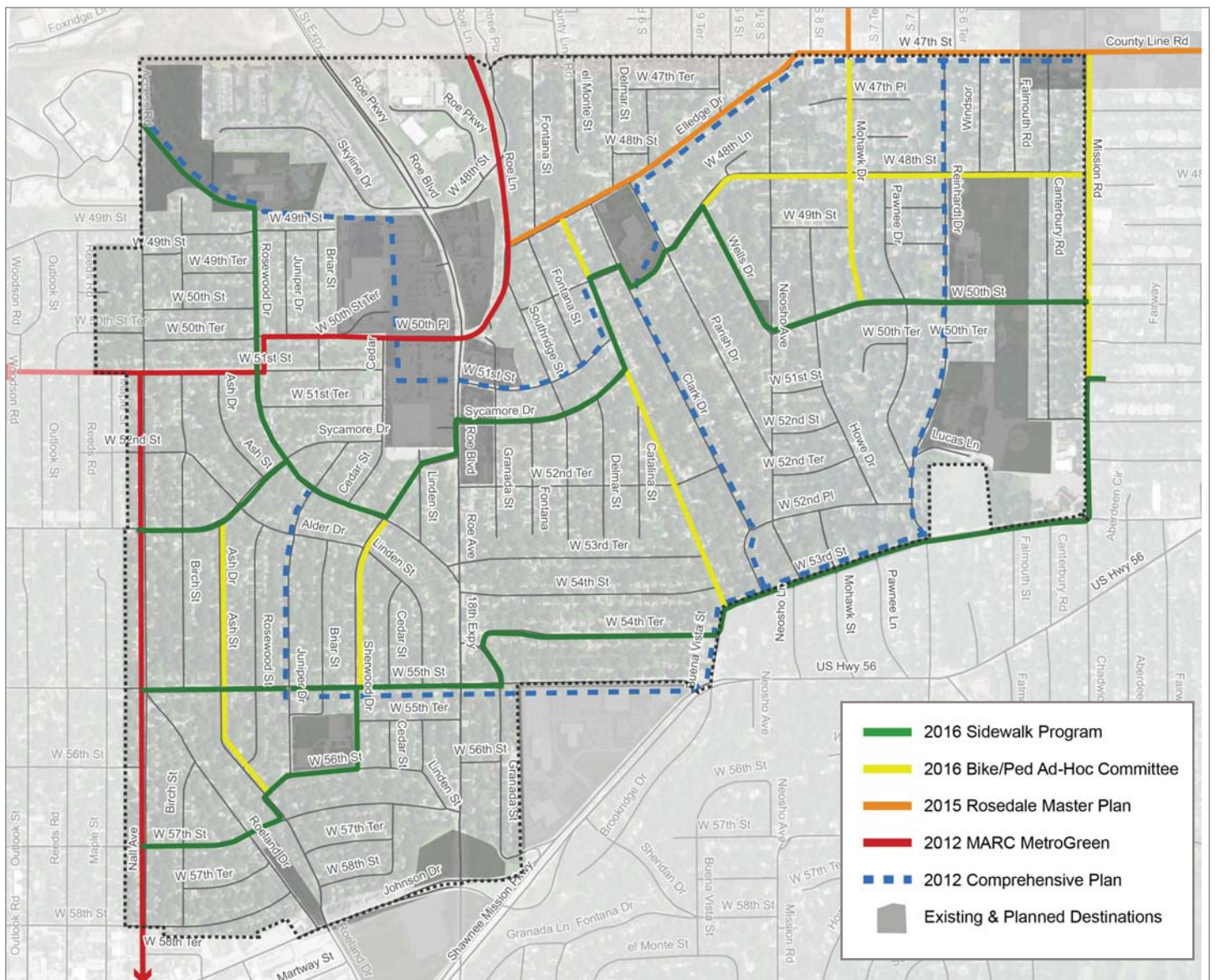


Figure 2 - Previous Proposals for Trails & Bicycle Infrastructure

Infrastructure Strategy

The strategy for improving infrastructure for pedestrians and cyclists in Roeland Park focuses on connecting residents to the city's important destinations with safe, comfortable, direct routes for walking and cycling. The recommended infrastructure improvements are intended to support both recreation and transportation by foot or bicycle.

This strategy has three parts. The first part is the **Priority Sidewalk Network**, which identifies important street segments for construction of future sidewalks within the City. Next is a **Priority Bicycle Network**, which describes the type and location of bicycle facilities that together would provide safe and comfortable cycling conditions throughout Roeland Park. Recommendations for **Priority Intersections** outline a methodology for making improvements to intersections that would enhance safety for those walking and biking.



Key Principles

Previous planning efforts identify improvements to pedestrian and bicycle infrastructure in Roeland Park, but there is not consensus about which streets should be improved or about which improvements are most urgent. The following principles attempt to establish a strategic framework for prioritizing projects that brings together the goals and aspirations of previous efforts. These principles guide all of the recommendations in this Pedestrian and Bicycle Infrastructure Strategy:



Safe and Comfortable

Route and facility choices should ensure that users of all ages and abilities can safely travel, and support conditions that make it inviting and comfortable to do so.



Direct and Continuous

Routes should provide a direct and efficient path to destinations, while also being located so that all areas of the city have convenient access to high-quality facilities nearby.



Connecting Important Destinations

Pedestrians and cyclists want to travel to the same destinations as motorists. Improvements should be prioritized to connect people to the destinations they want to visit.

Destinations

Connecting destinations is one of the key principles guiding the infrastructure recommendations in this report. The destinations in map below are derived primarily from the 2012 Comprehensive Plan, which described a concept of Roeland Park as a “village” with a number of “centers” where services and destinations are located. The centers include a “Neighborhood Center” at 47th Street and Mission Road and a “Town Center,” which includes the Roeland Park Shopping Center, City Hall, and the surrounding area. Two other centers are located in and around potential future development at the former Mission Gateway site. Figure 3 shows the centers presented in the Village concept, along with a number of other important destinations, including schools and parks, that would likely attract pedestrian and cyclists.

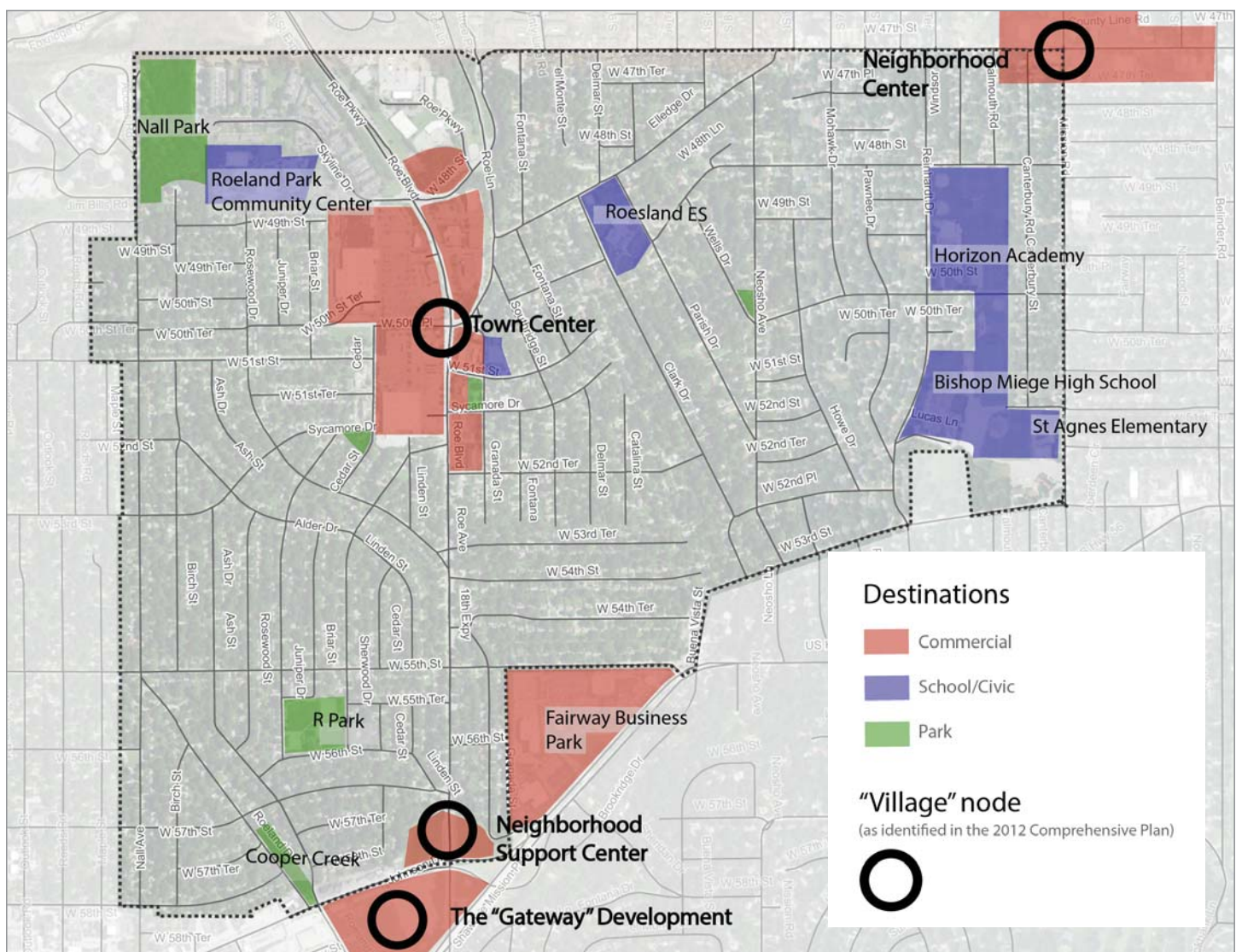


Figure 3 - Roeland Park Destinations

Priority Sidewalk Network

The Priority Sidewalk Network is an interconnected citywide network of pedestrian routes that connect to all major destinations in the community. This Priority Sidewalk Network identifies the best routes for direct and comfortable connections to places that people want to go. Many of these routes have sidewalks today, but there are also several important gaps where no sidewalks exist. The Priority Sidewalk Network also identifies several off-street segments that provide important connectivity between areas that do not have direct and convenient connections along the existing street network.

Routes on the priority network were identified with the following criteria:

- The priority network connects identified destinations to each other and to as many Roeland Park residents as possible.
- The network supports a scenario in which a resident would not walk more than a block or two to reach quality pedestrian facilities, and would not have to walk along an arterial or collector street that did not have comfortable facilities.
- Recognizing that Roeland Park has a sometimes-inconsistent street grid, routes are identified to be as direct and continuous as possible.
- Routes have been designed to incorporate safe crossings at major barriers, such as Roe Boulevard.



