



AGENDA
City of Roeland Park, Kansas
Governing Body Meeting
City Hall, 4600 W 51st Street
August 17, 2026 6:00 PM

- | | | |
|--|---|---|
| • Michael Poppa, Mayor | • Emily Hage, Council Member, Ward 3 | • Keith Moody, City Administrator |
| • Jan Faidley, Council Member, Ward 1 | • Harold Morales, Council Member, Ward 3 | • Jennifer Jones-Lacy, Asst. Admin. |
| • Tom Madigan, Council Member, Ward 1 | • Matthew Lero, Council Member, Ward 4 | • Kelley Nielsen, City Clerk |
| • Benjamin Dickens, Council Member, Ward 2 | • Debbi Schraeder, Council Member, Ward 4 | • Cory Honas, Police Chief |
| • Jennifer Hill, Council Member, Ward 2 | | • Nick Ward-Bopp, Public Works Director |

Council Standing Committees

Admin
Schraeder
Madigan

Finance
Hage
Faidley

Safety
Morales
Dickens

Public Works
Lero
Hill

I. Approval of Minutes

II. Discussion Items

- A. Pawnee Complete Streets Analysis and Sidewalk Location Options (20 min)
- B. Review Results of On Street Parking Survey - Get Direction on Next Steps from Council (15 min)

III. Non-Action Items

IV. Committee Minutes

V. Adjournment

Welcome to this meeting of the Governing Body Workshop of Roeland Park.
Below are the Procedural Rules of the Committee

The governing body 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 Committee of the Whole meeting unfeasible. Any member(s) of the audience engaging in such conduct shall, at the discretion of the City Council President (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 Committee of the Whole during Public Comments and/or before consideration of any agenda item; however, no person shall address the Committee of the Whole without first being recognized by the Chair or Committee Chair. Any person wishing to speak at the beginning of an agenda topic, shall first complete a Request to Speak form and submit this form to the City Clerk before discussion begins on that topic.

C. Purpose. The purpose of addressing the Committee of the Whole is to communicate formally with the governing body with a question or comment regarding matters that are on the Committee's agenda.

D. Speaker Decorum. Each person addressing the Committee of the Whole, 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 committee meeting. Any person, who so disrupts the meeting shall, at the discretion of the City Council President (Chair) or a majority of the Council Members, be declared out of order and shall be subject to reprimand and/or 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 Committee of the Whole, each speaker shall limit comments to two minutes per agenda item. If a large number of people wish to speak, this time may be shortened by the Chair so that the number of persons wishing to speak may be accommodated within the time available.

F. Speak Only Once Per Agenda Item. 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 Committee of the Whole. Comment and testimony are to be directed to the Chair. Dialogue between and inquiries from citizens and individual Committee Members, members of staff, or the seated audience is not permitted. Only one speaker shall have the floor at one time. Before addressing Committee speakers shall state their full name, address and/or resident/non-resident 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

Bienvenidos a esta reunión pública del Cuerpo de Gobierno de Roeland Park.

El Alcalde y el Concejo Municipal fomentan la participación pública en los procesos de gobernanza local. Con ese fin, y en cumplimiento con la Ley de Reuniones Abiertas de Kansas (KSA 45-215), se le invita a participar en esta reunión. Se han establecido las siguientes Reglas de Procedimiento para facilitar la realización de negocios durante esta reunión pública. Por favor, tome un momento para revisar estas reglas antes de que comience la reunión.

A. Decoro de los asistentes. Los miembros del público no deberán participar en conductas desordenadas o ruidosas que interrumpan, obstaculicen o de alguna manera hagan inviable el desarrollo ordenado de esta reunión pública. Cualquier miembro del público que participe en dicha conducta será, a discreción del Presidente, declarado fuera de orden y estará sujeto a reprimenda y/o expulsión de la reunión. Por favor, silencie todos los dispositivos móviles y otros dispositivos que emitan ruido antes de que comience la reunión.

B. Comentarios públicos y formulario de solicitud para hablar. Los miembros del público pueden dirigirse al Cuerpo de Gobierno durante los comentarios públicos sobre asuntos que estén dentro de la

jurisdicción de la Ciudad, pero que pueden no estar específicamente en la agenda. También se podrán aceptar comentarios públicos sobre puntos específicos de la agenda, a discreción del Presidente. Cualquier miembro del público que desee hablar durante los comentarios públicos y/o sobre cualquier punto de la agenda deberá presentar un formulario de solicitud para hablar completado al Secretario Municipal antes de que el Presidente anuncie esa sección de la agenda. El propósito del formulario de solicitud es mantener un registro público para el Secretario Municipal.

C. Propósito. El propósito de dirigirse al Cuerpo de Gobierno es comunicarse formalmente sobre asuntos relacionados con los negocios de la ciudad o preocupaciones públicas. Las personas que se dirijan al Cuerpo de Gobierno sobre un punto de la agenda deberán limitar sus comentarios al asunto en discusión.

D. Decoro del orador. Ninguna persona podrá dirigirse al Cuerpo de Gobierno sin haber sido reconocida previamente por el Presidente. Cada persona que hable deberá hacerlo de manera ordenada, respetuosa y digna, y no deberá participar en conductas o lenguaje que perturben o de alguna manera obstaculicen el desarrollo ordenado de esta reunión pública. Cualquier persona que interrumpa la reunión será, a discreción del Presidente, sujeta a expulsión de dicha reunión.

E. Límite de tiempo. En interés de la equidad hacia otras personas que deseen hablar y hacia otros individuos o grupos que tengan asuntos pendientes ante el Cuerpo de Gobierno, cada orador tendrá hasta cinco minutos en el podio. Este tiempo puede ser reducido a discreción del Presidente.

F. Hablar solo una vez. No se permitirán segundas oportunidades para que el público hable sobre el mismo tema, a menos que lo exija la ley estatal o local. No se permitirá a ningún orador ceder parte o la totalidad de su tiempo a otra persona, y no se acreditará a ningún orador el tiempo solicitado pero no utilizado por otra persona.

G. Dirigirse al Cuerpo de Gobierno. Para garantizar una participación pública ordenada, respetuosa y debidamente registrada, todos los comentarios desde el podio deben dirigirse al Presidente. Los oradores no deben entablar conversaciones directas con miembros individuales del Cuerpo de Gobierno, personal o asistentes mientras están hablando. El personal podrá dar seguimiento con respuestas a las preguntas de los oradores en una fecha y hora futura. Si los miembros del Cuerpo de Gobierno desean hacer preguntas o buscar aclaraciones, deben hacerlo a través del Presidente. Solo un orador debe estar hablando en el micrófono en cualquier momento. Los oradores deben usar el micrófono para garantizar que sus comentarios sean grabados claramente para el registro público. Antes de hablar, los oradores deben declarar su nombre completo, ciudad de residencia y afiliación de grupo (si corresponde).

H. Las agendas y actas están disponibles en www.roelandpark.org o contactando al Secretario Municipal.

El Alcalde y el Concejo Municipal agradecen su participación y aprecian su cooperación. Si desea información adicional sobre estos procedimientos, comuníquese con el Secretario Municipal al (913) 722-2600.

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

Item Number: II. Discussion
Items



City of Roeland Park
Action Item Summary

Submitted By:

Nick Ward-Bopp, Public Works Director

Committee/Department: Public Works

Title: Pawnee Complete Streets Analysis and Sidewalk Location Options (20 min)

Item Type: Presentation

Recommendation:

Staff recommends placing the sidewalk along the east side of the street along the back of the curb and replacing all curbing. This recommendation is supported by the analysis attached as completed by the City Engineer.

Details:

Attached is the Pawnee Complete Streets Analysis and presentation of design considerations for the 2027 Residential Street Reconstruction (RSR) project. The project will reconstruct Pawnee Drive and add a medium-priority sidewalk identified in the City's Bike and Pedestrian Infrastructure Plan.

Staff anticipates holding a neighborhood meeting within the next two weeks to present the recommended design and gather feedback before proceeding with final design.

WaterOne is expected to replace the water main along Pawnee Drive between September and November of 2026.

Council's direction concerning the sidewalk alignment will influence the number of temporary easements needed as well as the location of needed easements. No permanent sidewalk/utility easements are necessary on this project. Because sidewalk alignment impacts the easements needed we seek Council's direction on this element early in order to begin work on easement descriptions and efforts to secure easements. We will employ Orrick LLP to assist with easement acquisition on this project due to the large number of temporary construction easements anticipated. It may be necessary to employ eminent domain to secure easements and that process can take up to 90 days. Starting early with the easement acquisition steps in 2026 should allow the City to move with construction in the spring of 2027 as planned.

Fiscal Impact	
Amount of Request:	
Budgeted item?	Budgeted Amount:

Line Item Code/Description:

Additional Information

Diversity Equity & Inclusion Lens

What are the implications to intersectionality?

- Does this item benefit all racial groups?
- Does this item benefit Community for All Ages?
- Does this item exclude or disproportionately impact any social identities? If yes, what populations and why?
- What (if any) social determinants of health are impacted by this item?
- What (if any) are the unintended economic and environmental impacts of this item?
- How has the impacted community been involved?
- How will the program be communicated to all stakeholders?

ATTACHMENTS:

1. Pawnee Dr Complete Streets Report- Final
2. Pawnee Drive Reconstruction Project Presentation- Final
3. 2026-08-05_STREETLIGHT EXHIBIT
4. City's Complete Streets Design Checklist

TECHNICAL MEMORANDUM

TO: Nick Ward-Bopp, Director of Public Works
FROM: Janelle Clayton, PE, PTOE
DATE: August 11th, 2026
SUBJECT: Pawnee Drive Complete Streets Review

The purpose of this technical memorandum is to summarize the review of Complete Streets elements for the Pawnee Drive project in Roeland Park, Kansas in accordance with City Ordinance No. 1024.

Per the ordinance, elements of complete streets include the following:

- Americans with Disabilities Act (ADA) Compliant Pedestrian Routes
- Street & Sidewalk Lighting
- Pedestrian & Bicycle Facilities
- Access Management
- ADA Compliant Public Transit Stops & Stations
- Context Sensitive Landscaping
- Utility Relocations & Street Amenities Allowing for Efficient Levels of Service

This memo contains the project information, summary of data collection, summaries of how the project will address the above-listed elements of complete streets, and the City's Complete Streets Design Checklist.

Project Information	
Project Location	Pawnee Drive – Reinhardt Drive to W 50 th Street
City Project Title/Number	2027 NSRP – Pawnee Drive (Reinhardt Drive to 50 th Street)
Project Funding Source	Johnson County
Project Scope	Reconstruct Pawnee Drive from Reinhardt Drive to W 50 th Street. Add an ADA sidewalk on one side of the street. Perform Roeland Park’s complete streets study. Line existing storm sewer noted in fair condition on Johnson County AIMS with CIPP. Provide easement acquisition services.
Project Length	Approx. 0.28 miles
Roeland Park Ward(s)	Ward 4
City’s Street Classification	Residential Street
Posted Speed Limit	20 MPH
Design Speed	25 MPH
85 th Percentile Speed	26 MPH
Average Daily Traffic	363 Vehicles Per Day
Truck Percentage	6.0% (Includes Buses and Delivery Trucks) 0.1% (Heavy Trucks)
Trucks Allowed	Yes
Transit Route	None on Pawnee Drive; Shawnee Mission Parkway has the closest route on the RIDE KC system – Stop located at Shawnee Mission Parkway & Mission Road
Roeland Park Pedestrian & Bicycle Infrastructure Strategy	
Roeland Park Destinations Nearby?	● Horizon Academy is located 0.09 miles to the east on W 50th Street. ● Bishop Miege High School is located on Reinhardt Drive 0.07 miles north of the Pawnee Drive & Reinhardt Drive intersection. ● St. Agnes is located on Mission Road 0.4 miles east of the Pawnee Drive & Reinhardt Drive intersection. ● Sweany Park is located 0.22 miles to the west on W 50th Street. ● Roesland Elementary school is located 0.57 miles to the northwest on Parish Drive.
On the Priority Sidewalk Network?	No
On the Proposed Bicycle Network?	No
Priority Intersections?	Pawnee Drive & W 50 th Street – Second Priority Pawnee Drive & Reinhardt Drive – Second Priority Pawnee Drive & W 50 th Terrace – Third Priority
Listed Projects?	Sidewalks – W 50 th Street to Reinhardt Drive Intersections – W 50 th Street & Pawnee Drive Intersections – Pawnee Drive & Reinhardt Drive

DATA COLLECTION

Traffic Volumes & Speed Data

Speed and volume data were obtained along Pawnee Drive on Tuesday June 17th, 2025, through Tuesday June 24th, 2025. The average typical daily traffic volume is 363 vehicles per day (vpd); 202 vpd northbound and 161 vpd southbound. The 85th-percentile speed along Pawnee Drive is 26-mph.

Crash Review

Crash data was requested from the Kansas Department of Transportation (KDOT) for the years 2021 through 2025 for Pawnee Drive from the intersection with Reinhardt Drive to the intersection with W 50th Street. KDOT indicated no crashes occurred along the study corridor during this 5-year period.

Since no crashes were reported, there is no crash concern on this portion of Pawnee Drive.

COMPLETE STREETS ELEMENTS

Americans with Disabilities Act (ADA) Compliant Pedestrian Routes

No sidewalk is currently present on either side of Pawnee Drive; however, the project includes the design and construction of a sidewalk. The location of the sidewalk will be discussed further in the sidewalk analysis presentation.