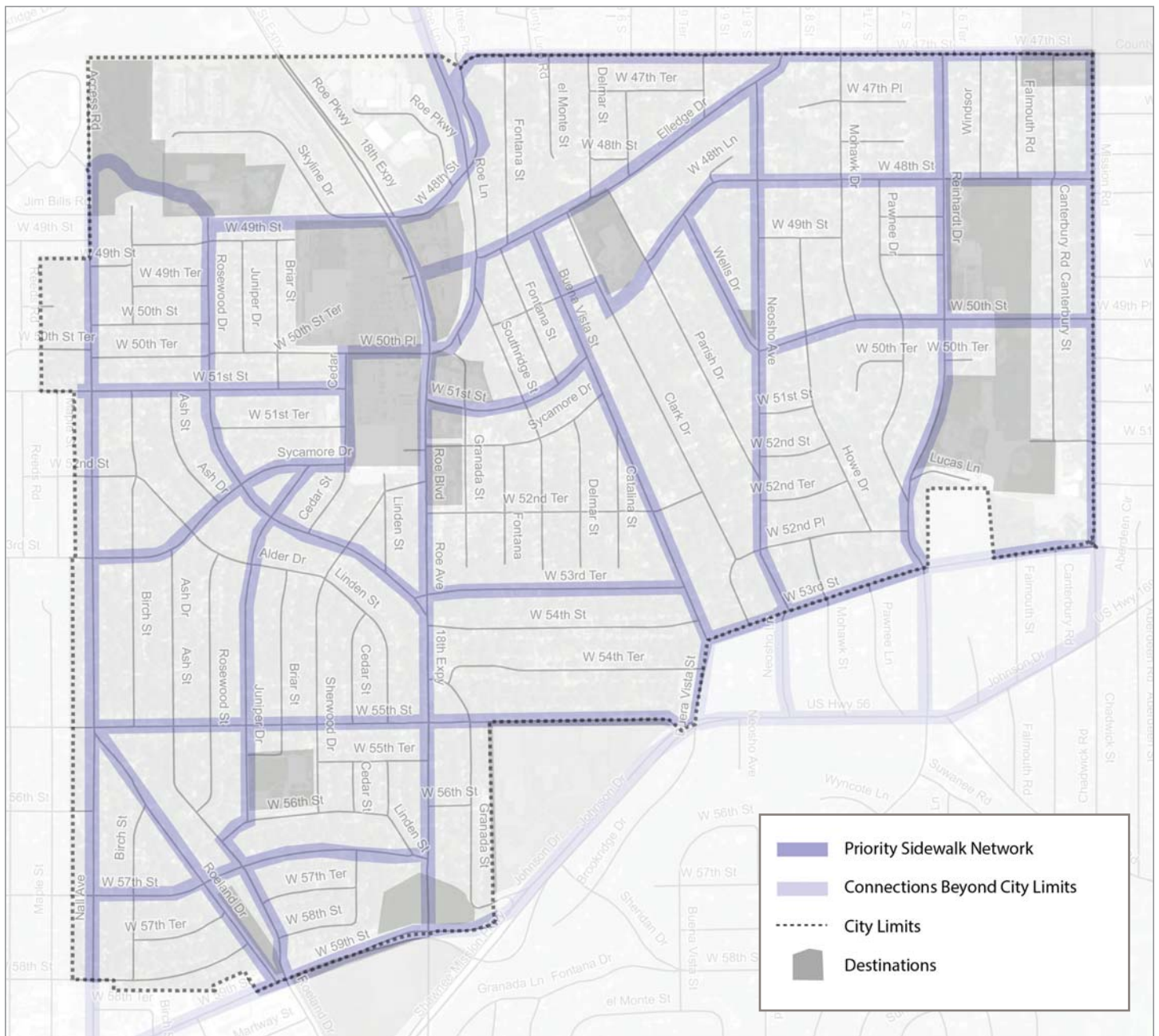


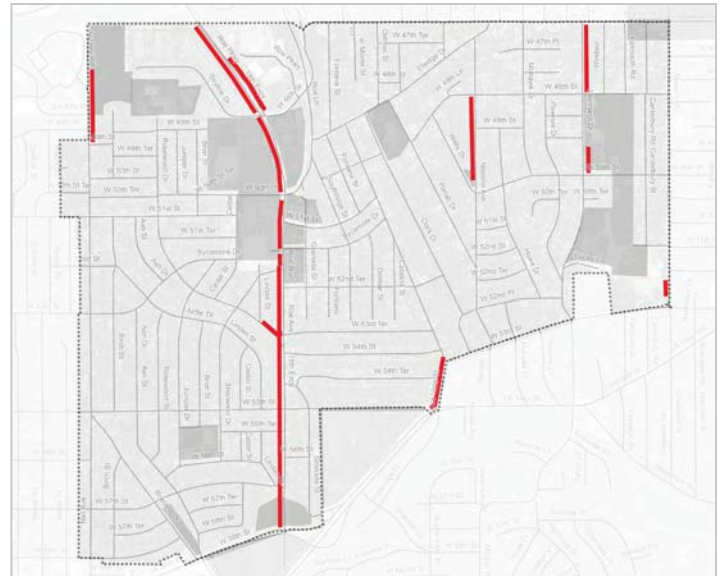
Figure 4 - Priority Sidewalk Network

Proposed Improvements

First Priority:

Missing Sidewalks on Priority Network Streets

Most of the streets on the Priority Sidewalk Network already have sidewalks, but there are some gaps. Because these streets are the most important for creating a safe, comfortable and interconnected network, they are identified as the first priority for improvements. Roeland Park is currently planning and designing a shared use path along Roe Avenue. Because this path would represent a major upgrade in pedestrian facilities along a key arterial, and because improvements would also help to address the barrier Roe Avenue creates for pedestrians travelling east and west, Roe Avenue improvements are also shown as a top priority.



Second Priority:

Missing Sidewalks on Reconstructed Streets

The City of Roeland Park has a street mill and overlay program (funded in part by federal Community Development Block Grant funds) for streets that have been determined to be in poor condition and that require structural repairs. Because street reconstruction projects are already modifying the existing roadway, they are convenient opportunities to add sidewalks where they are missing today. Adding sidewalks during reconstruction could simplify the design process and require fewer City resources than in the sidewalk is constructed separately.



Third Priority:

Other Missing Sidewalks

There are several streets that are not on the Priority Sidewalk Network and not planned for reconstruction, but that are still missing sidewalks of any kind. Construction of sidewalks on at least one side of these streets will complete the goal of providing sidewalks on all public streets in Roeland Park.



Second Sidewalks

Even the very best pedestrian accommodations can't serve Roeland Park residents if they have no way to get to them. Sometimes the biggest barrier is right outside a resident's front door. Having sidewalks on both sides of the street enhances the safety and comfort of pedestrians, and removes barriers at the very beginning and end of a walk. In the future, sidewalk could be added to the second side of city streets. Streets in the priority network should be prioritized for second sidewalks. Other streets could follow the initial phasing, with second sidewalk added as roads are reconstructed.

Off-Street Connections

In locations where the street grid is incomplete or especially circuitous, off-street pedestrian connections can make it much easier for Roeland Park residents to get to destinations. These off-street connections are included as part of the Priority Sidewalk Network and should be considered as high-priority projects in parallel with the City's on-street sidewalk program.

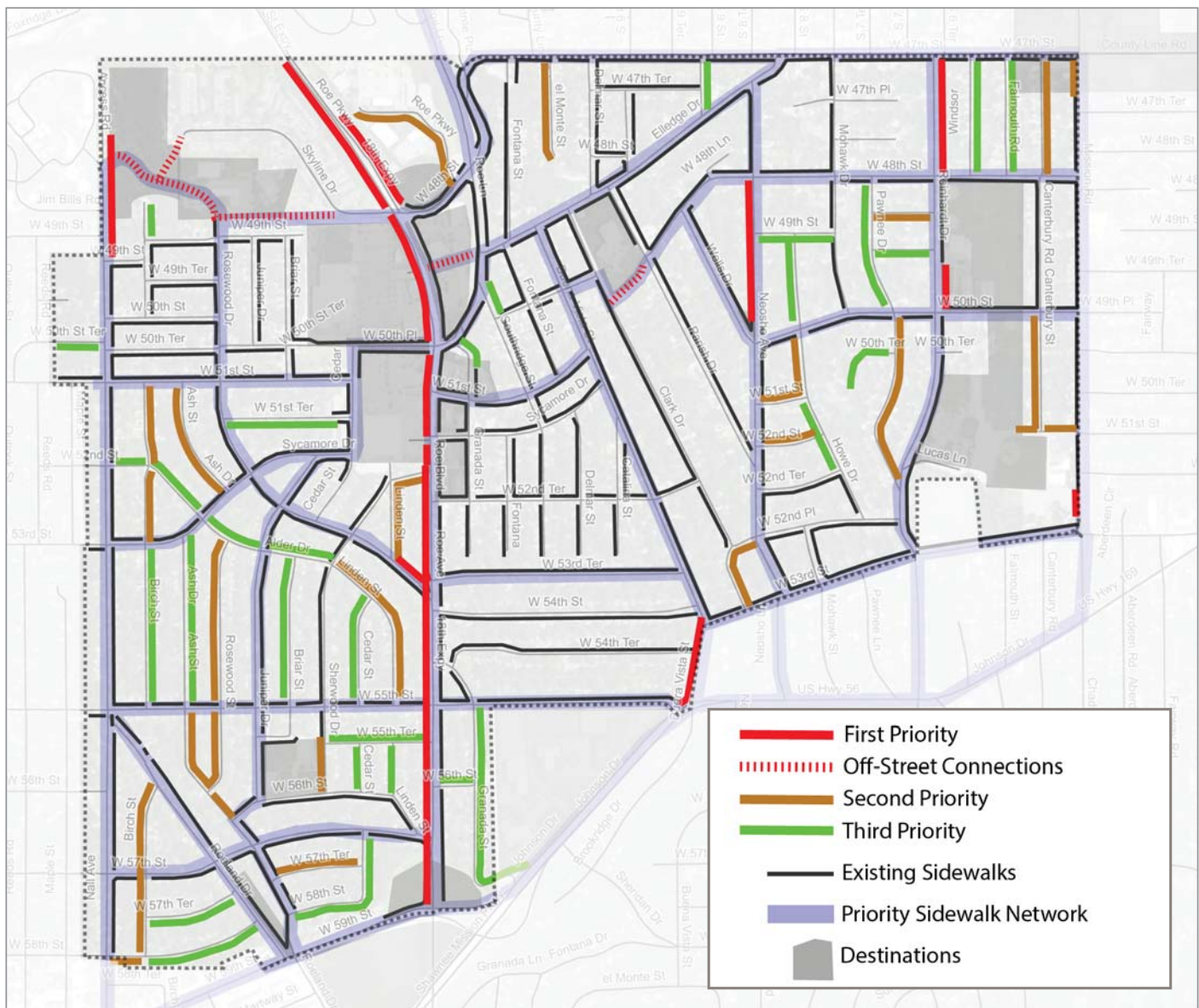


Figure 5 - Proposed Sidewalk Improvements

Priority Bicycle Network

Several recent plans have called for bicycle infrastructure in Roeland Park. Dedicated bicycle facilities do not yet exist in the city, but recent growth in cycling for recreation and commuting alike is increasing demand, as reflected in recent planning efforts. The Pedestrian and Bicycle Infrastructure Strategy includes a new proposal for cycling infrastructure. This proposal recommends a Priority Bicycle Network that supports recreation and commuting with a variety of facility types. This network serves travel both within Roeland Park and to destinations beyond the city limits.

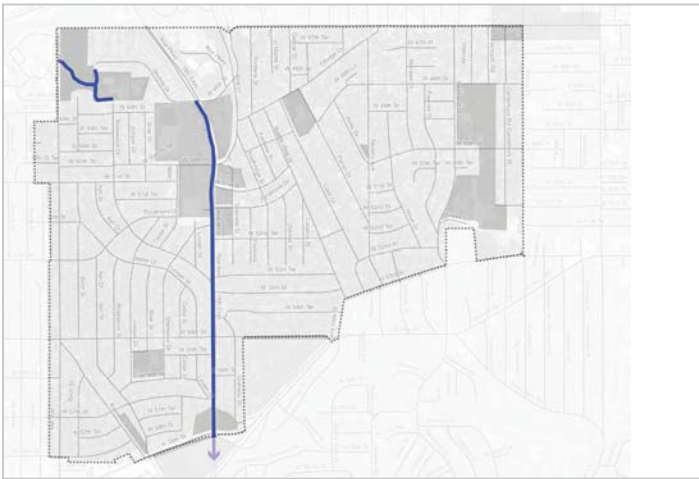


Proposed Improvements



Bike Lanes

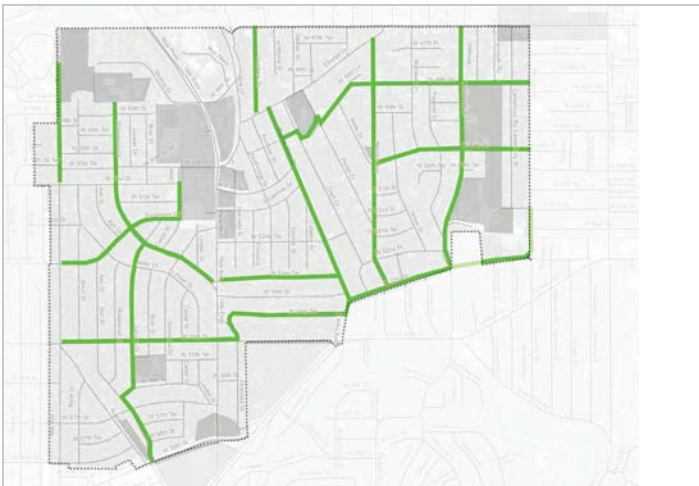
Bike Lanes are recommended for those streets on the Priority Bicycle network that have sufficient space between existing curbs for at least two ten-foot automobile lanes and two five-foot bicycle lanes. Specifically, that includes Roe Lane, Elledge Drive, 47th Street, and 51st Street between Buena Vista Street and Roe Avenue. Bicycle lanes are also recommended for regional bike routes identified on MARC's Regional Bikeway Plan. The Regional Bikeway Plan identifies portions of 50th Terrace, 51st Street and Nall Avenue as priority routes. In these locations, additional curb width or right-of-way may be necessary to accommodate dedicated bike lanes.



Source: Project for Public Spaces

Shared-Use Paths

Shared-use paths function like extra-wide sidewalks that provide enough space for bicyclists and pedestrians to safely interact. A shared-use path is recommended along Roe Avenue where design and engineering is currently underway for improvements to the entire street. Generally a shared use path should be ten to twelve feet wide to safely and accommodate pedestrians and cyclists together.



Source: reconnectrochester.org

Neighborhood Greenways

Most of the routes identified on the Priority Bicycle Network are too narrow to accommodate dedicated bike lanes in the width between existing curbs. However, because these streets are generally residential in nature, with limited traffic and low speeds, they can still function as safe and comfortable connectors for cyclists. Many of the streets identified as part of the Priority Bicycle Network are also identified on the Priority Sidewalk Network. With minor improvements to traffic calming and wayfinding, these “Neighborhood Greenways” can perform as multifunction neighborhood amenities that benefit cyclists, pedestrians, and adjacent residents.

Neighborhood Greenways

Sometimes called “Bicycle Boulevards,” the Neighborhood Greenways identified in the Priority Bicycle Network are streets where conditions allow bicycle traffic to be safely mixed with automobiles. The National Association of City Transportation Officials defines Bicycle Boulevards as follows:

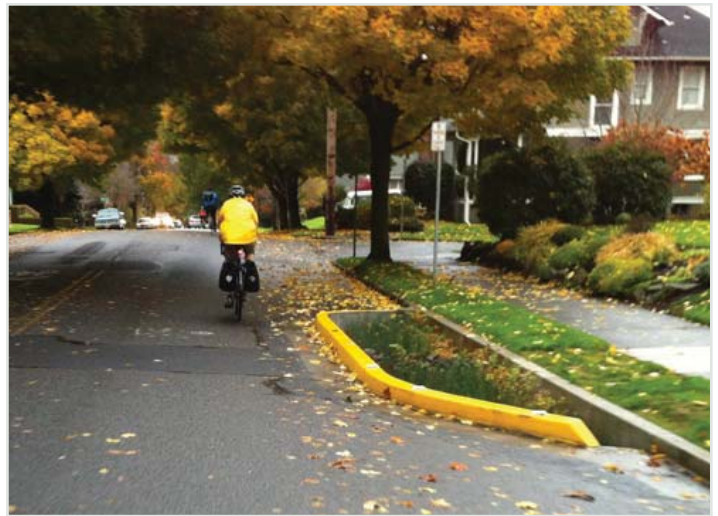
“Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.”

The concept of a Neighborhood Greenway or Bicycle Boulevard is appealing in Roeland Park for several reasons. First, many of the streets that make convenient bike connections are not wide enough to incorporate dedicated bike lanes without the the cost and disruption of major construction. However, since these streets generally have few cars and low speed limits, it's possible for cyclists to comfortably mix with traffic. In most cases, the experience for cyclists on these routes would be enhanced by minor design modifications that slow down traffic and enhance safety.

Neighborhood Greenways are also appealing in Roeland Park because there is a great deal of overlap between the Priority Bicycle and Sidewalk networks. That presents an opportunity to enhance priority streets for all users, and to incorporate design elements that increase the comfort and safety for cyclists in coordination with any adjacent sidewalk improvements. Done thoughtfully, relatively minor improvements including signage, pavement parkings, and traffic calming features could transform Roeland Park's Neighborhood Greenways into unique and marketable amenities that add value and beauty for those who live or travel on the street.



Source: bikemore.net



Source: nacto.org



Source: reconnectrochester.org

Prioritization

The Priority Bicycle Network identifies dedicated bike lanes for important routes that have the physical space to restripe the street without any modifications or expansion of the existing curbs. This means that these projects can be implemented for little more than the cost of paint and striping. Because of the ease of implementation, and because of the enhancement they could provide to cyclist comfort on important routes, these striped bike lanes are recommended as the first priority for implementation.

The shared-use path for Roe Avenue is recommended as the second priority for bicycle improvements. This route will provide a critical north-south spine for an interconnected bike network and link many community destinations. Improvements on Roe will also assist cyclists in crossing east-west, which today is a major barrier. Design and engineering for Roe Avenue improvements are already underway.

Neighborhood greenways are the third priority for bicycle improvements. Bicycle-friendly features can be incorporated on designated routes as part of the City's ongoing street reconstruction program. Intersection improvements, traffic calming, and other features benefit cyclists as well as pedestrians, and are straightforward to implement when intentionally designed to integrate with other improvements.

Bike lanes are identified for some streets on the Priority Bicycle Network that do not have room for dedicated facilities today. However, these streets represent important regional connections designated on MARC's Regional Bikeway Plan. Opportunities to incorporate dedicated bicycle facilities should be pursued when Roeland Park undertakes substantial street construction on these routes. In some cases, additional right-of-way or easements may be necessary.