An ADA ramp is provided on the south end of Pawnee Drive at the Reinhardt Drive connection. Currently, this ramp is leading pedestrians into the roadway since there is not a sidewalk connection at this location. ***No changes to the existing curb ramp are recommended. Once the proposed sidewalk location is determined, we will review for any changes to the recommendation.***

Directional curb ramps are currently present on the south side of W 50th Street at Pawnee Drive. Both curb ramps appear to provide compliant slopes; however, only the ramp on the west side of Pawnee Drive provides a detectable warning panel. ***Recommendation: Provide detectable warning panel in the ramp on the east side of Pawnee Drive. Once the proposed sidewalk location is determined, we will review for any changes to the recommendation.***

Street & Sidewalk Lighting

Existing LED street lighting is provided along Pawnee Drive with the poles spaced from approximately 410' – 440' apart. The northern two poles are located on the west side of the street, and the southern pole is located on the east side of the street. The existing lighting levels

are shown on the attached **Exhibit 1**. The existing geometrics are shown in a gray line. Once a sidewalk recommendation is determined, it will be depicted on the exhibit as well. **No changes to existing street lighting are recommended.**

Pedestrian & Bicycle Facilities

There are currently no sidewalks along this portion of Pawnee Drive. This section of the roadway is not on the City's Priority Sidewalk Network; however, it is identified as a second priority improvement route. This means that this portion of Pawnee Drive has been identified for reconstruction, providing an opportunity to add sidewalks during the reconstruction process. The proposed sidewalk should connect to the existing sidewalk on the south side of W 50th Street and the existing sidewalk on the north side of the connection between Pawnee Drive and Reinhardt Drive. These connections will provide residents along Pawnee Drive access to the nearby sidewalk network. **Recommendation: Provide sidewalk along one side of Pawnee Drive. The location of the sidewalk will be discussed further in the sidewalk analysis presentation..**

There are no marked bicycle lanes or share the road markings along this section of Pawnee Drive. The City's Pedestrian & Bicycle Infrastructure Strategy does indicate that Pawnee Drive is on the City's Priority Bicycle Network. **Recommendation: No bicycle improvements are recommended.**

Access Management

Residential driveways are excluded from the minimum spacing requirements in access management. **Recommendation: No changes are recommended.**

ADA Compliant Public Transit Stops & Stations

There are no transit stops near Pawnee Drive from Reinhardt Drive to W 50th Street. **Recommendation: No changes are recommended.**

Context Sensitive Landscaping

The design plans will account for the existing trees along Pawnee Drive. If a sidewalk on the east side, back of curb, is chosen, one mature tree would be in jeopardy of being removed. If a sidewalk on the east side with a buffer is chosen, three mature trees would be in jeopardy of being removed. As no other amenities, such as benches, are planned, no additional landscaping is proposed. **Recommendation: No changes are recommended.**

Utility Relocation & Street Amenities Allowing for Efficient Levels of Service

Traffic control along Pawnee Drive may be necessary for utility relocations. ***Recommendation:***
The plans should be approved by the Director of Public Works to avoid any unnecessary closures or delays.

Roeland Park 2027 NSRP Pawnee Drive

Design Considerations

August 17th, 2026 | Greg Van Patten



LAMP
RYNEARSON

Agenda



Sidewalk Options:

- Conflicts
- Estimated Costs
- Pros and Cons of Greenway

Curb Replacement:

- Curb Exhibit
- Cost Estimate

Conclusion:

- Curb Recommendation
- Sidewalk Recommendation

Questions and Discussion:

Aerial Legend



Blue: Fire Hydrants



Red: Storm and Sanitary Structures Manholes



Orange: Communications Services and Utility Poles



Green: Landscaping, Trees, and Flower Beds

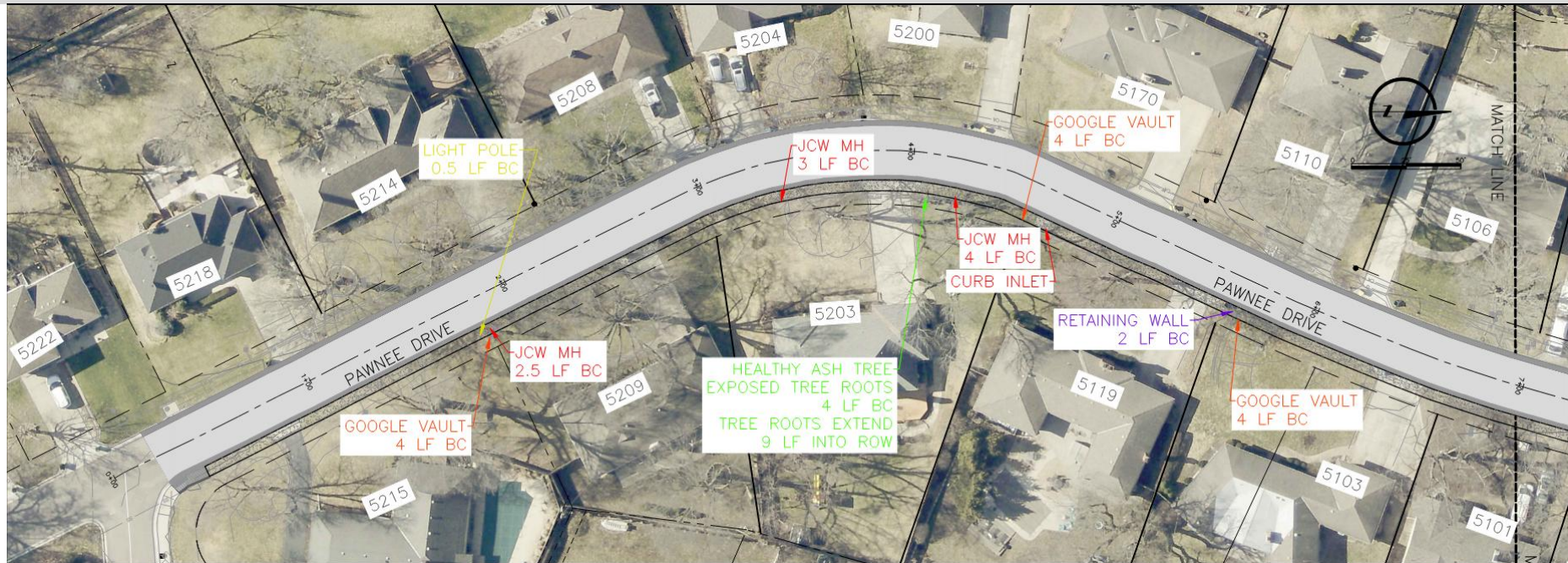


Yellow: Street Lights



Purple: Retaining Walls

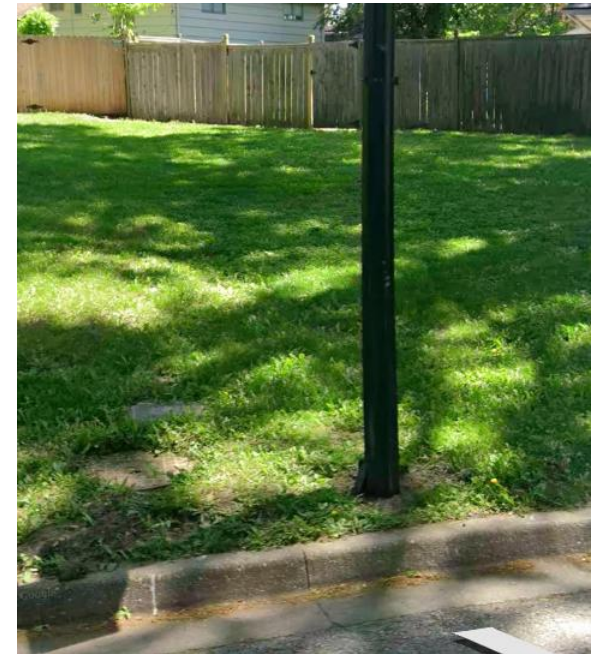
East Sidewalk BOC



Eastside Sidewalk BOC Conflicts

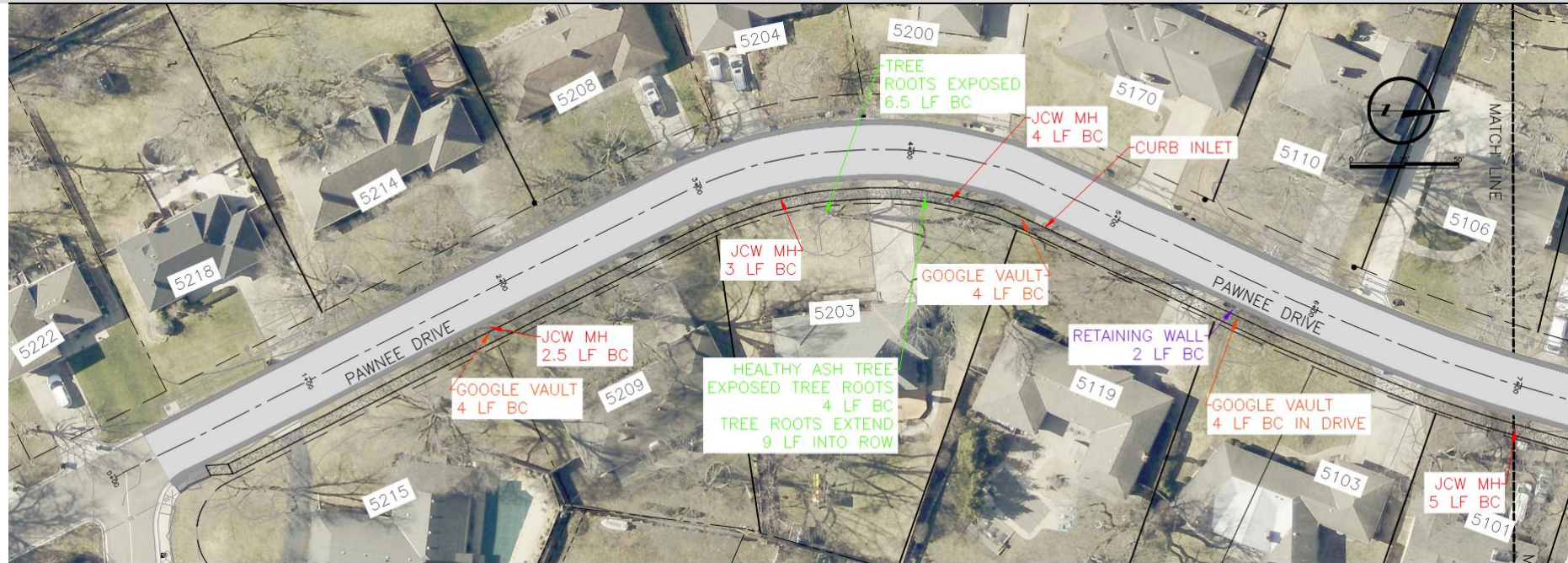


5203: JCW MH , 3 feet from the back of curb
Healthy Ash Tree with exposed roots 4 LF from B/C, diameter 25"
Would not be able to continue along BOC

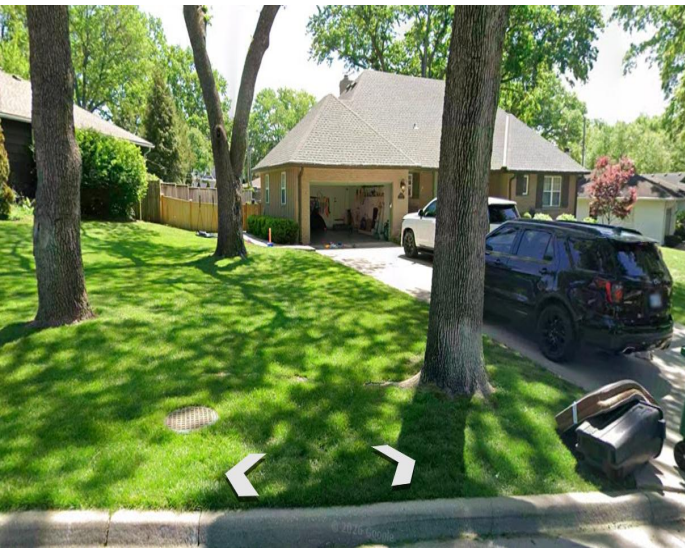


5209: Light pole, JCW MH, Fiber vault, Sump Pump Drain

East Sidewalk With Buffer



Eastside Sidewalk With Buffer Conflicts



5203: JCW MH, 3 feet from the back of curb
Healthy Ash Tree with exposed roots 4 LF from
B/C, diameter 25"
Trees have connected exposed roots
Would not be able to go around the back of tree
pictured right and stay within the right of way