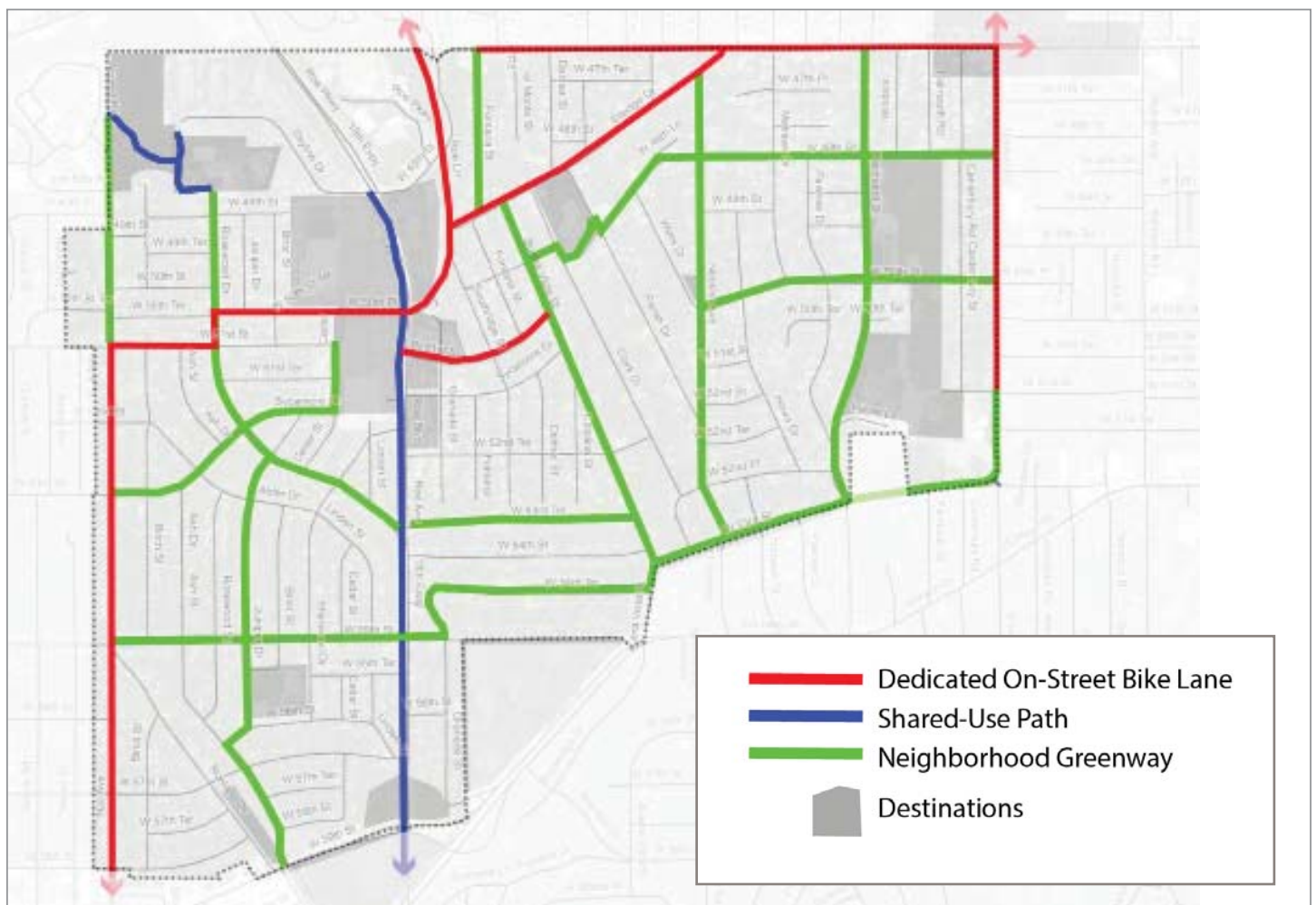


Figure 6 - Proposed Bicycle Network

Priority Intersections



Intersections form important links in a pedestrian and bicycle network. Intersections are where pedestrians and cyclists interact and share the same space with motorists. These conflict points are where collisions are most likely to occur and where walkers and bikers are most likely to feel uncomfortable. Even with quality sidewalks and bicycle facilities, inadequate crossing treatments and intersections can make travel challenging by foot or bike.

In addition to intersections where two or more public streets intersect, there are also conflict points at major driveways that require special attention. In these areas, where motorists mingle with pedestrians and cyclists, efforts should be made to minimize the number and width of driveways, and to provide clear signs and markings to make sure users of all transportation modes are aware and respectful of each other.

Safe Intersection Design

Features that can affect the quality of a pedestrian crossing include the presence of a marked crosswalk, intersection width (affecting crossing distance), curb radius, visibility of the crossing (due to vegetation, signs, or buildings), and the presence of curb ramps. The images to the right illustrate intersections with basic treatments that make them safer for pedestrians. Each has wide, visible crosswalks and American with Disabilities Act (ADA)-compliant curb ramps that aid mobility-impaired pedestrians. The image at top also displays a pedestrian refuge island that helps address the long crossing distance of the intersection and wide curb radius of the far corner.



Ped Bike Images

Today, marked crossings exist mostly around and between the Roeland Park Shopping Center and Roeland Elementary School. Most crosswalks are in the continental style, which is highly visible to crossing motorists. Some crosswalks are marked in the parallel-line style, which is less visible. Most intersections in Roeland Park also have ADA-compliant curb ramps.

The intersections recommended for improvements generally have ADA curb ramps but lack adequate crosswalks. The maps on the following page and the table in the Implementation section list these intersections, as well as others that might be considered for additional improvements, such as bulbouts or signage. (The attached Quick Build Guide details some of these additional improvements, and how to implement them inexpensively or on an interim basis).



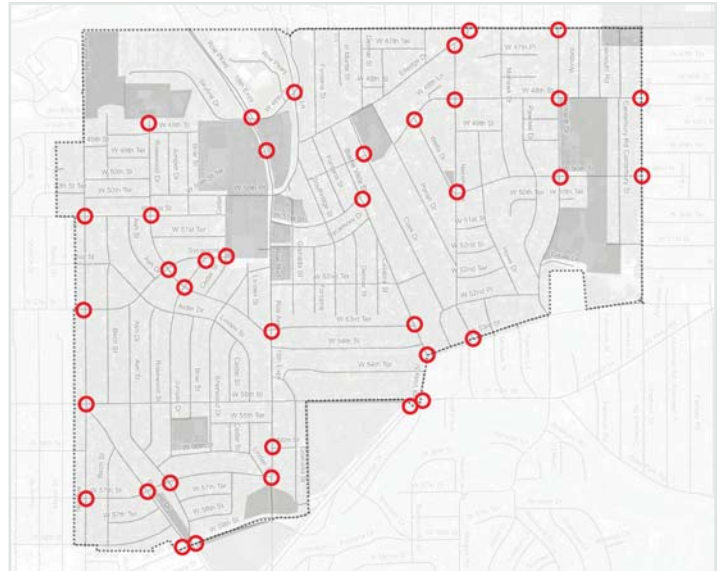
Ped Bike Images

Proposed Improvements

First Priority:

Intersections of Priority Network Streets

The highest priority for intersection improvements are the locations where two different streets that are both on the Priority Sidewalk Network intersect each other. These are locations most likely to have pedestrian traffic, and often involve crossing streets with heavy traffic. Today, most intersections of priority network streets are missing crosswalks. The intersection of Rosewood Drive and 53rd Terrace is particularly important. This intersection is unsignalized and difficult to cross for pedestrians and cyclists today, but it represents a key east-west connector where priority routes converge. As Roe Avenue improvements are designed, signalization of this intersection should be considered.



Second Priority:

Intersections of Priority Streets with Other Streets

The second priority for intersection improvements are locations where priority network streets intersect other streets. These connections are important to create a continuous route along the priority network that is safe and comfortable. These intersections also provide access to the priority network from areas that require crossing the street.



Third Priority:

Other Intersections

When sidewalk improvements and bicycle facilities are constructed on streets that are not part of the priority network, there is an opportunity to incorporate intersection improvements as well. Together, sidewalk and infrastructure improvements can complete a comfortable pedestrian network on all public streets in Roeland Park.



Improving All Sides of the Intersection

Within each intersection, the highest priority improvements are safe and comfortable crossings for those segments that link pedestrian routes on either side of the intersection. This context informs which segments of the intersection are most important to improve, and how many segments require improvement. Recognizing that the sidewalk network will continue to develop, and that many people today live or work or visit destinations on the side of a street where there is no sidewalk, it should be a long-term goal to provide safe and comfortable accommodation on all corners and segments of intersections.

Street Alignments

In some locations, improvements beyond crosswalk markings and ADA compliant curb ramps are necessary because of the particular layout of the road. The angle of intersecting streets, the width of the street, the permitted turning movements, and other factors may create barriers for pedestrian and cyclist comfort and safety. The Quick Build Guide identifies a variety of techniques to improve the performance of intersections with tools that can be deployed quickly and for low cost.

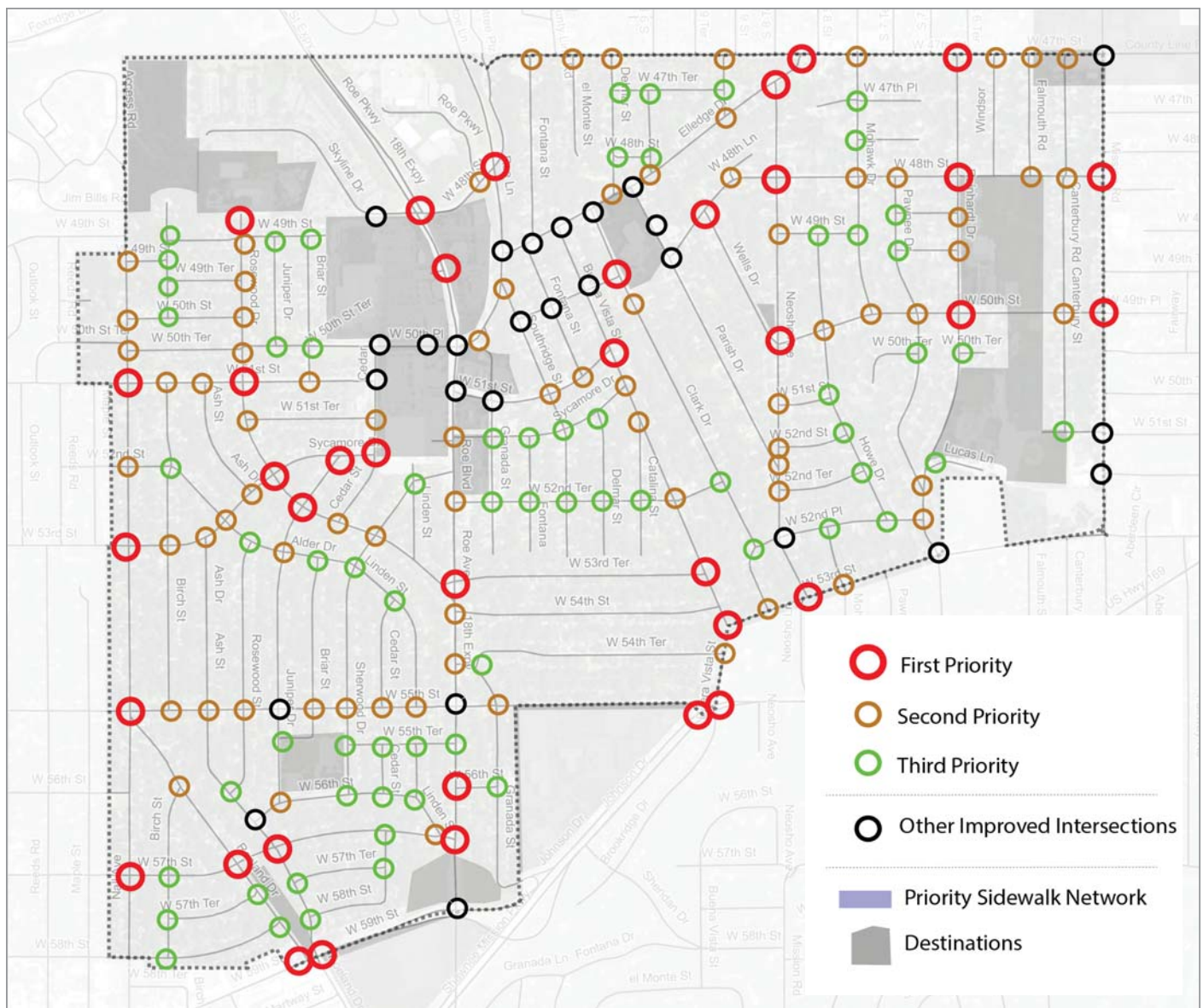


Figure 7 - Priority Intersections

Project Summaries

Sidewalks

Location	Priority	Side of Street	Located Between	Notes
Buena Vista St	First	West	Shawnee Mission Pkwy	
Community Center Ext to Skyline Dr	First	N/a	Rosewood Dr to Skyline Dr	Outside of R/W
Elledge pedestrian sidepath	First	N/a	Roe Blvd and Elledge Rd	
Granada to Roe Ln connection	First	N & E	End of Granada to Roe Ln	Potentially outside of R/W
Nall Ave	First	East	From 49th St to Nall Park sidepath	
Nall Park sidepath	First	N/a	Through Nall Park from Nall Ave to Rosewood Dr	Outside of R/W
Neosho Ave	First	West	48th St and 50th St	
Reinhardt Dr	First	East	47th St and 48th St	Neighborhood Greenway
Reinhardt Dr	First	East	End of Horizons parking to 50th St	Neighborhood Greenway
Roe Blvd	First	West	From 48th/49th to Johnson Dr	Planned CARS project shared use path
Roe Pkwy	First	East	48th St & level with end of other Roe Pkwy sgmt	
Roesland Elementary path	First	N/a	Parish Dr and Clark Dr	Neighborhood Greenway
Rosewood Dr	First	North	Roe Ave to Linden St	Second sidewalk
53rd Ter	First	North	Roe Ave to Rosewood Dr to Linden St	
56th St	First	North	Roe Ave and Granada St	

Location	Priority	Side of Street	Located Between	Notes
Alder Dr	Second	N & E	55th St and 56th St	
Ash St	Second	S & W	51st St and Sycamore Dr	
Birch St	Second	West	Roeland Dr and 58th St	
Birch St	Second	East	51st St and Sycamore Dr	
Canterbury Rd	Second	East	47th St and 48th St	
Canterbury Rd	Second	West	50th St and 51st St	
Clark Dr	Second	East	52nd Pl and 53rd St	
el Monte St	Second	West	47th St and dead end	
Howe Dr	Second	West	50th St and 51st St	
Linden St	Second	N & E	Sherwood Dr and 55th St	
Linden St	Second	East	52nd St and Rosewood Dr	
Mission Rd	Second	West	South of 47th St to start of side-walk	
Pawnee Dr	Second	East	50th and Reinhardt Dr	
Roe Pkwy (dead end segment)	Second	S & W	48th St and dead end	
Rosewood St	Second	West	Alder Dr and Ash Dr	
Sherwood Dr	Second	West	55th Ter and 56th St	
51st St	Second	North	Neosho Ave and Howe Dr	
51st St	Second	North	Canterbury St and Mission Rd	
52nd St	Second	South	Linden St and Roe Ave	
52nd St	Second	North	Neosho Ave and Howe Dr	
52nd Pl	Second	South	Clark Dr and Neosho Ave	
57th Ter	Second	North	Ash Dr and Cedar St	
58th St	Second	South	Nall Ave and Birch	

Location	Priority	Side of Street	Located Between	Notes
Alder Dr	Third	North	Birch St and Sherwood Dr	
Alhambra St	Third	East	47th St and Elledge Dr	
Ash Dr	Third	East	53rd St/Sycamore Dr and 55th St	
Birch St	Third	East	53rd St/Sycamore Dr and 55th St	
Birch St	Third	East	North of 49th St to dead end	
Briar St	Third	West	Alder St and 55th St	
Cedar St	Third	West	Linden St to 55th St	
Cedar St	Third	West	55th Ter to 56th St	
Cedar St	Third	East	57th St to 58th St	
Falmouth Rd	Third	East	47th St and 48th St	
Granada St	Third	N/E	Roe Ln and north end of Granada	
Granada St	Third	N/E	55th St and Johnson Dr	
Howe Dr	Third	West	49th St and 50th St	
Howe Dr	Third	West	51st St and 52nd Ter	
Linden St	Third	West	55th Ter and 56th St	
Pawnee Dr	Third	West	48th St and 50th St	
49th St	Third	South	Neosho Ave and Mohawk Dr	
49th St	Third	South	Pawnee Dr and Reinhardt Dr	
50th Ter	Third	South	Pawnee Dr and dead end	
51st Ter	Third	South	Rosewood Dr east to existing sidewalk	
52nd St	Third	North	Nall Ave and Birch St	
55th Ter	Third	North	Sherwood Dr and Roe Blvd	
56th St	Third	North	Roe Blvd and Granada St	
57th Ter	Third	South	Birch St and Roeland Dr	
58th St	Third	South	Birch St and Roeland Dr	
58th St	Third	South	Birch St and Roeland Dr	
Windsor	Third	East	47th St and 48th St	

Bikeways

Location	Infrastructure Type	Located Between	Notes
48th St	Neighborhood Greenway	Mission Rd and Parish Dr	
50th St	Neighborhood Greenway	Mission Rd and Neosho Ave	
50th Ter	Bicycle lane	Roe Blvd and Rosewood Dr	MARC Bikeway plan
51st St	Bicycle lane	Buena Vista St and Roe Blvd	
51st St	Bicycle lane	Rosewood Dr and Nall Ave	MARC Bikeway plan
53rd St	Neighborhood Greenway	Buena Vista St and Mission Rd	
53rd Ter	Neighborhood Greenway	Buena Vista St and Roe Blvd	
54th Ter	Neighborhood Greenway	Buena Vista and 55th St/Granada St	
55th St	Neighborhood Greenway	Granada St and Nall Ave	
Ash St	Neighborhood Greenway	56th St and Johnson Dr	
Buena Vista St	Neighborhood Greenway	Shawnee Mission Pkwy and Elledge Dr	
Cedar St	Neighborhood Greenway	51st St and Sycamore Dr	
Elledge Dr	Bicycle lane	Roe Ln and 47th St	
Fontana St	Neighborhood Greenway	47th St and Elledge Dr	
Juniper Dr	Neighborhood Greenway	Rosewood Dr and 56th St	
Mission Rd	Neighborhood Greenway	51st St and 53rd St	
Nall Ave	Neighborhood Greenway	Nall Park Path and 51st St	
Nall Ave	Bicycle lane	51st St and 58th St	
Nall Park Path	Shared-use path	Nall Ave to Rosewood Dr at Community Center	
Neosho Dr	Neighborhood Greenway	Elledge Dr and 53rd St	
Reinhardt Dr	Neighborhood Greenway	47th St and 53rd St	
Roe Blvd	Shared-use path, west side of street	48th St and Johnson Dr	
Roe Ln	Bicycle lane	Roe Blvd and city limits	MARC Bikeway plan
Roesland Elementary path	Neighborhood Greenway	Parish Dr and Clark Dr	
Rosewood Dr	Neighborhood Greenway	Community Center and Roe Blvd/53rd Ter	
Rosewood Dr	Bicycle lane	50th Ter and 51st St	MARC Bikeway plan
Sycamore Dr	Neighborhood Greenway	Nall Ave and Cedar St	

Intersections

Intersection	Priority	Notes
47th St and Elledge Dr	First	
47th St and Reinhardt Dr	First	
48th St and Mission Rd	First	
48th St and Neosho Ave	First	
48th St and Reinhardt Dr	First	
48th St and Roe Blvd	First	
48th St and Roe Ln	First	
48th St and Wells Dr	First	
50th St / Wells Dr and Neosho Ave	First	Complex intersection, improvements may involve adjustment to street geometry
50th St and Clark Dr	First	
50th St and Mission Rd	First	
50th St and Reinhardt Dr	First	
51 St and Nall Ave	First	
51st and Buena Vista St	First	
51st and Rosewood Dr	First	
53rd and Nall Ave	First	
53rd St and Buena Vista St	First	
53rd St and Neosho Ave	First	
53rd Ter and Buena Vista St	First	
53rd Ter and Roe Blvd	First	
55th and Nall Ave	First	Complex 5-way intersection, improvements may involve adjustment to street geometry
55th St and Shawnee Mission Pkwy	First	
56th St and Roe Blvd	First	
57th and Nall Ave	First	
57th St and Ash Dr	First	
57th St and Roe Blvd	First	
57th St and Roeland Dr	First	
Ash Dr and Johnson Dr	First	
Buena Vista and Shawnee Mission Pkwy (w)	First	
Clark Dr at Roesland Elementary Path	First	
Elledge Dr and Neosho Ave	First	
Elledge Dr and Delmar St	First	
Roe Blvd at Elledge path extension	First	
Roeland Dr and Johnson Dr	First	
Rosewood Dr and Juniper Dr	First	
Rosewood Dr at Community Center path	First	
Sycamore St and Cedar St	First	
Sycamore St and Juniper Dr	First	
Sycamore St and Rosewood Dr	First	

47th and Delmar St	Second	
47th St and Alhambra	Second	
47th St and Canterbury Rd	Second	
47th St and el Monte St	Second	
47th St and Falmouth Rd	Second	
47th St and Fontana St	Second	
47th St and Mohawk Dr	Second	
47th St and Windsor St	Second	
48th Ln and 48th St	Second	
48th St and Canterbury Rd	Second	
48th St and Catalina St	Second	
48th St and Falmouth Rd	Second	
48th St and Mohawk Dr	Second	
48th St and Pawnee Dr	Second	
48th St and Roe Pkwy	Second	
48th St and Windsor St	Second	
49th and Nall Ave	Second	
49th and Neosho Ave	Second	
49th St and Rosewood Dr	Second	
49th Ter and Rosewood Dr	Second	
50th and Nall Ave	Second	
50th St and Canterbury Rd	Second	
50th St and Howe Dr	Second	
50th St and Mohawk Dr	Second	
50th St and Pawnee Dr	Second	
50th St and Rosewood Dr	Second	
50th Ter and Nall Ave	Second	
50th Ter and Nall Ave	Second	
51st and Ash St	Second	
51st and Birch St	Second	
51st and Briar St	Second	
51st St and Fontana St	Second	
51st St and Neosho Ave	Second	
51st St and Rosewood Dr	Second	
51st St and Southridge St	Second	
51st Ter and Cedar St	Second	
51st Ter and Rosewood Dr	Second	
52nd and Nall Ave	Second	
52nd Pl and Reinhardt Dr	Second	
52nd St and Neosho Ave	Second	
52nd Ter and Buena Vista St	Second	
52nd Ter and Neosho Ave	Second	
52nd Ter and Roe Blvd	Second	
53rd St and Clark Dr	Second	