5017: Exposed roots 6.5 LF from B/C, 48"
diameter

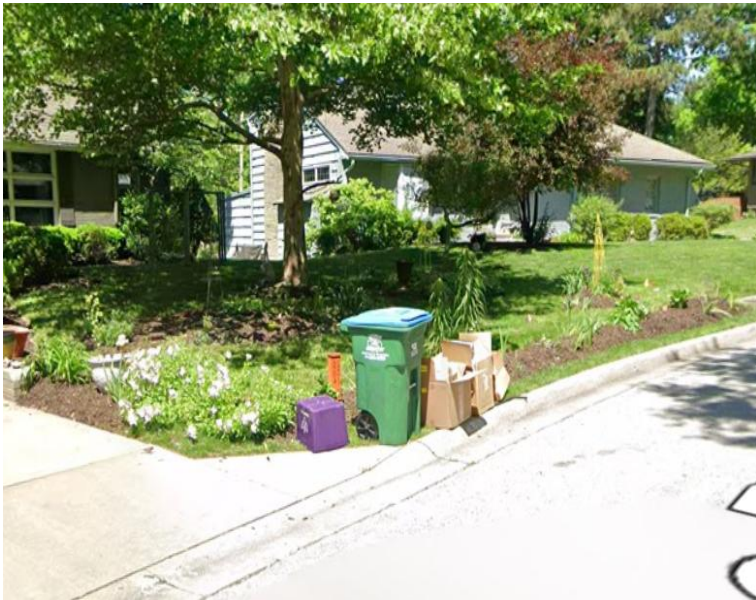


5203: Exposed roots 6.5 LF from B/C, 40"
diameter

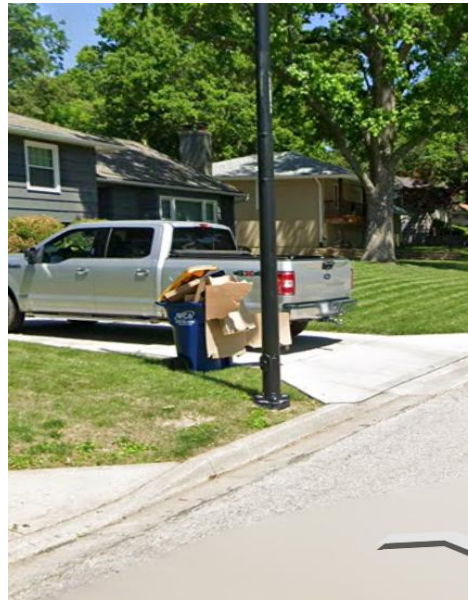
West Sidewalk BOC



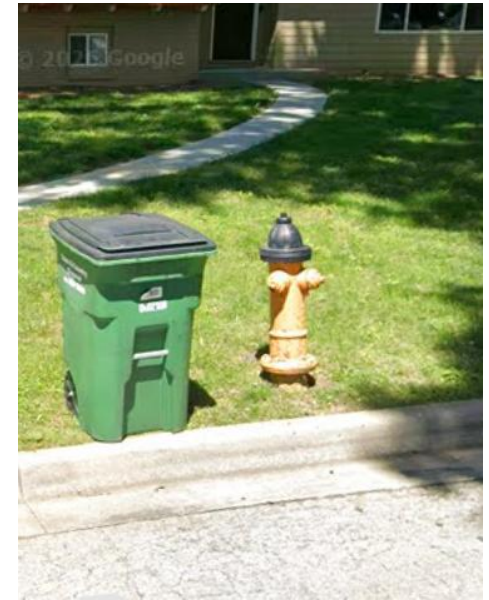
Westside Sidewalk BOC Conflicts



5204: Flower bed



5110: Light pole



5100: Fire hydrant on B/C.

West Sidewalk With Buffer



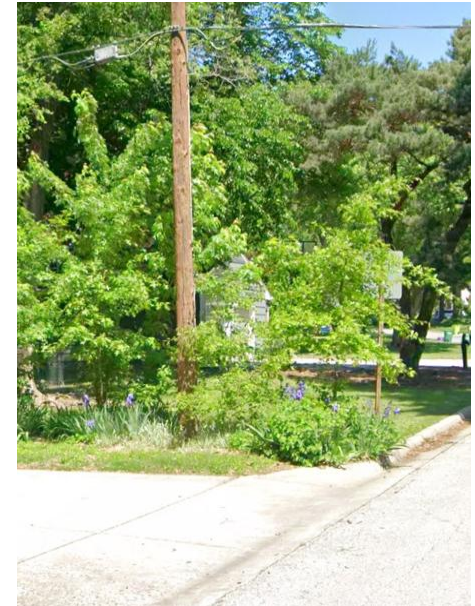
Westside Sidewalk With Buffer Conflicts



*50th terrace and Pawnee Dr
Intersection: light pole and yield*



5218: Little Free Library



*3600: Flowerbed, speed limit
sign*

Summary of Conflicts For Sidewalk Options



Westside BOC

Infrastructure	Instance
Fire hydrants	1
Comm vaults	6
Light pole	1
Trees	0
JCW MH	0
Flowerbeds	3
Little Free Library	1
Retaining wall	0

Westside With Buffer

Infrastructure	Instance
Fire hydrants	0
Comm vaults	2
Light pole	1
Trees	0
JCW MH	0
Flowerbeds	5
Little Free Library	1
Retaining wall	1

Eastside BOC

Infrastructure	Instance
Fire hydrants	0
Comm vaults	8
Light pole	1
Trees	1
JCW MH	6
Flowerbeds	1
Little Free Library	0
Retaining wall	2

Eastside With Buffer

Infrastructure	Instance
Fire hydrants	0
Comm vaults	7
Light pole	0
Trees	3
JCW MH	7
Flower beds	1
Little Free Library	0
Retaining wall	3

Buffer Options don't include conflicts that are 8-10 LF from BOC. Buffer will temporarily decrease to avoid such conflicts.

Options Cost Estimation



Conflicts/Cost	West Side	West Side Green Space	East Side	East Side Green Space
Light Poles	\$2,000	\$2,000	\$2,000	\$0
Utilities	✓	✓	✓✓	✓✓
Trees	0	0	1	3
Landscaping (EA)	5	5	1	1
Sidewalk, Sidewalk Ramps, and Cross Walks	\$88,896	\$88,896	\$88,051	\$88,051
Grading	\$15,000	\$20,000	\$15,000	\$25,000
Safety	✓	✓✓	✓	✓✓
Retaining Walls	\$0	\$0	\$5,000	\$10,000
Driveways	\$83,334	\$125,000	\$70,000	\$105,000
Cost	\$189,230	\$235,896	\$180,051	\$228,051

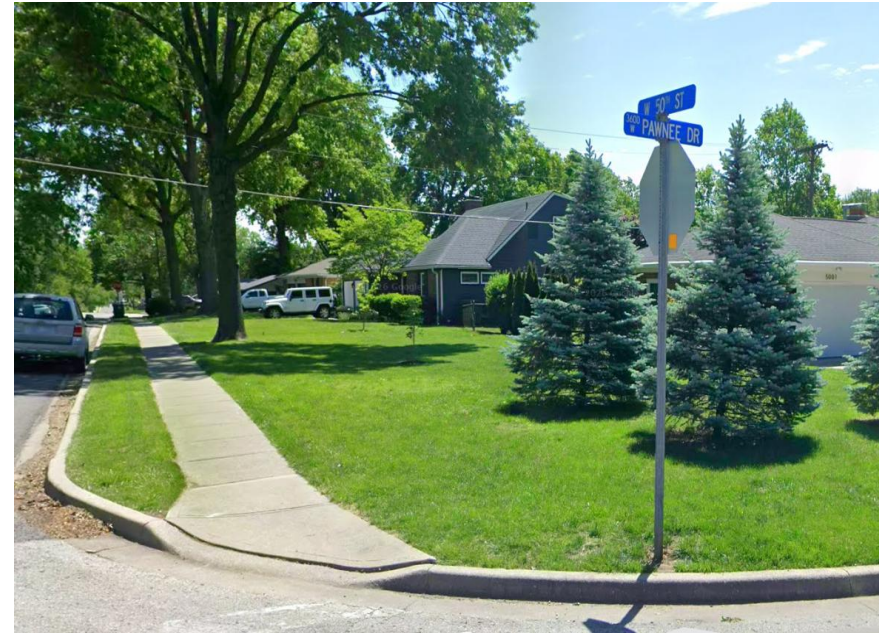
Pros vs Cons of Greenway

Pros:

- Greater curb appeal and aesthetics
- Snow plows push snow mostly to green space, not sidewalk
- Increased safety factor
- Increased capacity for foot traffic
- Matches sidewalk on W 50th Street to North
- Allows for greater flexibility around Infrastructure by increasing or decreasing the buffer width

Cons:

- Requires going a further 4 feet into the ROW
- Higher cost: grading and drives
- Larger temporary easements



Curb Replacement

- 33.4% of the street's curb requires replacement (includes curb in good condition between two segments of poor condition curb)
- Significant presence of D cracking on the westside curb.
- Better unit price for complete curb replacement 65\$/LF for partial and \$40/LF for complete replacement
- Complete replacement will allow for the regrading of the street to smooth out street grade



Curb Replacement Cost Estimate



	Spot Replacement of curb in poor condition	Replacement of curb sections in poor condition within 25 LF	Complete Curb Replacement
Linear Feet (LF)	748	889	2668
Unit Cost (\$/LF)	\$65	\$65	\$40
Total Cost (\$)	\$48,620	\$57,785	\$106,720

Preliminary project budgeting accounts for full curb replacement

Recommendation



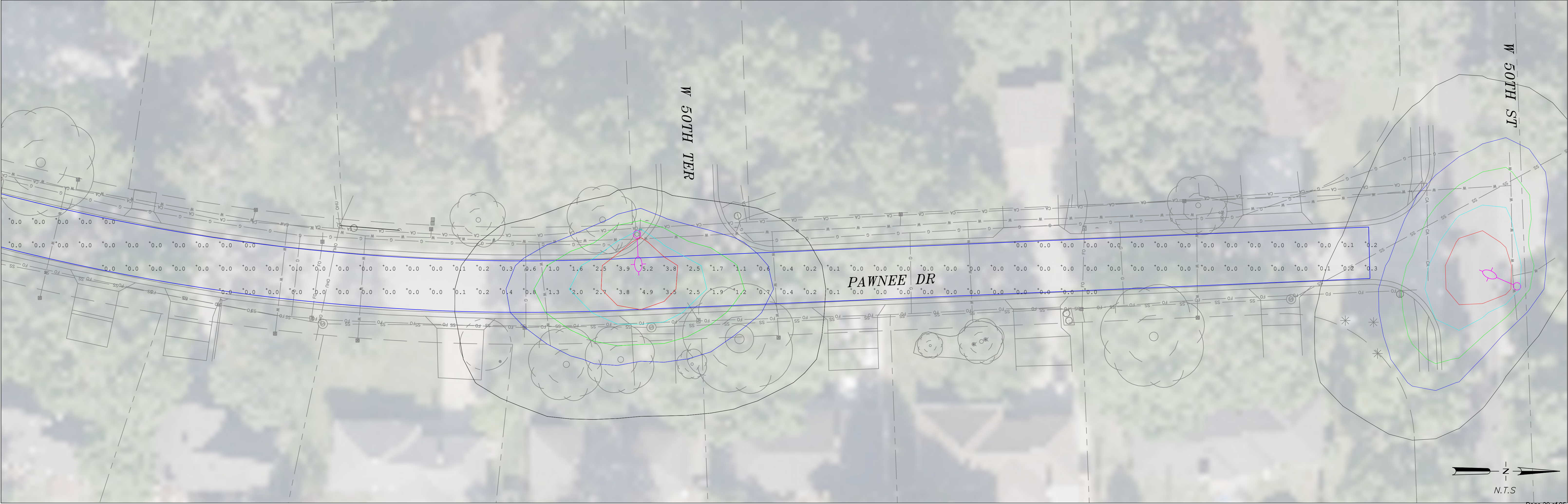
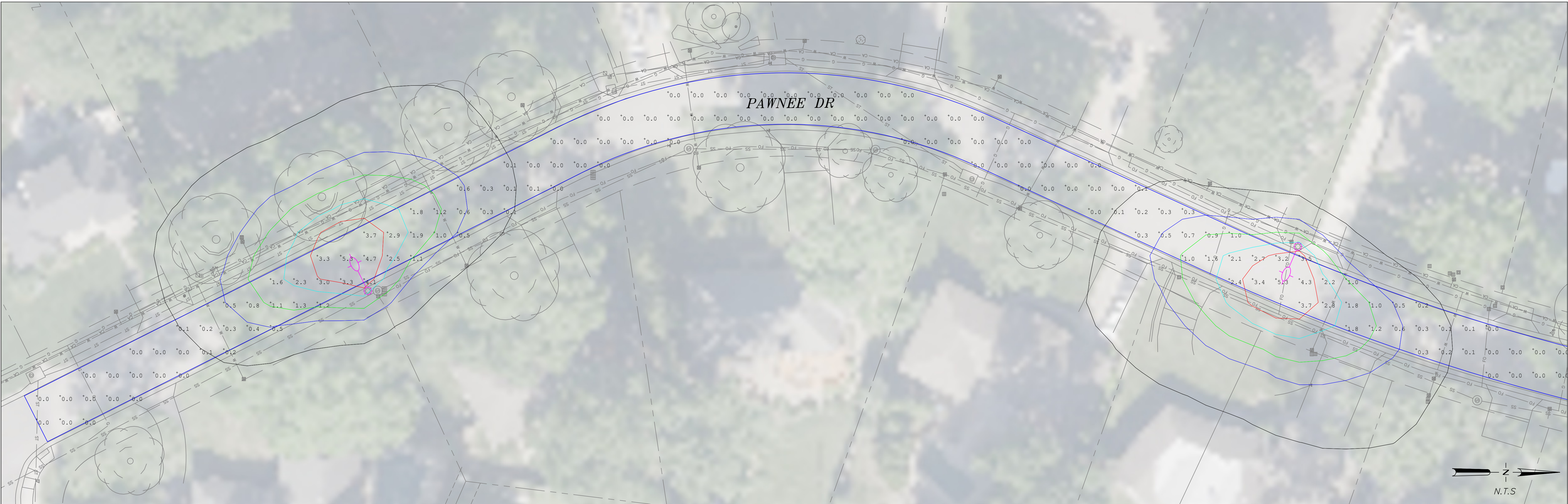
Recommend replacing all of the curb

- Cleaner look
- Better unit price
- In the original cost estimate

Recommend sidewalk on east side back of curb

- No pedestrian crosswalks needed, two required for sidewalk on west side
- Less landscaping, driveways, grading, easements, crosswalks and cost
- BOC sidewalk location matches recent city improvements
- Remove Ash Tree located at 5203
- Utility adjustments made at their cost
- Relocate light pole to back of sidewalk

Questions and Discussion



CITY OF ROELAND PARK, KS- ADMINISTRATION
 COMPLETE STREETS POLICY IMPLEMENTATION
 DESIGN CHECKLIST FOR PUBLICLY FUNDED PROJECTS



The City of Roeland Park adopted a Complete Streets Policy in 2021. This checklist is designed for use by City Departments to implement projects that are part of the Capital Improvement program or are led by a public or private entity where the City is directly involved as a partner.

Project types (Please circle type of project):

- Capital improvement projects that impact a travel way or public right of way, both new and rehabilitation
- Retrofit projects of existing travel ways for access to development
- Multimodal improvements related to providing first mile/last mile connectivity
- Maintenance Operation
- Roadway construction or reconstruction

Design Checklist		
Street: Pawnee Drive		From: Reinhardt Drive To: W 50th Street
Guidelines	Comments	
Roadway Characteristics and Geometry		
Street Classification	☐ Arterial ☐ Collector ☒ Local	Residential
Land Use	☐ Commercial ☒ Residential ☐ Mixed Use ☐ Agricultural	Single-Family homes are present along the corridor.
Design Speed	25-30 MPH	
Has a Traffic Study been conducted?	☒ Yes ☐ No	Daily traffic counts and speed data were collected on Tue. 6/17/25 - Tue. 6/24/25.
Level of Service	Existing: N/A Proposed: N/A	No Level of Service information available.
Street Width	Existing: 23.0' Proposed: 23.0'	23.0' travel way, 27.0' back-to-back 23.0' travel way, 27.0' back-to-back
Existing ROW Width	Varies. Generally 50'	
Will ROW acquisition be required?	☐ Yes ☒ No	Only Temporary Construction Easements are anticipated to be needed. This will be evaluated during the design process.
Historical Crash and Safety Data	☐ Warrants met to reconfigure intersections ☒ Warrants not met	See crash analysis in attached memorandum. No crashes reported on this section of Pawnee Drive in last five years.

Existing Intersection Configuration	Stop Control on Pawnee Drive at Reinhardt Drive Stop Control on W 50th Terrace Approach to Pawnee Drive Two-Way Stop Control on N/S Approaches - W 50th Street	
Proposed Intersection Configuration	Same as existing	
<i>Motorist Accomodations</i>		
Existing On-Street Parking	☒ Permitted both sides ☐ Permitted one side ☐ Not Permitted	
Proposed On-Street Parking	☒ Permitted both sides ☐ Permitted one side ☐ Not Permitted	
Existing On-Street Parking Configuration	☒ Parallel Parking ☐ Angled Parking ☐ N/A	
Proposed On-Street Parking Configuration	☒ Parallel Parking ☐ Angled Parking ☐ N/A	
Number of Parking Spaces Provided	Spaces are not marked; estimated 75 spaces	
<i>Commercial and Emergency Vehicle Accomodations</i>		
Does design accommodate emergency vehicle turning radius?	☒ Yes ☐ No	
Does design accommodate tractor-trailer turning radius?	☒ Yes ☐ No	
Are on-street loading zones required?	☐ Yes ☒ No	

Transit Rider and School Bus Accommodations		
Are there transit stops along this street?	☐ Yes ☒ No	
Are the stops sheltered?	☐ Yes ☐ N/A No	
Is there adequate access to the stops from the sidewalk?	☐ N/A Yes ☐ No	
Is there adequate access from the stops to the road?	☐ N/A Yes ☐ No	
Is there adequate access from the stops to the road?	☐ Yes ☐ N/A No	
Is the access ADA compliant?	☐ Yes ☐ N/A No	
Pedestrian Accommodations		
Existing Pedestrian Facilities	☐ Sidewalk ☐ Trail ☒ None	
Are the facilities existing ADA compliant?	☐ Yes ☒ N/A No	
Are there gaps in access or other impediments to pedestrians?	☒ Yes ☐ No	Without sidewalk, pedestrians must utilize roadway to access sidewalk on either end of the study corridor.
Proposed Pedestrian Facilities	☒ Sidewalk ☐ Trail ☐ None	Sidewalk will be provided and exact location will be determined after the sidewalk options presentation.

<i>Bicyclist Accomodations</i>		
<i>Is this street on the comprehensive bike plan?</i>	☐ Yes ☒ No	
<i>Existing Bicyclist Facilities</i>	☐ On Street ☐ Off Street ☒ None	
<i>Proposed Bicyclist Facilities</i>	☐ On Street ☐ Off Street ☒ None	
<i>Proposed On-Street Accomodation (if applicable)</i>	☐ Dedicate Lane ☐ Shared Lane Marking ☐ Signs	N/A
<i>Streetscaping Accomodations</i>		
<i>Is funding available for landscaping?</i>	☐ Yes ☒ No	
<i>Is funding for street lighting available?</i>	☐ Yes ☒ No	
<i>Does design account for future addition of streetscaping items?</i>	☒ Yes ☐ No	
<i>Utility Coordination</i>		
<i>Are utility conflicts present within the project boundaries?</i>	☒ Yes ☐ No	
<i>Has coordination been made to have conflicts removed before construction?</i>	☒ Yes ☐ No	

Item Number: II. Discussion
Items



City of Roeland Park
Action Item Summary

Submitted By:

Keith Moody

Committee/Department: Public Works

Title: Review Results of On Street Parking Survey - Get Direction on Next Steps from Council (15 min)

Item Type: Presentation

Recommendation:

Staff is seeking direction on what standards to employ in an administrative policy that would be used in proactively restricting on-street parking versus the current practice of taking up resident requests to restrict on-street parking as they arise.

Details:

Staff Report for 8/17/26 Workshop:

Attached is the on-street parking survey report from ETC developed at the direction of Council. We saw a 31% response rate (which is good, better than the bi-annual city-wide survey response rate). The summary included in the report helps to highlight the majority opinions and key takeaways conveyed in the graphs and tabular data. These are the insights Council expressed interest in seeking from residents along narrow streets (25' or less in width). Roughly 70% of respondents expressed support for limiting on-street parking.

Staff is seeking direction on how to proceed with on-street parking policy development based upon the results of the survey.

Staff Report for 5/4/26 Workshop:

During the prior discussion, Council asked staff to research the cost of surveying the properties adjacent to streets that are 25' or less in width. The survey would provide council feedback on support or opposition to proactively restricting parking along these streets. ETC provided a cost estimate of \$3,200 to complete such a survey. Attached is the street width map with a dashed line around the lots we anticipate sending the survey (roughly 300 properties).

Staff Report for 4/6/26 Workshop:

During the workshop discussion on this topic in July of 2025, the influence that the width of a street has on how a street safely functions if cars are parked along it became a focus. Council directed staff to provide an inventory of Roeland Park street widths to

gain perspective on what streets are narrower than a standard 28' (back of curb to back of curb). Dan Miller will be on hand to review this inventory as well as provide a review of the information previously presented. (Presentation Attached)

Staff Report from July 2025 Workshop:

Council asked for more information on developing an on-street parking policy that would apply objective and measurable criteria to identify what corridors would be appropriate for no parking limitations. The City Engineer has developed a presentation to help us understand the design criteria used for on-street parking along with the key elements which influence the safety and function of a street when considering on-street parking.

Dan Miller will review the attached presentation and discuss the challenges he anticipates in developing a no-parking policy.

For reference, the policy adopted by the city which spells out the procedure for considering a request to establish on-street parking is attached.

Fiscal Impact	
Amount of Request:	
Budgeted item?	Budgeted Amount:
Line Item Code/Description:	

Additional Information

Diversity Equity & Inclusion Lens

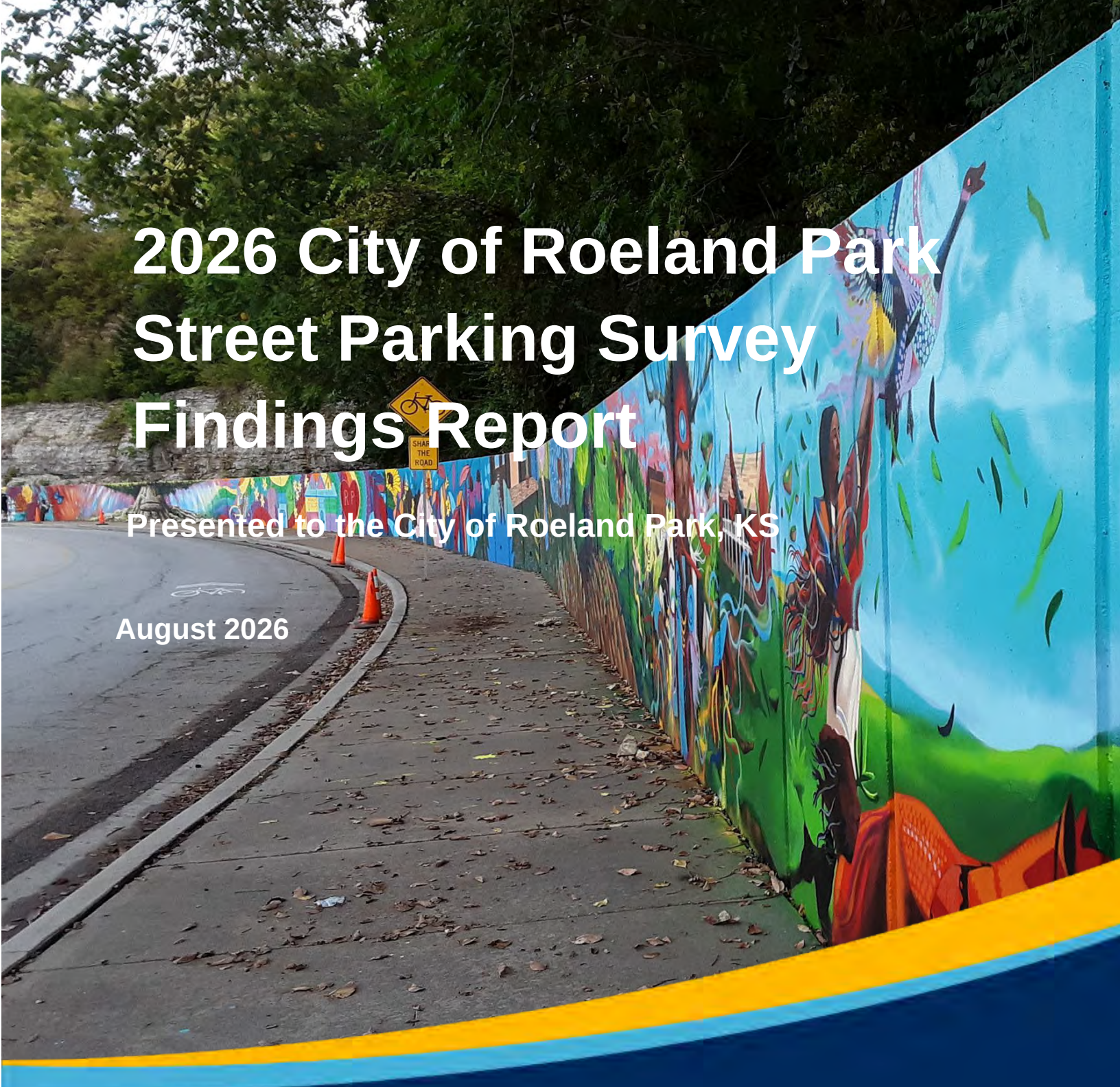
What are the implications to intersectionality?

- Does this item benefit all racial groups?
- Does this item benefit Community for All Ages?
- Does this item exclude or disproportionately impact any social identities? If yes, what populations and why?
- What (if any) social determinants of health are impacted by this item?
- What (if any) are the unintended economic and environmental impacts of this item?
- How has the impacted community been involved?
- How will the program be communicated to all stakeholders?

ATTACHMENTS:

1. On Street Parking Survey Results 8-12-26
2. RP Street Width Map with Mailing Outline for People to Include in a Survey 4-28-26

3. On Street Parking Overview by Lamp Rynearson 4-2-26
4. On Street Parking Presentation 7-7-25
5. Restricting On Street Parking Policy-8-20-18



2026 City of Roeland Park Street Parking Survey Findings Report

Presented to the City of Roeland Park, KS

August 2026



ETC Institute | 725 W. Frontier Lane | Olathe, KS 66061 | www.etcinstitute.com

Contents

Executive Summary i

Section 1: Charts and Graphs 1

Section 2: Tabular Data 14

Section 3: Survey Instrument..... 28



2026 City of Roeland Park Street Parking Survey Executive Summary

Overview

ETC Institute administered a Street Parking Survey to residents of the City of Roeland Park in June and July of 2026. The results from the survey will help the City evaluate how to balance neighborhood parking needs with public safety, service delivery, street maintenance, and traffic concerns.

Methodology

ETC Institute mailed a survey packet to selected households in the City of Roeland Park. Each survey packet contained a cover letter, a copy of the survey, and a postage-paid return envelope. After the surveys were mailed, ETC Institute followed up with respondents to encourage participation. If respondents did not want to return the survey by mail, they were given the option to complete it online. A total of 103 households completed the survey.

This report contains the following:

- Charts showing the overall results of the survey (Section 1)
- Tabular data showing the overall results for all questions on the survey (Section 2)
- Survey instrument (Section 3)

The major findings of the survey are summarized on the following pages.

Major Findings

Times Vehicles Are Parked on the Street. The times that respondents indicated vehicles are most often parked in front of their home on the street are: weekend evenings (46%), weekend afternoons (42%), weekday evenings (40%), and overnight on weekdays (38%). *Multiple selections could be made for this question.*

Issues Observed on Streets. Respondents indicated they have personally experienced or observed the following issues most frequently on their street: drivers having to stop or pull over to let another vehicle pass (84%), trash, recycling or delivery vehicles having difficulty passing through (64%), reduced visibility when backing out of driveways (49%), and snowplows and street sweepers having difficulty clearing or cleaning the street (47%). *Multiple selections could be made for this question.*

Support for Restricting On-Street Parking. Sixty-three percent (63%) of respondents, who had an opinion, would be “very supportive” (37%) or “supportive” (26%) of the City restricting on-street parking on

residential streets that are 25 feet wide or less; 8% are “neutral,” 12% are “opposed,” and 17% are “very opposed” to this restriction.