53rd St and Mohawk St	Second	
54th St and Roe Blvd	Second	
54th Ter and Buena Vista St	Second	
54th Ter and Roe Blvd	Second	
55th and Ash Dr	Second	
55th and Birch St	Second	On Priority Network
55th and Briar St	Second	
55th and Rosewood Dr	Second	
55th St and Cedar St	Second	
55th St and Granada St	Second	
55th St and Sherwood Dr	Second	
56th St and Juniper Dr	Second	
57th St and Linden St	Second	
Alder Dr and Juniper Dr	Second	
Catalina St and Buena Vista St	Second	
Elledge Dr and Alhambra	Second	
Elledge Dr and Fontana (S)	Second	
Parish Dr and Neosho Ave	Second	
Pawnee Dr and Reinhardt Dr	Second	
Roe Blvd and Sycamore Dr	Second	
Roe Ln and Southridge St	Second	
Roe Ln at Granada St sidewalk extension	Second	
Rosewood Dr and Cedar St	Second	
Sherwood Dr and Rosewood Dr	Second	
Sycamore Dr and Buena Vista St	Second	
Sycamore St and Alder Ln	Second	
Sycamore St and Alder Ln	Second	
Sycamore St and Ash St	Second	
Sycamore St and Birch St	Second	
54th St and Buena Vista St	Second	
57th St and Cedar St	Second	

47th Pl and Mohawk Dr	Third	
47th St and Delmar St	Third	
47th Ter and Catalina St	Third	
47th Ter and Delmar St	Third	
47th Ter and Mohawk Dr	Third	
48th Ter and Pawnee Dr	Third	
48th Ter and Reinhardt Dr	Third	
49th St and Birch St	Third	
49th St and Briar St	Third	
49th St and Howe Dr	Third	
49th St and Juniper Dr	Third	
49th St and Mohawk Dr	Third	
49th St and Pawnee Dr	Third	
49th St and Reinhardt Dr	Third	
49th Ter and Birch St	Third	
50th and Birch St	Third	
50th Ter and Briar St	Third	
50th Ter and Juniper Dr	Third	
50th Ter and Reinhardt dr	Third	
51st St and Canterbury Rd	Third	
51st St and Howe Dr	Third	
52nd and Birch St	Third	
52nd Pl and Clark Dr	Third	
52nd Pl and Howe Dr	Third	
52nd Pl and Mohawk St	Third	
52nd St and Howe Dr	Third	
52nd Ter and Catalina St	Third	
52nd Ter and Clark Dr	Third	
52nd Ter and Delmar St	Third	
52nd Ter and Fontana St	Third	
52nd Ter and Granada St	Third	
52nd Ter and Howe Dr	Third	
52nd Ter and Southridge St	Third	
54th Ter and Granada St	Third	
55th St and Linden St	Third	
55th Ter and Cedar St	Third	
55th Ter and Juniper	Third	
55th Ter and Linden St	Third	
55th Ter and Roe Blvd	Third	
55th Ter and Sherwood Dr	Third	
56th and Nall Ave	Third	
56th St and Cedar St	Third	
56th St and Granada St	Third	
56th St and Linden St	Third	

56th St and Sherwood Dr	Third	
57th and Birch St	Third	
57th Ter and Ash Dr	Third	
57th Ter and Birch St	Third	
57th Ter and Cedar St	Third	
57th Ter and Roeland Dr	Third	
58th and Birch St	Third	
58th and Nall Ave	Third	
58th St and Ash Dr	Third	
58th St and Roeland Dr	Third	
Alder Dr and Briar St	Third	
Alder Dr and Sherwood Dr	Third	
Ash Dr and Rosewood St	Third	
Elledge Dr and Catalina St	Third	
Linden St and Cedar St	Third	
Lucas Ln and Reinhardt Dr	Third	
Parish Dr at Roesland Elementary path	Third	
Roeland Dr and Birch St	Third	
Rosewood Dr and 53rd Ter	Third	
Rosewood Dr and Linden St	Third	
Rosewood Dr and Roe Blvd	Third	
Sherwood Dr and Linden St	Third	
Skyline Dr at Community Center path extension	Third	
Sycamore Dr and Delmar St	Third	
Sycamore Dr and Fontana St	Third	
Sycamore Dr and Granada St	Third	
Sycamore Dr and Southridge St	Third	



Quick Fix Guide

Roeland Park, Kansas | August 2017

Quick Fix Guide

What's in the Guide?

The Pedestrian and Bicycle Infrastructure Strategy lays out a path toward achieving a safe, interconnected city for people traveling on foot and by bicycle. The strategy identifies locations where improvements are recommended, but recognizes that the detailed design of interventions will be crafted later, in response to budgetary constraints and public input.

Major interventions -- such as sidewalk construction, or the installation of a new traffic signal -- are often implemented through a conventional planning/design process, public input, and a formal budget program. These steps can sometimes require more resources and a longer project timeline.

Alternative approaches to project delivery may be implemented more quickly and inexpensively using a “quick-build” method. Precedents exist for building simple traffic calming measures, pedestrian crossings, and basic bike infrastructure using this a “quick-build” approach.

Quick-build interventions offer several benefits:

- Interventions are built with inexpensive materials that reduce project cost.
- A smaller cost means a municipality may be able to fund a quick-build project more quickly, avoiding long budgeting processes or the funding cycle for federal grants.
- Quick-build projects can function as demonstration or pilot projects that test the effectiveness of a design. Because the materials are often non-permanent or easily removable, officials can easily adapt an intervention or to replace it with more permanent construction.

This guide highlights a number of interventions that could be constructed using this quick-build approach that would support recommendations in the Pedestrian and Bicycle Infrastructure Strategy. An additional section shows how these interventions can be adapted for different purposes, from a pop-up demonstration to permanent infrastructure.

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Image source: Better Block KC

Pavement Markings

Marked Crosswalks

Highlighting a pedestrian crossing with a painted crosswalk alerts drivers to the potential presence of a pedestrian and helps indicate where the pedestrian can safely cross.

- “Continental” and “ladder” style crosswalks are the most visible styles.
- Especially at uncontrolled, mid-block crossings, marked crosswalks should be accompanied by pedestrian-crossing signage.
- Stop bars across the vehicle travel lane are recommended to reinforce the presence of the crosswalk.
- Permanent pavement markings should be done with thermoplastic, which is more reflective and more durable than other materials.



Source: PedBike Images

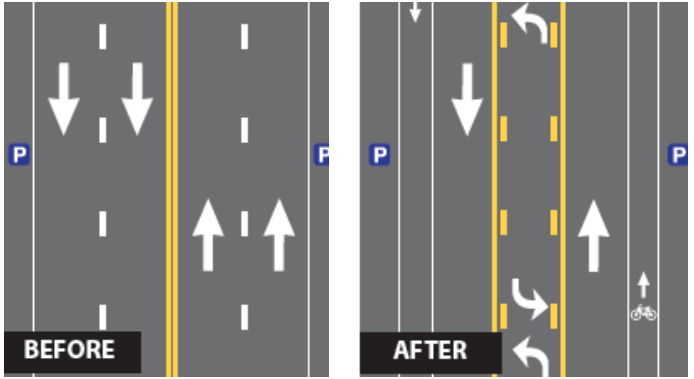


Source: PedBike Images\Michael Frederick

Lane Striping

On arterial and collector streets, the striping configuration can be changed or new striping added to reduce lane width.

- Research shows that reducing lane widths to as narrow as 10 feet can reduce average speed and reduce high-end speeding, while not diminishing the capacity or level of service of the road.
- Restriping and narrowing lanes offers the opportunity to add new facilities to the road, such as bike lanes or on-street parking.
- Adding striping to define the edge of a parking lane constrains the travel lane and can slow traffic. Parking also has an extra traffic calming benefit because it forces traffic to stop as a vehicle pulls into or out of a parking space.
- Restriping can be completed as part of already planned resurfacing projects or as its own project.



Source: FHWA



Source: Better Block KC



Source: FHWA

Bicycle Infrastructure

Bike Lanes

Bike lanes provide a dedicated space for cyclists to travel in the roadway. A well-designed lane improves the safety and comfort of cyclists and helps motorists interact with cyclists.

- Typically bike lanes are located on the outside of an automobile lane, adjacent to the curb.
- If on-street parking is permitted, the lane may be located between the travel lane and parking lane, or along the curb, buffered from the travel lane by the parking lane.
- Lanes should be a minimum of 5 feet wide (including the curb gutter) with a rideable surface of 4 feet minimum.
- An additional buffer at least 18 inches wide is strongly recommended between a bike lane and a parking lane to protect cyclists from the “door zone” of parked cars.
- A lane line should be dashed where the lane passes along a right-turn lane, through an intersection or past the entrance to a driveway, indicating that a car might cross the bike lane. Painting the entire width of the lane bright green along these segments is recommended to remind motorists and cyclists of the conflict zone.
- Bollards, planters, or jersey barriers can provide vertical separation of a bike lane from automobile traffic or parked cars.



Source: NACTO



Source: City of Columbus, OH



Source: NACTO

Neighborhood Greenways

Sometimes called “Bicycle Boulevards,” the Neighborhood Greenways are streets where conditions allow bicycle traffic to safely mix with automobiles.

- Neighborhood Greenways use signs, pavement markings, and traffic calming measures to slow vehicles and increase comfort for cyclists.
- Many streets in Roeland Park are good candidates for Neighborhood Greenways. They are too narrow for bike lanes but could be enhanced by minor design modifications that slow down traffic and enhance safety.
- Neighborhood Greenways present an opportunity to enhance priority streets for all users, and to incorporate design elements that increase the comfort and safety for cyclists in coordination with any adjacent sidewalk improvements.
- A network of Neighborhood Greenways is recommended in the Pedestrian & Bicycle Strategy. This network overlaps with the Priority Sidewalk Network.



Source: NACTO



Source: BikeMore Baltimore

Bike Corrals

Bike corrals are large bicycle racks placed in a car parking space in a roadway or parking lot and protected by curbs or barriers.

- Corrals provide bicycle parking where there is demand for parking but where there is limited space for a rack off-street.
- A corral occupying one parking space can accommodate 8-24 bicycles, depending on the size of the space and the design of the corral.



Source: NACTO

Intersections

Complex Intersections

Complex intersections can create hazardous conditions for pedestrians. Simple adjustments to intersection geometry can address some of the hazards.



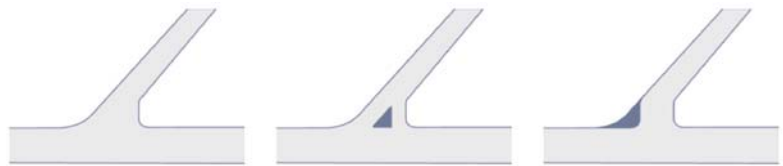
Source: Google Streetview

- Complex intersections result from a street intersecting with another street at a non-right angle, or from more than two streets intersecting.
- Such unconventional intersections create potentially hazardous conditions for pedestrians and make vehicle movements more complicated and hard to manage.
- Acute or obtuse angled intersections can reduce visibility for motorists or permit fast turns, which endanger pedestrians.
- Meanwhile, these intersections can increase the crossing distance for pedestrians.
- Adjusting complex intersections can make them safer for pedestrians and motorists. When intersections are reconfigured, roadway space can often be reallocated for pedestrian use.