Concerns With On-Street Parking Restrictions. Fifty-five percent (55%) of respondents indicated the top concern they would have if the City restricted on-street parking on their street would be not enough parking for visitors or guests. Other concerns include: difficulty for contractors, caregivers, or service providers (49%), parking would become less convenient (34%), and difficulty for the City to enforce restrictions (34%). *Multiple selections could be made for this question.*

Support for Widening Narrow Residential Streets. Twenty-one percent (21%) of respondents, who had an opinion, would be “very supportive” (9%) or “supportive” (12%) of the City widening narrow residential streets to improve access for emergency and service vehicles; 14% are “neutral,” 28% are “opposed,” and 36% are “very opposed” to this improvement.

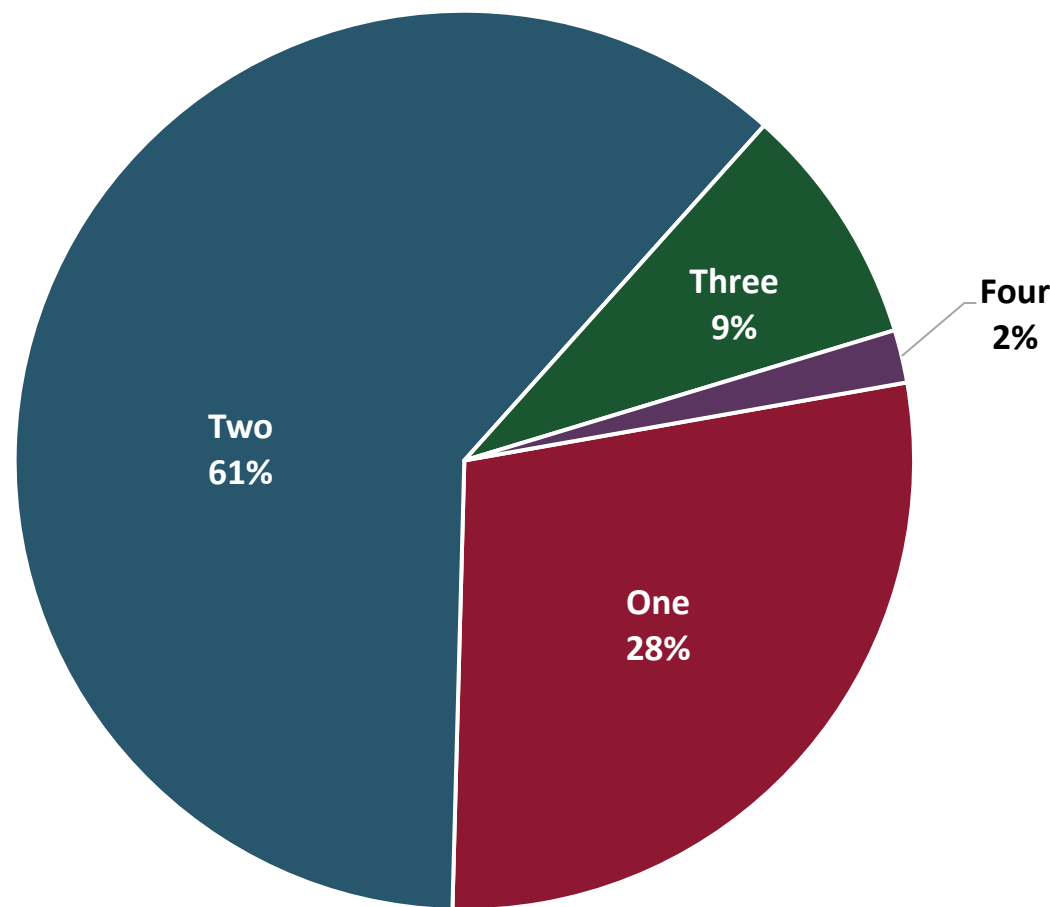
Importance of Various Factors When Considering Parking Restrictions. Most respondents surveyed (89%), who had an opinion, believe it is “very important” or “somewhat important” to keep the street safe for pedestrian, children, and bicyclists when the City considers parking restrictions on narrow streets. Other factors that respondents indicated are “very important” or “somewhat important” include: improving access for trash trucks, snowplows, and street sweepers (88%), improving emergency vehicle access (86%), and avoiding the need to widen streets (71%).

Opinions About Restricting On-Street Parking on Narrow Residential Streets. Sixty-one percent (61%) of respondents, who had an opinion, think on-street parking on narrow residential streets should be restricted on one side of streets that are 25-feet wide or less; 19% believe on-street parking should not be restricted, 9% feel it should be restricted on both sides of streets that are 25-feet wide or less, 7% think it should only be restricted where there are documented safety/service access issues, and the remaining 4% believe on-street parking should only be restricted during certain days and times.

1. Charts & Graphs

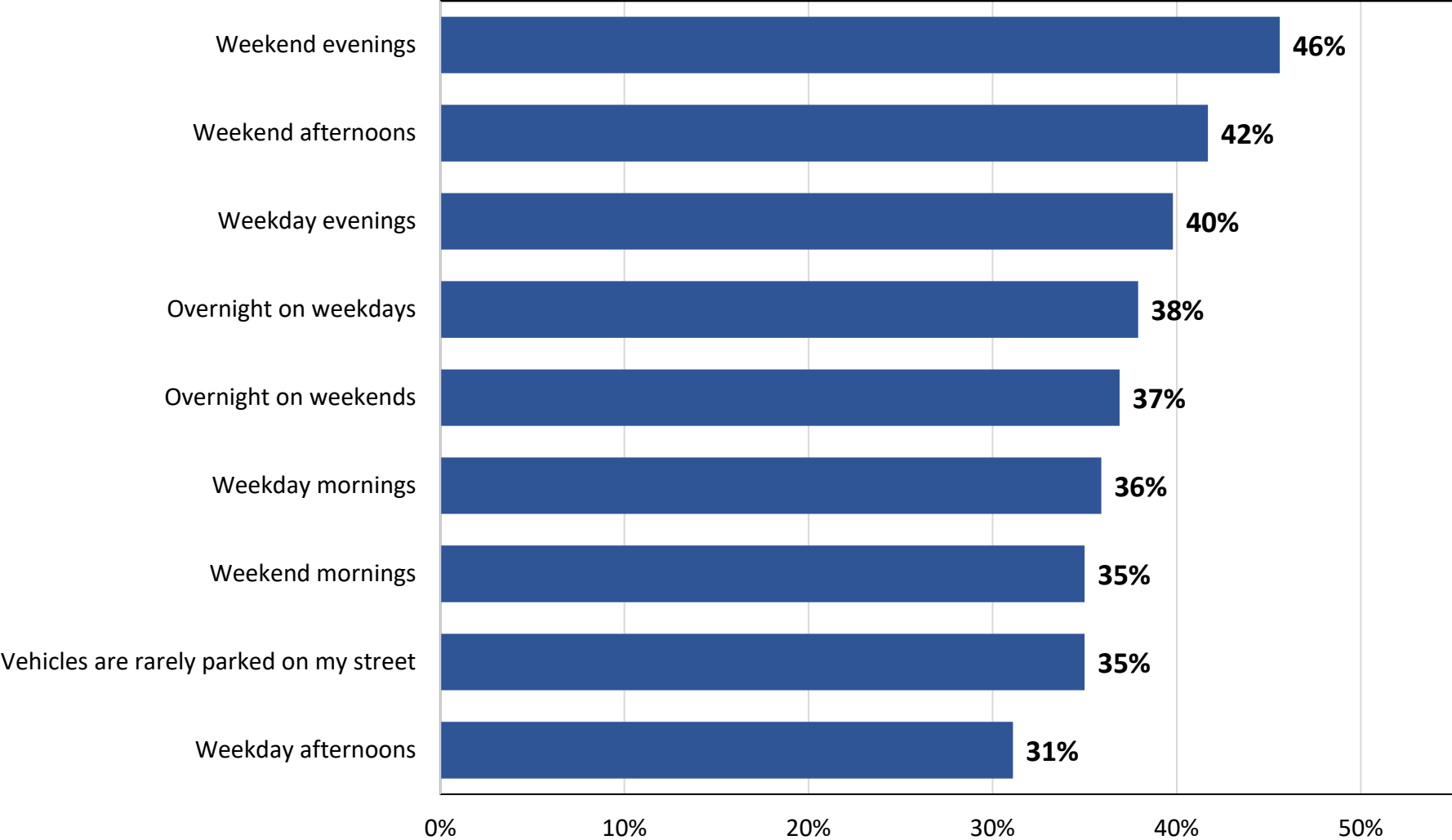
Q1. How many vehicles are regularly kept at your household?

by percentage of respondents



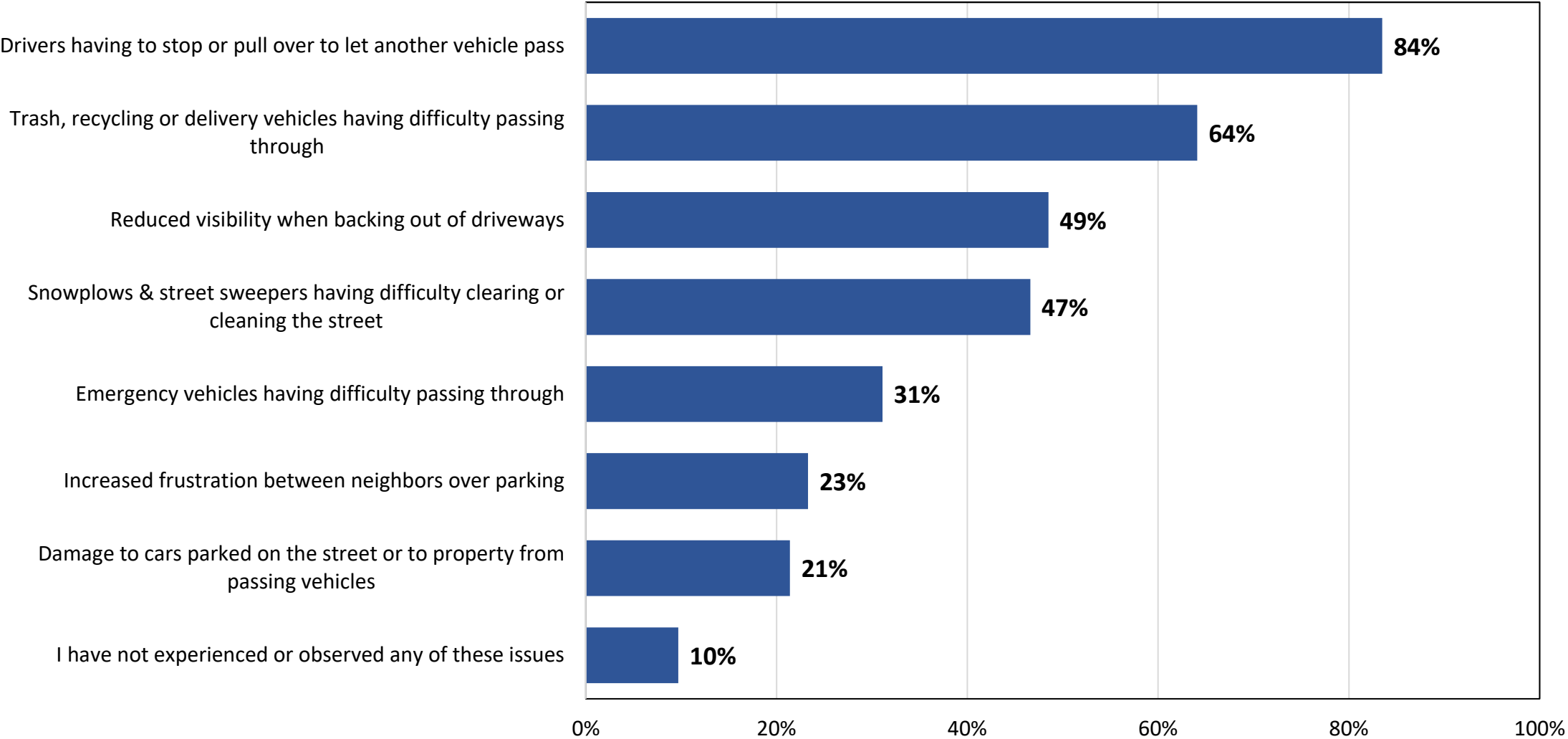
Q2. During which times are vehicles most often parked in front of your home on the street?

by the percentage of respondents (multiple selections allowed)



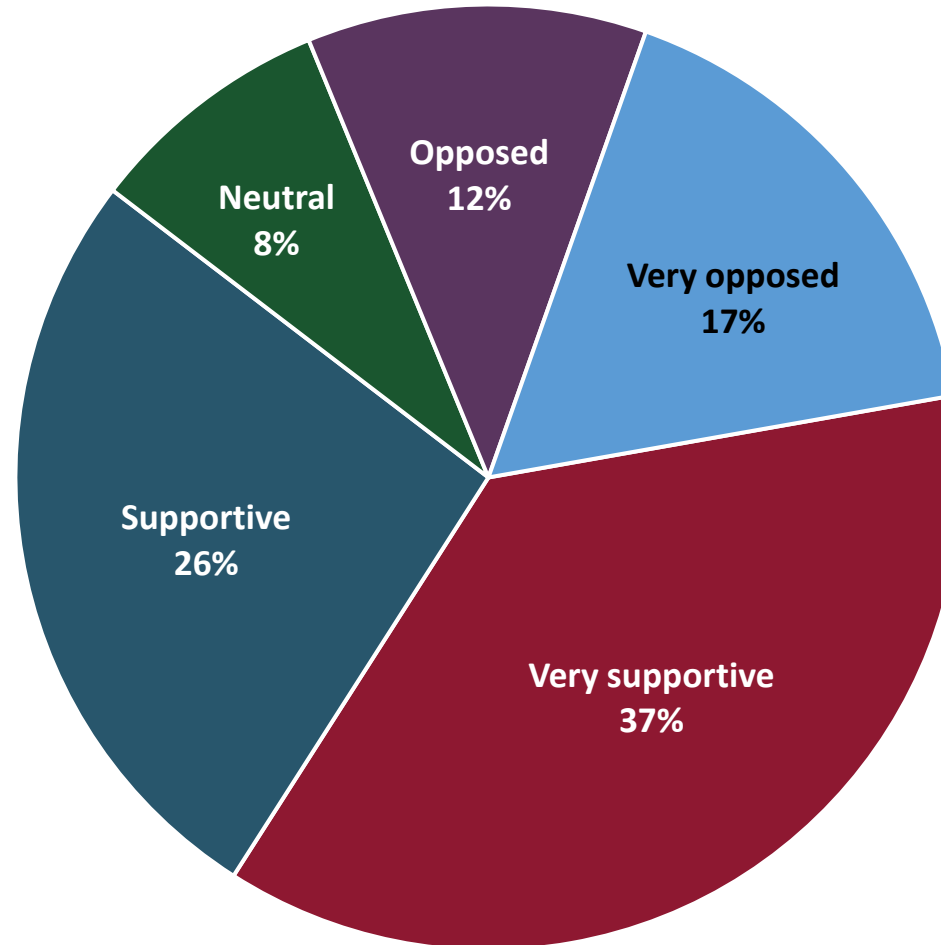
Q3. Have you personally experienced or observed any of the following issues on your street?

by the percentage of respondents (multiple selections allowed)



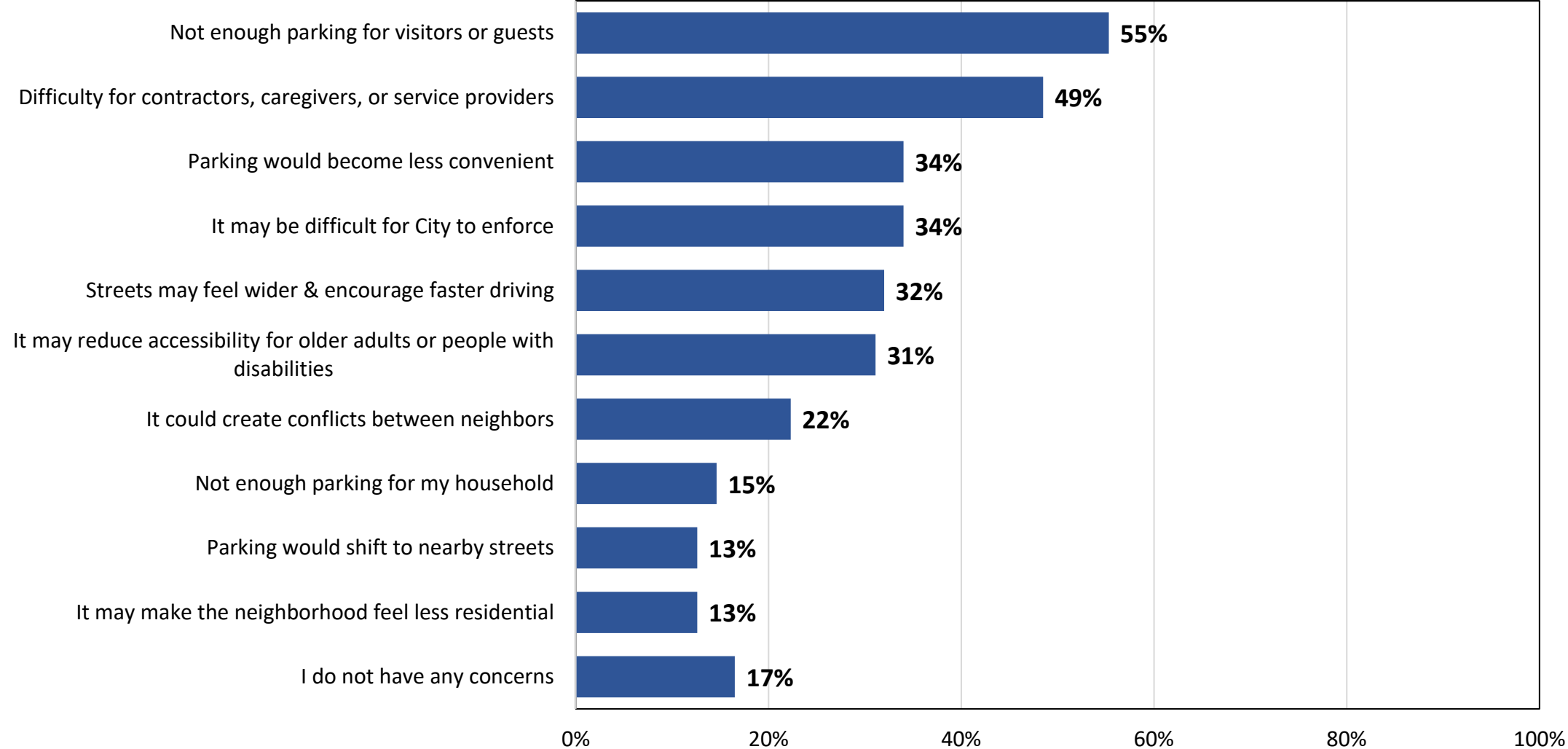
Q4. How supportive would you be of the City restricting on-street parking on residential streets that are 25 feet wide or less?

by percentage of respondents (excluding “not sure”)



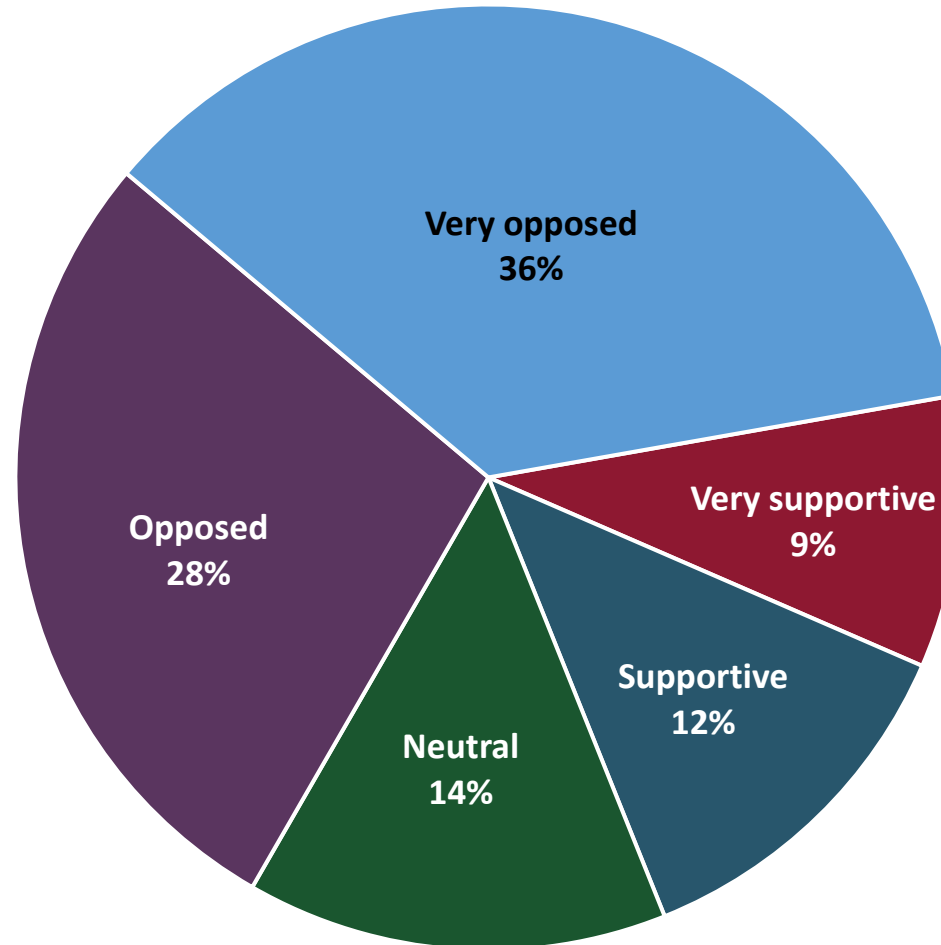
Q5. What concerns would you have if the City restricted on-street parking on your street?

by the percentage of respondents (multiple selections allowed)



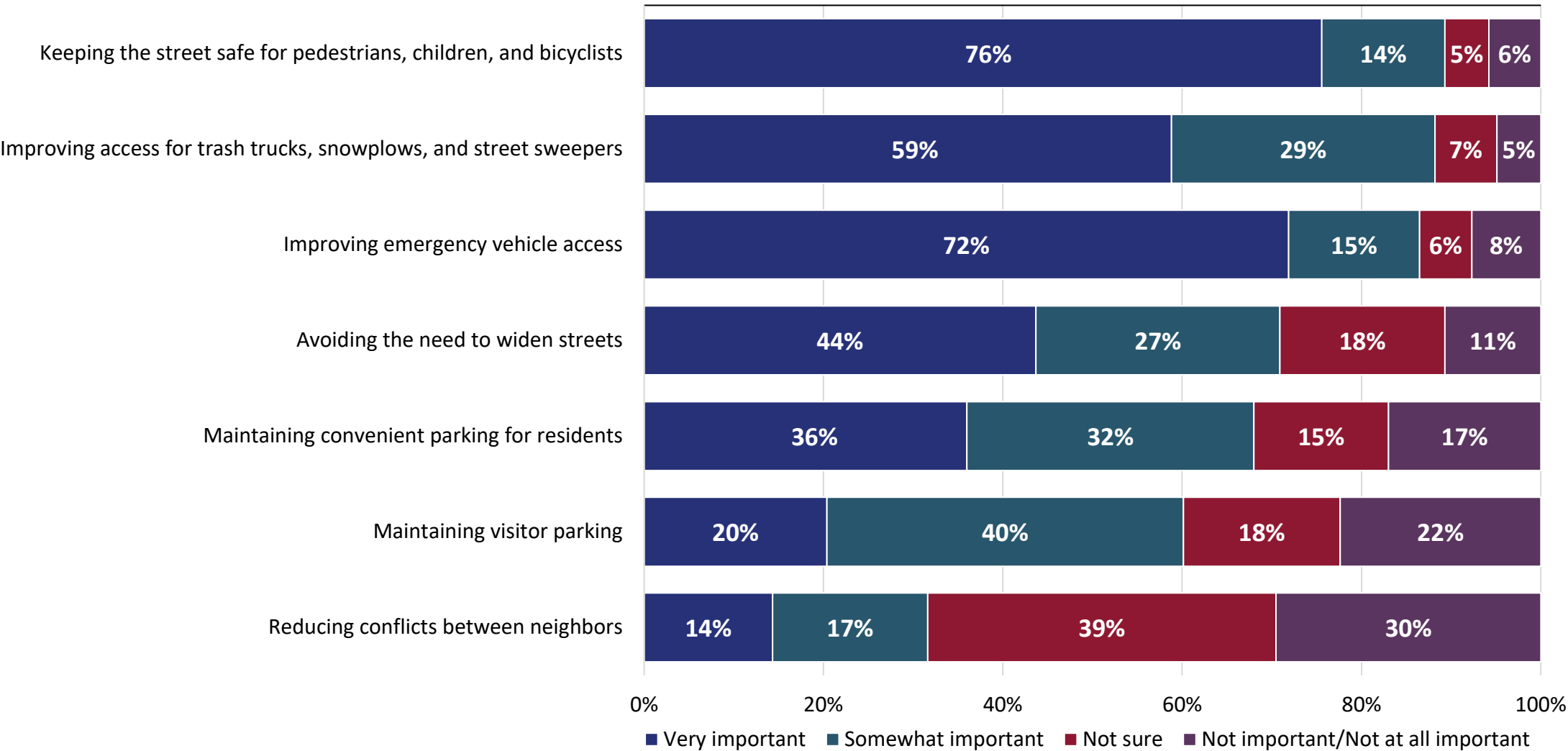
Q6. How supportive would you be of widening narrow residential streets to improve access for emergency and service vehicles?

by percentage of respondents (excluding “not sure”)