Example Treatments

Y-Intersection

“Add island or square-off. Limit turning speed around obtuse angle, shorten crossings, separate vehicle flows.”



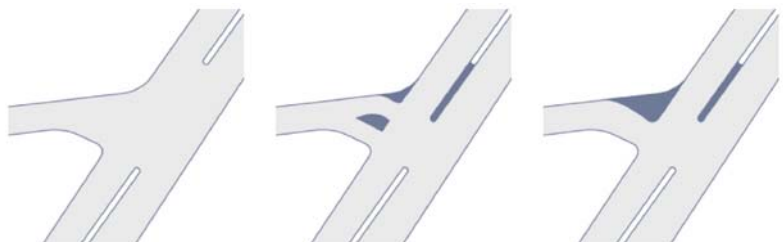
Y Plus Grid

“Add island or square-off. Limit turning speed around obtuse angle, shorten crossings, separate vehicle flows.”



Small and Large

“Use curbs to manage drivers. Extend medians.”



Driveways

Driveways, especially at the entrances to major commercial or multifamily developments, present many of the same challenges as full intersections.

- Driveway width, radius, and other features can affect pedestrian safety. Driveways that are too wide across might encourage motorists to speed through a driveway. Wide turning radii also permit fast and reckless driving through a driveway.
- In most cases, crossing pedestrians have the right-of-way at driveways, but there is often little to indicate this to motorists.
- Striping of crosswalks or stop lines can help alert motorists to the potential presence of people walking.
- Raised crossings can encourage careful maneuvering by motorists at driveway entrances and prioritize pedestrian traffic.
- Splitter islands channelize and guide traffic through a driveway entrance. These can be built with bollards and striping. A center lane stripe can achieve a similar effect.
- Differentiating sidewalk material or texture across a driveway can also bring attention to potential pedestrians, though this is most likely a longer-term measure.



Source: Google Streetview



Source: PedBike Images\Laura Sandt



Source: PedBike Images\Dan Burden

Curb Extensions

Curb extensions, or bulb-outs, expand the edge of a curb into a roadway. This space might be used for additional landscaping or wider sidewalks, and usually functions as a traffic calming element by narrowing the travel lane and prompting drivers to slow.

Intersections

Bulb-outs at intersections can be designed to slow approaching traffic, to shorten the crossing distance for pedestrians, or to calm vehicle turns by making curb radii smaller.

- Bulb-outs appear to constrain the travel lane, encouraging traffic to slow.
- By extending the curb into the street, the crossing distance is shortened for pedestrians.
- With the extended sidewalk, pedestrians are more likely to be in a driver's field of vision.
- Intersection bulb-outs can shorten the turn radius for vehicles, forcing motorists to turn more carefully and increasing safety for pedestrians.



Source: PedBike Images



Source: City of Seattle

Pinch Points & Chicanes

Curb extensions can slow traffic or improve pedestrian crossings at mid-block locations.

- Pinch-points are mid-block curb extensions that calm traffic by narrowing the travel lane, while reducing the crossing distance for pedestrians.
- A chicane diverts travel lanes into an s-shaped path, forcing drivers to slow and maneuver more carefully.
- Combined with a crosswalk, a mid-block bulb-out can form a mid-block pedestrian crossing with shorter crossing distance and better visibility for pedestrians.



Source: Above & below: FHWA



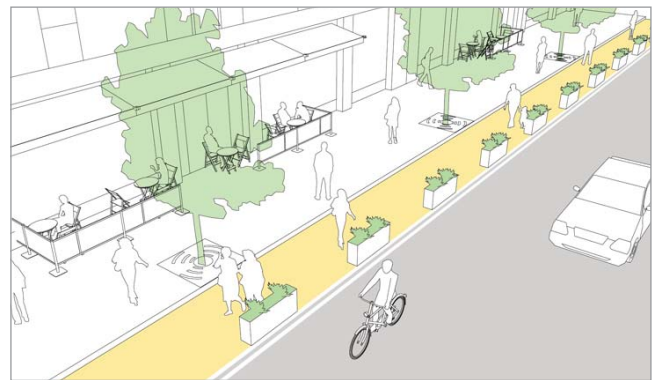
Sidewalk Widening

Pedestrian space can be provided without building new sidewalks by expanding the sidewalk zone beyond the curb line.

- Where the space between curbs is wider than is necessary for travel lanes, the extra space can be devoted to pedestrians. This space functions as a widening of existing sidewalks or as a new sidewalk where none exists. Typically, barriers, such as plastic bollards or planter boxes, are placed to separate pedestrian space from vehicles.
- A simple intervention might only include barriers; a more comprehensive project could include street furniture, plants, pavement paint and other elements to increase visibility and attractiveness of the project.
- Sidewalk widening can be useful to relieve busy sidewalks, as a traffic calming measure or to provide new amenity zones.



Source: Better Block KC



Source: NACTO

Parklets

Like sidewalk widening, parklets reallocate road space to pedestrian uses. A parklet usually consists of a small platform occupying several parking spaces on which benches or street furniture can be placed. This essentially creates a small park.

- Parklets can function as small gathering spaces. Adjacent cafes and restaurants often add outdoor seating to the parklet.
- Parklets can also be used to create pedestrian-friendly spaces within parking lots.
- This intervention is often implemented with cooperation with property owners or through community initiative.



Source: NACTO

Signs

Signs

Signs can be a cost-effective measure to encourage vehicles to yield to pedestrians at crossings.

- Signs should be used in conjunction with marked crossings.
- The effectiveness of different signage types varies. At mid-block crossings, small, in-street pedestrian-crossing signs have been shown to be nearly as effective as a full on-call signal in getting motorists to yield.
- High-visibility signs should be placed on both sides of a street. This creates a “gateway effect” that reinforces the presence of a crossing.



Source: NACTO



Source: BikeWalkKC

The Quick-Build Process

Quick-build projects can be designed to meet a variety of goals. Such interventions can be designed to be a permanent, final design or they can form part of an iterative process in which a more capital-intensive design is built later. Because they are often built using less permanent materials, quick-build projects can function as very basic “demonstration” projects that show the public how a particular design – such as a bike lane – works. Or they might also work as “pilot” projects in which the effectiveness of the change is assessed. These scenarios can support a public engagement process. Meanwhile, a quick-build project could serve as an interim installation of an intervention until funding is secured for a more expensive, permanent construction.

Different levels of financial commitment, government involvement, and public engagement may be needed or advisable, based on the intended goals of the quick-build intervention. The table below from Street Plans Collaborative details the requirements for different quick-build project types.

This chart illustrates the progression of an iterative approach to project delivery. Though not all projects need to follow this exact model, it can be helpful to see how each project phase builds towards the next, using incremental steps to deliver a capital project intended to create lasting change.

				
Project Type (time interval · relative cost)	DEMONSTRATION (1 day - 1 month · \$)	PILOT (1 month- 1 year · \$\$)	INTERIM DESIGN (1 year - 5 years · \$\$\$)	LONG-TERM/CAPITAL (5 years - 50 years · \$\$\$\$)
Project Leaders	Can be led by anyone (city, citizen group, or both!)	Government / organizational leadership + involvement required	Government / organizational leadership + involvement required	Government / organizational leadership + involvement required
Permission Status	Sanctioned or unsanctioned	Always sanctioned	Always sanctioned	Always sanctioned
Materials	Low-cost, typically low-durability. Can be borrowed or easily made	Relatively low-cost, but semi-durable materials	Low-moderate cost materials, designed to balance flexibility with maintenance needs	High-cost permanent materials that cannot easily be adjusted
Public Involvement	Public input + public action	Public input, champion engagement, government / organizational stewardship	Public input, government / organizational stewardship	Public input, government / organizational stewardship
Flexibility of Design	High: organizers expect project to be adjusted and removed.	High: organizers expect project to be adjusted; it <i>may</i> be removed if it does not meet goals	Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible	Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed
Collect data to refine approach for current or future projects?	Recommended	Always	Always	Always - project performance can inform future investments

Source: Street Plans Collaborative, *Tactical Urbanist's Guide to Materials and Design*, Version 1.0

Materials and Phasing

Many of the benefits of quick-build projects are made possible by using inexpensive, versatile materials. Even within the range of quick-materials, different quality materials exist to support different possible goals of a quick-build project. The examples below show how the same type of intervention can be built with different materials to support a different type of project goal.

Examples

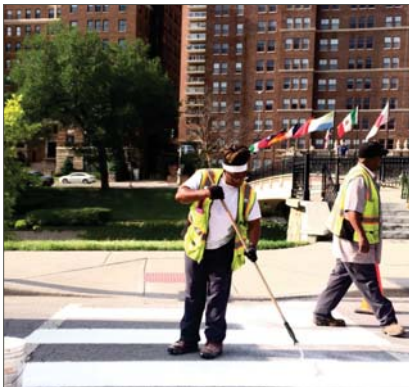
Marked crosswalk



Source: Better Block KC

Project term:
Demonstration

Materials:
Tape, chalk, paint



Source: BikeWalkKC

Project term:
Pilot or permanent

Materials:
Paint



Source: FHWA

Project term:
Permanent

Materials:
Durable markings such as epoxy paint, thermoplastic paint, preformed plastic

Protected Bike Lane



Source: Greater Victoria Placemaking Network

Project term:
Demonstration, pilot

Materials:
Traffic cones, store-bought planters



Source: City of Columbus, OH

Project term:
Interim or permanent

Materials:
Traffic cones, store-bought planters, paint



Source: City of Cambridge, MA

Project term:
Permanent

Materials:
Concrete separation from roadway

Curb extension



Source: Better Block KC

Project term:

Demonstration

Materials:

Store-bought plants, removeable planters, cones, paint



Source: City of Austin

Project term:

Pilot, interim, or permanent

Materials:

Flexible delineator posts, removeable planters, epoxy paint



Source: FHWA

Project term:

Permanent

Materials:

Concrete curb

Intersection



Source: TrailNet St. Louis

Project term:

Demonstration

Materials:

Cones, DIY barriers, paint, chalk, signs



Source: Wikimedia\Richard Drdul

Project term:

Pilot, interim, or permanent

Materials:

Temporary curb, signs



Source: PedBike Images

Project term:

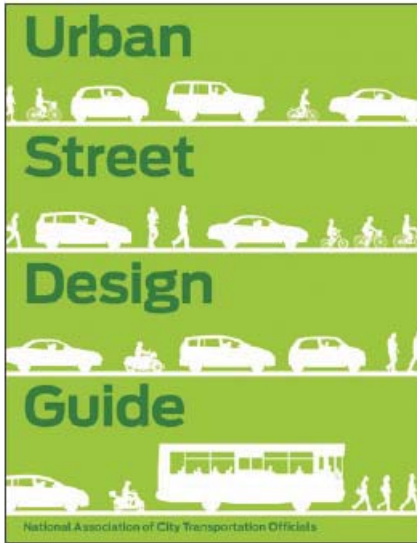
Permanent

Materials:

Concrete curb, signs

Other Resources

The following publications have additional information on quick-build projects, including intervention designs, materials, and best practices for project delivery.



Urban Street Design Guide

National Association of City Transportation Officials (NACTO)

A best practice guide for designing safe multimodal streets



Quick Builds for Better Streets

People for Bikes

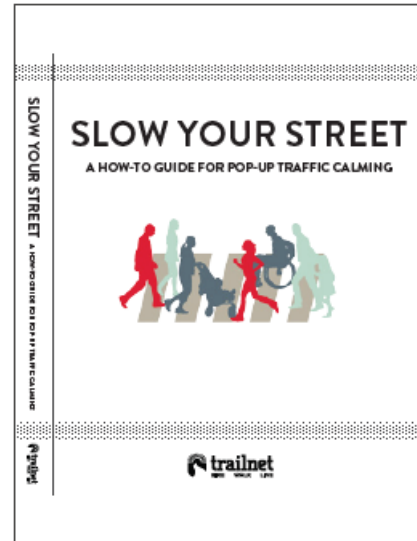
This publication describes the quick-build model from the project delivery perspective



Tactical Urbanist's Guide to Materials and Design

Street Plans Collaborative

A detailed guide to materials and best practices for pop-up and quick-build infrastructure projects



Slow Your Street

Trailnet (St. Louis)

A guide for building “pop-up” traffic-calming demonstrations

This report was produced for City of Roeland Park by BikeWalkKC and made possible through funding by the LiveWell Johnson County program and the Johnson County Department of Health and Environment.

BikeWalkKC

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Kansas City, MO 64109
816-205-7056
info@bikewalkkc.org



Our mission is to redefine our streets as places for people to build a culture of active living.



WATER



WASTEWATER



STORMWATER



MUNICIPAL STREETS



AQUATICS

2017 SIDEWALK PROGRAM UPDATES

FOR

ROELAND PARK, KS



LARKIN
LAMP RYNEARSON

9001 State Line Road, Ste. 200
Kansas City, Missouri 64114
[P] 816.361.0440
[F] 816.361.0045
LRA-inc.com

Andrew Conard, PE
PROJECT NO. 0317001.01
September 11, 2017

Leaving A Legacy Of Enduring Improvements To Our Communities

Purpose Statement

The sidewalk program priority map, previously revised July 28, 2016, has been revised to incorporate the recommendations presented in the Pedestrian + Bicycle Infrastructure Strategy report by BikeWalkKC. The report presents a priority sidewalk network that connects major city destinations including schools, businesses and community facilities. The plan makes a higher priority of streets along Roe Ave, and filling in any gaps along these routes with already existing sidewalks. This reduces the number of streets which were previously on the high priority list and moves them to the medium and low priority list. The long-term goal is to provide at least sidewalk one side of the street on all public streets. The report also presents off-road connections which are also considered high-priority. These off-street connections have been incorporated in the current edition of the sidewalk program as high priority. The updated map has been prepared in GIS format and shapefiles are available for use by the City.

The sidewalk lines presented in the map are for visual representation only. Actual sidewalk locations will be based on location of trees, ground slopes, utility conflicts, cost and other relevant considerations.

List of changes to previous edition:

1. All cul-de-sacs and dead ends made low priority. Some were medium before: 47th Ter, 50th Ter, El Monte St, 48th Ln. Birch St was high priority before.
2. Added Off Street connections as proposed by BikeWalk KC except trimmed off part of the lines where we already have pavement existing.
3. Added to high priority list sidewalk that will be part of the Roe Ln 2018 CARS Project.
4. Changed the old priority map to match the pedestrian and bicycle infrastructure strategy from BikeWalk KC:

Street	Old	New
Falmouth St	Med	Low
Windsor St	Med	Low
Reinhardt Dr	Med	High
Alhambra St	Med	Low
51 st Ter	High	Low
W 50 th Ter	Med	Low
Alder Dr	High/Med	Low
Birch St	Med	Low
Ash St	Med	Low
Briar St	High	Low
Rosewood St (moved to W. side)	High	Med
Linden (moved to N. side of street)	High	Med
Cedar St	Med	Low
Granada St (moved to E. side)	Med	Low
55 th Ter	High	Low
Sherwood St at 55 th Ter (moved to W. side)		
Cedar St at 55 th Ter (moved to W. side)		
Linden St at 55 th Ter (moved to W. side)		
Birch St (moved to E. side)		
57 th Ter (moved to S. side)	High	Low
58 th St (moved to S. side)	High	Low
Birch St at 58 th St (moved to W. side)		

57 th Ter at Cedar St	High	Med
58 th St at Cedar St (moved to S. side)	High	Low
Cedar St at 57 th (Moved to E. side)	Med	Low
Clark Dr at 53 rd St – did not change (kept on W. side)		
52 nd St at Howe Dr (moved to N. side)		
Howe Dr (moved to W side)	High	Med/Low
51 st St at Howe Dr	High	Med
49 th St st Howe Dr	Med	Low
Pawnee Dr	Med	Low
Mission Rd at 47 th St	High	Med
56 th St at Granada	High	Low

Item Number: New Business- VIII.-B.
Committee 9/18/2017
Meeting Date:



City of Roeland Park
Action Item Summary

Date: 8/22/2017
Submitted By: Erin Thompson, Michael Poppa and Events Committee
Committee/Department: Admin.
Title: **Barktoberfest Ordinance**
Item Type: Ordinance

Recommendation:

To approve ordinance allowing consumption of alcohol for the Barktoberfest Event October 14th.

Ordinance 956 AN ORDINANCE ALLOWING CONSUMPTION OF ALCOHOL ON CERTAIN PUBLIC PROPERTY FOR A LIMITED TIME AND PURPOSE, PURSUANT TO K.S.A. 2013 SUPP. 41-719(d).

Details:

Financial Impact

Amount of Request: N/A	
Budgeted Item?	Budgeted Amount: N/A
Line Item Code/Description: N/A	

Additional Information

City Code requires an ordinance be passed if there is an event involving alcohol on public

property. The Community Events Committee has asked for permission to have this event that may include the consumption of alcohol.

How does item relate to Strategic Plan?

How does item benefit Community for all Ages?

ATTACHMENTS:

Description		Type
	Ordinance 956	Cover Memo

ORDINANCE NO 956

AN ORDINANCE ALLOWING CONSUMPTION OF ALCOHOL ON CERTAIN PUBLIC PROPERTY FOR A LIMITED TIME AND PURPOSE, PURSUANT TO K.S.A. 2013 SUPP. 41-719(d).

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF ROELAND PARK, KANSAS:

SECTION 1. Purpose. The purpose of this ordinance is to allow for consumption of alcoholic liquor at the City of Roeland Park's "R Park" (located at 5535 Juniper) for a Barktoberfest Event on October 14, 2017.

SECTION 2. Exemption of City Property. Pursuant to K.S.A. 2013 Supp. 41-719(d), the City hereby exempts for a limited time and purpose the following property ("Exempted Property"), title of which is vested in the City, from K.S.A. 2013 Supp. 41-719(c), which prohibits the drinking or consumption of alcoholic liquor by any person on public property:

A tract of land in the Northwest Quarter of Section 9, Township 12, Range 25, in the City of Roeland Park, Johnson County, Kansas, described as follows:

Beginning at a point which is 906.14 feet West and 215 feet South of the Northeast corner of said Northwest Quarter, thence West 510; thence South 512.7 feet to the North line of 56th Street; thence Northeasterly along the North line of 56th Street to a point which is 465.54 feet South of the point of beginning; thence North 465.54 feet to the point of beginning, except that part in any road.

The exemption of the foregoing property from the provisions of K.S.A. 2013 Supp. 41-719(c) shall be limited to October 14, 2017, and thereafter, the exemption and all other sections of this ordinance shall be of no force or effect.

SECTION 3. Limited Suspension of Certain City Ordinances Pertaining to Alcoholic Liquor. Notwithstanding any provisions in the Code of the City of Roeland Park, Kansas to the contrary, including but not limited to Sections 3-102 and 12-108 of the Code, the City may allow the possession, drinking and consumption of alcoholic liquor by persons twenty-one (21) years of age or older on October 14, 2017 on the Exempted Property in conjunction with the Barktoberfest Event for residents; provided that nothing contained in this ordinance shall constitute a suspension of any ordinances prohibiting drunkenness, disturbing the peace, or disorderly conduct on the Exempted Property.

SECTION 4. Take Effect. This ordinance shall take effect and be in force from and after its publication in the official City newspaper.

PASSED by the City Council the 18th day of September, 2017. APPROVED by the Mayor.

Joel Marquardt, Mayor

ATTEST:

Kelley Bohon, City Clerk

APPROVED AS TO FORM:

Steven E. Mauer, City Attorney

Item Number: New Business- VIII.-C.
Committee 9/18/2017
Meeting Date:



City of Roeland Park
Action Item Summary

Date: 9/11/2017
Submitted By: Erin Thompson, Michael Poppa and Events Committee
Committee/Department: Admin.
Title: **Barktoberfest Amnesty for Late or Failure to Register Pets**
Item Type: Other

Recommendation:

To approve waiving additional fees for late or failure to register pets during Barktoberfest.

Late fees:

- 30 days but less than 60 days following the expiration of the registration peirod \$5.00
- 60 dyas but less than 90 days following the expiration of the registration peirod \$10.00
- 90 days or more following the expiration of the registration period \$20.00

Details:

Financial Impact

Amount of Request:	
Budgeted Item?	Budgeted Amount:
Line Item Code/Description:	

Additional Information

How does item relate to Strategic Plan?

How does item benefit Community for all Ages?

Item Number: Reports of City Officials:- XI.-A.
Committee 9/18/2017
Meeting Date:



City of Roeland Park

Action Item Summary

Date:

Submitted By:

Committee/Department:

Title:

Executive Session - Attorney/Client Privilege I move that the Governing Body recess into executive session under the attorney/client privilege exception to the Open Meetings Act in order to receive legal advice , with the open meeting to resume in the council chamber at _____.

Item Type:

Recommendation:

Details:

Financial Impact

Amount of Request:	
Budgeted Item?	Budgeted Amount:
Line Item Code/Description:	

Additional Information

How does item relate to Strategic Plan?

How does item benefit Community for all Ages?