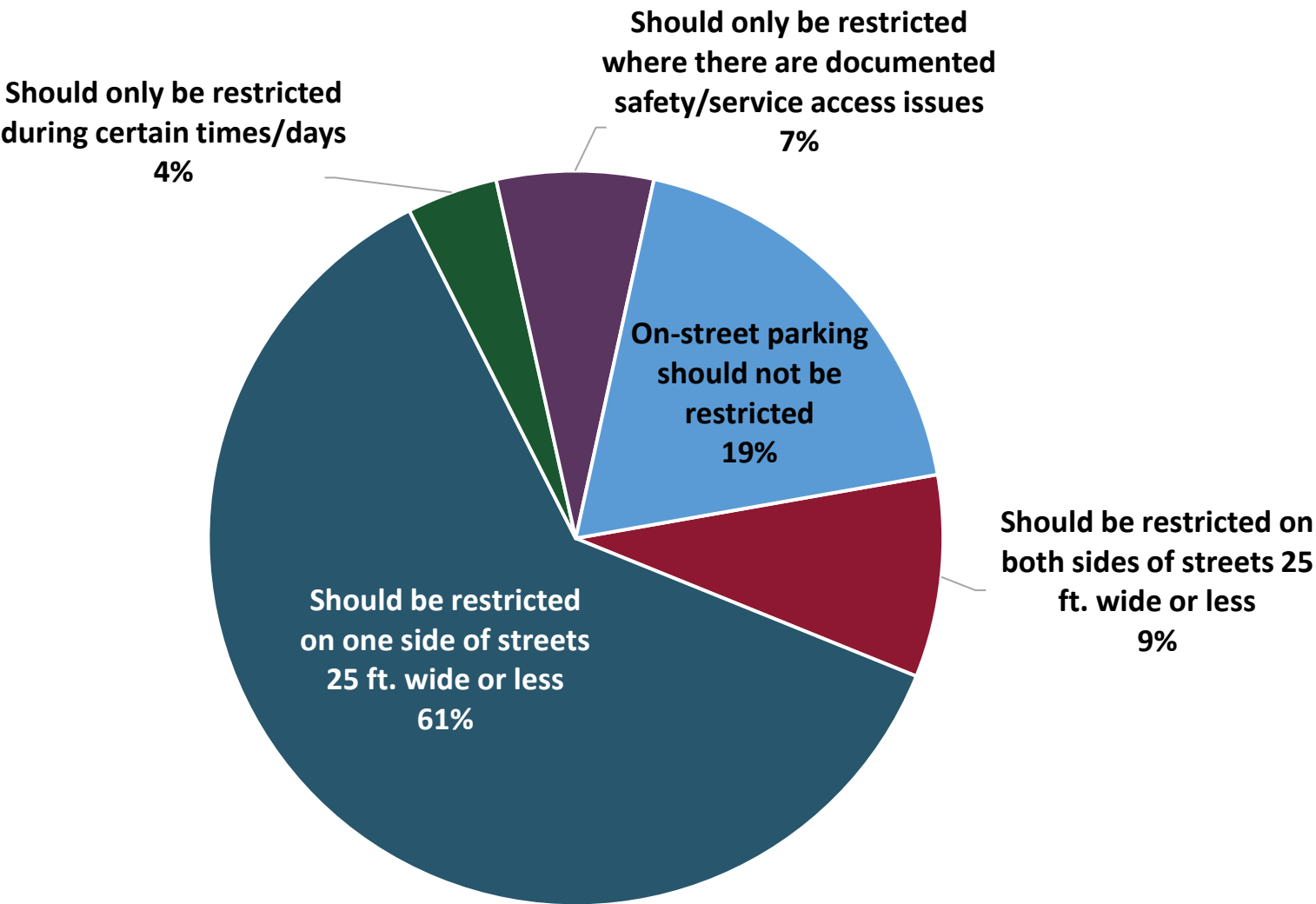
Q7. How Important Each of the Following Should be When the City Considers Parking Restrictions on Narrow Streets

by the percentage of respondents (excluding “not provided”)



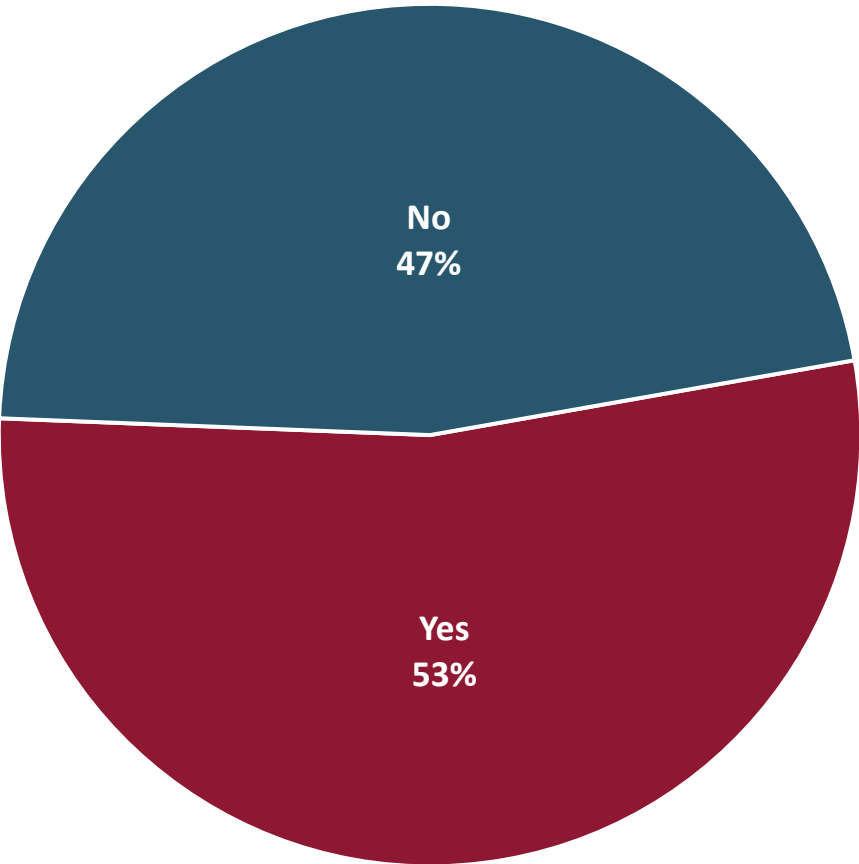
Q8. Which ONE of the following best describes your opinion about restricting on-street parking on narrow residential streets?

by percentage of respondents (excluding “not sure”)



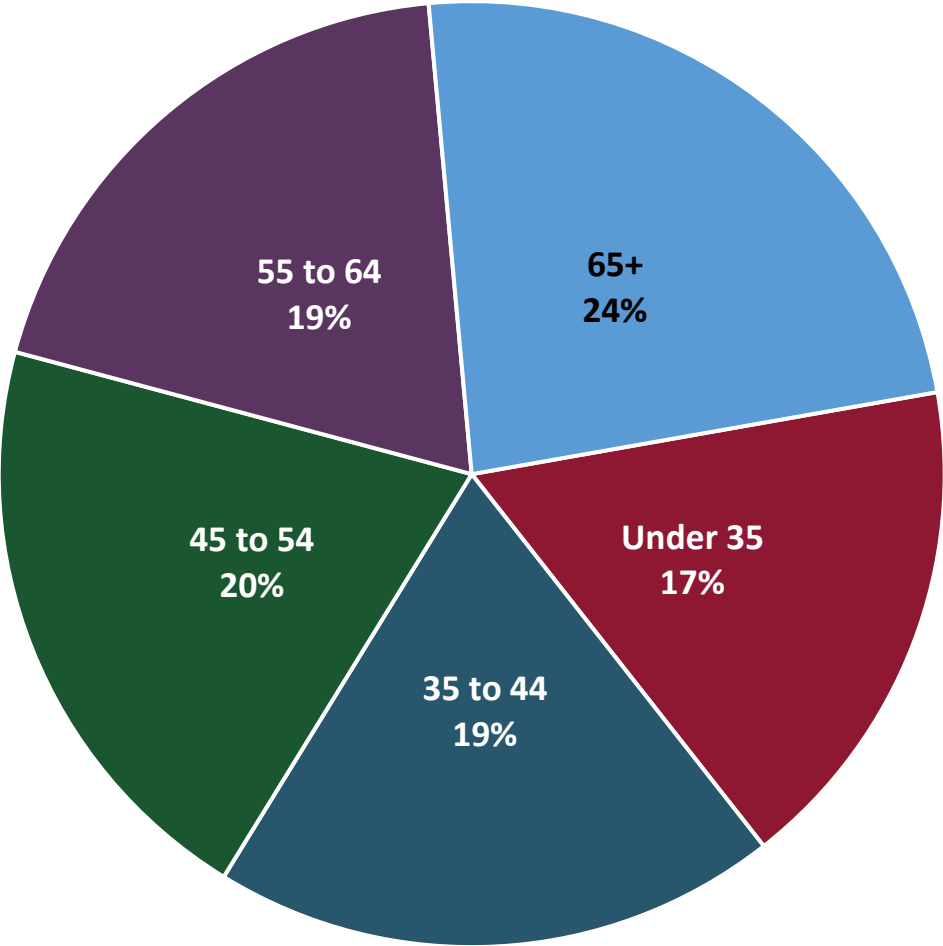
Q10. Would you be willing to be contacted for a possible follow-up survey or additional input opportunity?

by percentage of respondents



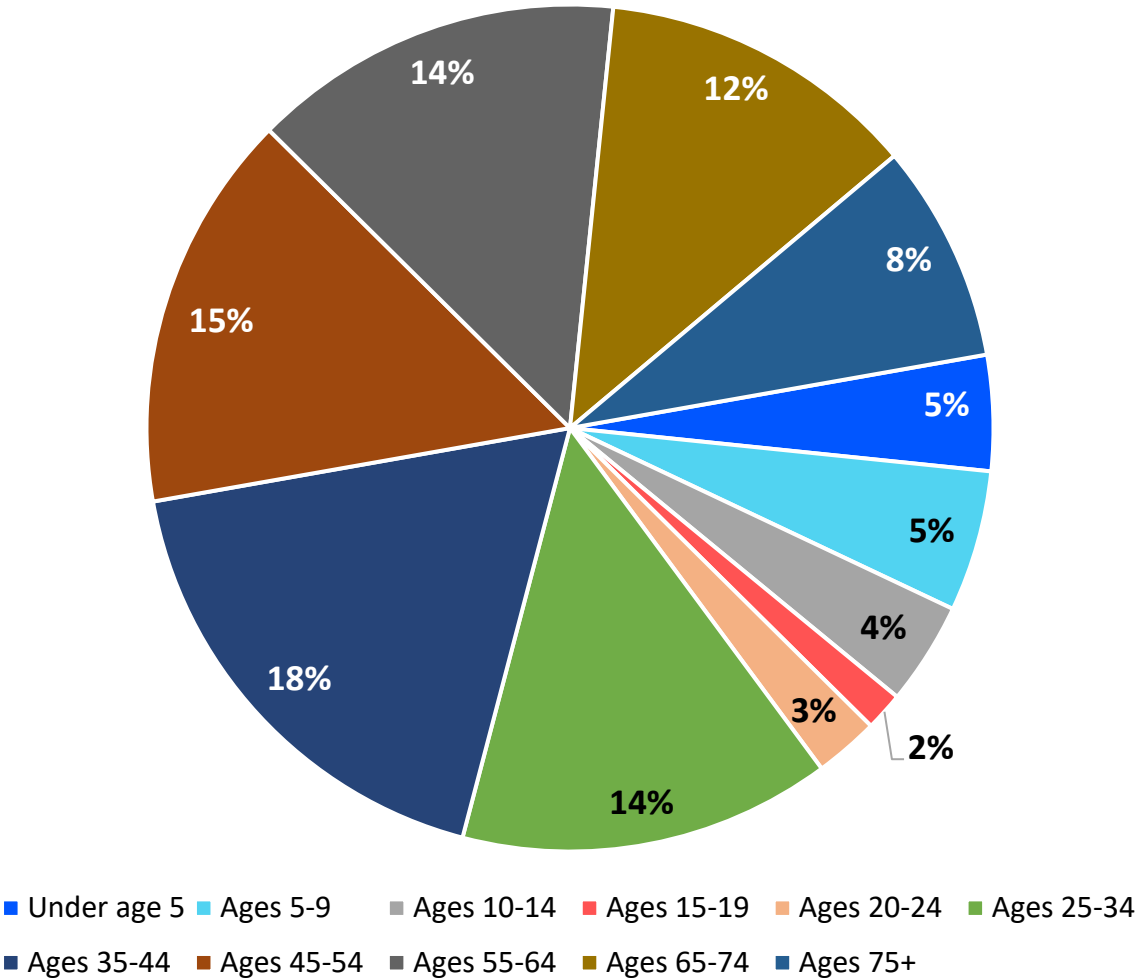
Q11. Age of Respondent

by percentage of respondent (excluding “not provided”)

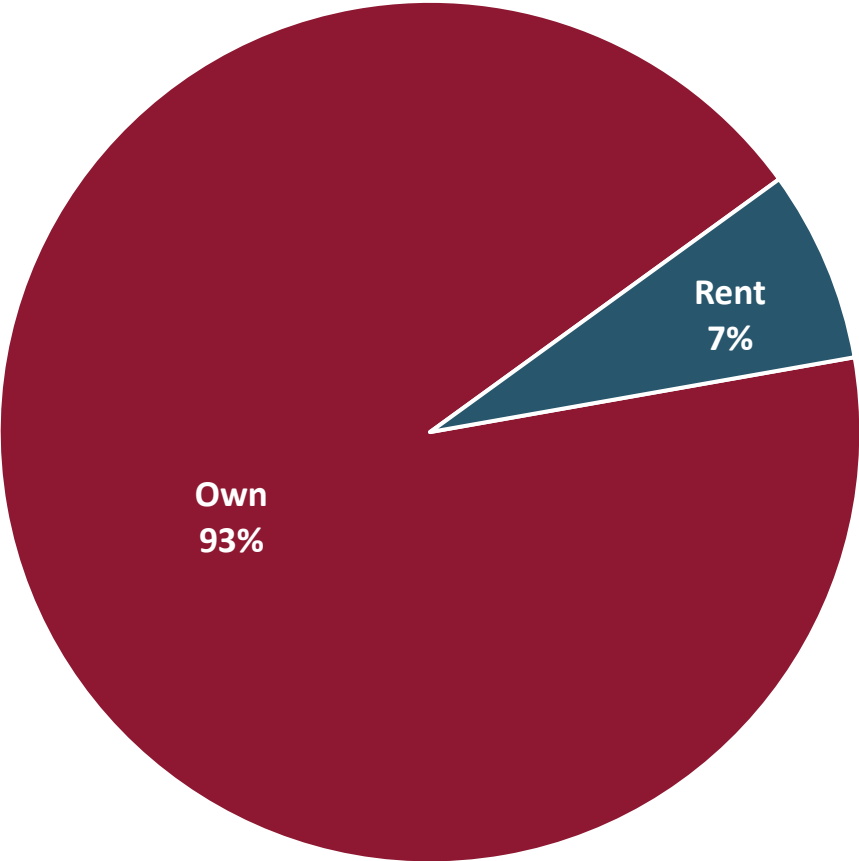


Q12. Including yourself, how many persons in your household are...

by percentage of household members



Q13. Do you own or rent your current residence? by percentage of respondents (excluding “not provided”)



2. Tabular Data

Q1. How many vehicles are regularly kept at your household?

Q1. How many vehicles are regularly kept at your household	Number	Percent
1	29	28.2 %
2	63	61.2 %
3	9	8.7 %
4	2	1.9 %
Total	103	100.0 %

Q2. During which times are vehicles most often parked in front of your home on the street?

Q2. During which times are vehicles most often parked in front of your home on the street	Number	Percent
Weekday mornings	37	35.9 %
Weekday afternoons	32	31.1 %
Weekday evenings	41	39.8 %
Overnight on weekdays	39	37.9 %
Weekend mornings	36	35.0 %
Weekend afternoons	43	41.7 %
Weekend evenings	47	45.6 %
Overnight on weekends	38	36.9 %
Vehicles are rarely parked on my street	36	35.0 %
Total	349	

Q3. Have you personally experienced or observed any of the following issues on your street?

Q3. Which following issues have you personally experienced or observed on your street	Number	Percent
Emergency vehicles having difficulty passing through	32	31.1 %
Trash, recycling or delivery vehicles having difficulty passing through	66	64.1 %
Snowplows & street sweepers having difficulty clearing or cleaning the street	48	46.6 %
Drivers having to stop or pull over to let another vehicle pass	86	83.5 %
Reduced visibility when backing out of driveways	50	48.5 %
Damage to cars parked on the street or to property from passing vehicles	22	21.4 %
Increased frustration between neighbors over parking	24	23.3 %
I have not experienced or observed any of these issues	10	9.7 %
Other	7	6.8 %
Total	345	

Q3-9. Other

- cars are parked for days without moving.
- just moved here
- not being able to pass through parked cars
- school buses
- School bus-parked neighbor's truck where children are dropped off.
- There is a house two down from ours on Windsor who has several cars. They park backwards on the street and have many on the side street. If the police would in force policy this would elevate part of our problem.
- Vehicles side by side are hard to pass.

Q4. How supportive would you be of the City restricting on-street parking on residential streets that are 25 feet wide or less?

Q4. How supportive would you be of City restricting on-street parking on residential streets 25 feet wide or less	Number	Percent
Very supportive	35	34.0 %
Supportive	25	24.3 %
Neutral	8	7.8 %
Opposed	11	10.7 %
Very opposed	16	15.5 %
Not sure	8	7.8 %
Total	103	100.0 %

WITHOUT "NOT SURE"**Q4. How supportive would you be of the City restricting on-street parking on residential streets that are 25 feet wide or less? (without "not sure")**

Q4. How supportive would you be of City restricting on-street parking on residential streets 25 feet wide or less	Number	Percent
Very supportive	35	36.8 %
Supportive	25	26.3 %
Neutral	8	8.4 %
Opposed	11	11.6 %
Very opposed	16	16.8 %
Total	95	100.0 %

Q5. What concerns would you have if the City restricted on-street parking on your street?

Q5. What concerns would you have if City restricted on-street parking on your street	Number	Percent
Not enough parking for my household	15	14.6 %
Not enough parking for visitors or guests	57	55.3 %
Difficulty for contractors, caregivers, or service providers	50	48.5 %
Parking would shift to nearby streets	13	12.6 %
Parking would become less convenient	35	34.0 %
It could create conflicts between neighbors	23	22.3 %
Streets may feel wider & encourage faster driving	33	32.0 %
It may make the neighborhood feel less residential	13	12.6 %
It may be difficult for City to enforce	35	34.0 %
It may reduce accessibility for older adults or people with disabilities	32	31.1 %
I do not have any concerns	17	16.5 %
Other	5	4.9 %
Total	328	

Q5-12. Other

- Educate all neighbors regarding "pinch" point parking.
- I pay taxes for this parking on the street.
- I think to restrict on both sides would be a mistake for many reasons.
- Street parking should be for occasional situations like visitors, guests or rare brief situations for repair workers.
- When all vehicles park on one side, its very difficult to see oncoming vehicles when backing up. Cars also go too fast on the road, so when cars are parked on either side, it forces them to slow down. The street being narrow becomes an issue when people don't pay attention and park directly across from another vehicle parked on the road (or don't park up against the curb and leave a foot or 2 to the curb). I have concerns if everyone had to park on one side of the street, that drivers wouldn't be able to see children crossing the street as well.

Q6. Another long-term option could be widening streets that are less than 26 feet wide. This would require additional cost, reconstruction, and in some cases the need for sidewalk easements or additional right-of-way. How supportive would you be of widening narrow residential streets to improve access for emergency and service vehicles?

Q6. How supportive would you be of widening narrow residential streets to improve access for emergency & service vehicles

	Number	Percent
Very supportive	9	8.7 %
Supportive	12	11.7 %
Neutral	14	13.6 %
Opposed	27	26.2 %
Very opposed	35	34.0 %
Not sure	6	5.8 %
Total	103	100.0 %

WITHOUT "NOT SURE"

Q6. Another long-term option could be widening streets that are less than 26 feet wide. This would require additional cost, reconstruction, and in some cases the need for sidewalk easements or additional right-of-way. How supportive would you be of widening narrow residential streets to improve access for emergency and service vehicles? (without "not sure")

Q6. How supportive would you be of widening narrow residential streets to improve access for emergency & service vehicles

	Number	Percent
Very supportive	9	9.3 %
Supportive	12	12.4 %
Neutral	14	14.4 %
Opposed	27	27.8 %
Very opposed	35	36.1 %
Total	97	100.0 %

Q7. Please rate how important each of the following should be when the City considers parking restrictions on narrow streets.

(N=103)

	Very important	Somewhat important	Not sure	Not important	Not at all important	Not provided
Q7-1. Improving emergency vehicle access	71.8%	14.6%	5.8%	5.8%	1.9%	0.0%
Q7-2. Improving access for trash trucks, snowplows, & street sweepers	58.3%	29.1%	6.8%	2.9%	1.9%	1.0%
Q7-3. Maintaining convenient parking for residents	35.0%	31.1%	14.6%	13.6%	2.9%	2.9%
Q7-4. Maintaining visitor parking	20.4%	39.8%	17.5%	17.5%	4.9%	0.0%
Q7-5. Reducing conflicts between neighbors	13.6%	16.5%	36.9%	16.5%	11.7%	4.9%
Q7-6. Avoiding the need to widen streets	43.7%	27.2%	18.4%	4.9%	5.8%	0.0%
Q7-7. Keeping the street safe for pedestrians, children, & bicyclists	74.8%	13.6%	4.9%	2.9%	2.9%	1.0%

WITHOUT "NOT PROVIDED"**Q7. Please rate how important each of the following should be when the City considers parking restrictions on narrow streets. (without "not provided")**

(N=103)

	Very important	Somewhat important	Not sure	Not important	Not at all important
Q7-1. Improving emergency vehicle access	71.8%	14.6%	5.8%	5.8%	1.9%
Q7-2. Improving access for trash trucks, snowplows, & street sweepers	58.8%	29.4%	6.9%	2.9%	2.0%
Q7-3. Maintaining convenient parking for residents	36.0%	32.0%	15.0%	14.0%	3.0%
Q7-4. Maintaining visitor parking	20.4%	39.8%	17.5%	17.5%	4.9%
Q7-5. Reducing conflicts between neighbors	14.3%	17.3%	38.8%	17.3%	12.2%
Q7-6. Avoiding the need to widen streets	43.7%	27.2%	18.4%	4.9%	5.8%
Q7-7. Keeping the street safe for pedestrians, children, & bicyclists	75.5%	13.7%	4.9%	2.9%	2.9%

Q8. Which ONE of the following best describes your opinion about restricting on-street parking on narrow residential streets?

Q8. Your opinion about restricting on-street parking on narrow residential streets	Number	Percent
On-street parking should be restricted on both sides of streets that are 25 feet wide or less	9	8.7 %
On-street parking should be restricted on one side of streets that are 25 feet wide or less	62	60.2 %
On-street parking should only be restricted during certain times or days	4	3.9 %
On-street parking should only be restricted where there are documented safety or service access issues	7	6.8 %
On-street parking should not be restricted	19	18.4 %
Not sure	2	1.9 %
Total	103	100.0 %

WITHOUT "NOT SURE"

Q8. Which ONE of the following best describes your opinion about restricting on-street parking on narrow residential streets? (without "not sure")

Q8. Your opinion about restricting on-street parking on narrow residential streets	Number	Percent
On-street parking should be restricted on both sides of streets that are 25 feet wide or less	9	8.9 %
On-street parking should be restricted on one side of streets that are 25 feet wide or less	62	61.4 %
On-street parking should only be restricted during certain times or days	4	4.0 %
On-street parking should only be restricted where there are documented safety or service access issues	7	6.9 %
On-street parking should not be restricted	19	18.8 %
Total	101	100.0 %

Q9. In your own words, what concerns, suggestions, or local conditions should the City consider before making decisions about on-street parking on your street?

- Balance the need for access with minimal restrictions that make Roeland Park easier to live in.
- Busy streets should have parking on one side only. No more bike lanes, hardly used.
- Cars drive way too fast as is. Neighborhoods are already very conscience about parking on trash day. Do not take away the freedoms of our residents. This is a costly item to carry out, while making our neighborhoods worse to live in. Don't make the place worse off, opening the streets solves one problem but creates 3 more.
- City should publish a list of affected streets. All input should be welcome but affected streets should have priority. Public forum needed.
- City wide restrictions could be varied through out the city for certain days. i.e. trash pickup, street cleaner and snow plowing.
- consider residents concerns as first priority
- Cost vs benefit of widening streets. How will you enforce no parking rules?
- Ease regulations so to make widening driveways more possible including rules about width of driveway "ramp" at street.
- Educate and enforce current parking rules.
- Emergency vehicle traffic with cars on both sides of street. Parking directly behind other residents driveways.
- Hard to drive thru when cars a parked on both sides of the street.
- I believe each area is different. Should be up to residents of that street/area whether to change current street.
- I do not want to pay more for other people's cars on street. Cars should park in their own driveways.
- I don't think additional rules about parking are going to help, I think it may create more issues. I have not seen an emergency vehicle have issues going down the street. I have witnessed trash have issues, but again residents need to inform their guests to not double park. Even if cars are double parked, there is room to squeeze through - but double parking should be discouraged.
- I liked it when we had no parking signs on one side of the street.
- I won't have anywhere to park. Also the question about children being safer is propaganda speech.
- If the police were doing their jobs there would be far fewer issues on narrow streets. Between the speeders and people who park on the No Parking side of the street, there's a lot of vehicle damage and angry motorists who don't know how to wait their turn. Roeland Park's police need to step up their patrols and start writing some tickets.
- In many other towns and cities, they restrict street parking to ensure that emergency vehicles and city services like plows and garbage collection can be done. This includes single side parking, alternate parking, and banning street parking altogether. I have seen a large commercial vehicles, that are not related to city services, parked on 58th street near Ash Dr for days on end. Things like this shouldn't be allowed. I've had trouble biking and walking through the neighborhood, because cars are parked too close together on opposite sides of the street, and drivers are in too much of a hurry to allow safe passage. This makes the town less desirable to live in.
- I've been blocked from getting home before. limiting parking to one side would solve the issue
- Just enforce parking on one side of the street where signs are posted. It is not currently enforced at all.
- Maybe communicate to residents not to park directly by driveways.
- My concern is getting thru when cars are parked on both sides.
- My husband, Dr. James Lau, chair, dept. of Surgery at UH and UMKC, needs to respond to trauma calls. The narrow streets prompted us to make a circular driveway to make exiting from our home easier. Also, a neighbors truck was parked for one week on the corner where the school bus dropped off children. Overnight parking and restricted parking for buses should be enforced.
- My neighbor has five vehicles and visitors so cars are parked on both sides of the street constantly, making it hard to back out of our driveway. We never park in the street.
- Opinion of fire & EMS teams. What will they do in a crisis situation? Is there a plan? Is it appropriate?
- Our street, no problem, other streets it is very hard to get down.
- Parking close to school needs to be only on one side.

Q9. In your own words, what concerns, suggestions, or local conditions should the City consider before making decisions about on-street parking on your street?

- Parking should not be allowed when we have snow, at least until they clear the streets.
- People need to be able to park on the street sometimes.
- Please try other options before turning to construction.
- Prioritize non-restrictive on-street parking.
- Priority should be to avoid restrictions for emergency vehicles and safety of all users of the streets.
- Rental homes with multiple drivers parked every where. 5 different people in the house up the street
- Residents with multiple cars just have to deal with their parking issues, juggling. If they don't want to do that, they can Widen their driveway for additional parking!
- Restrict cars that sit without moving for weeks. Limit amount of vehicles per home.
- Restrictions during heavy traffic, parking on one side between the hours of 8pm-5 am.
- Safety and convenience first. Sometimes we cannot get down our street because to many cars parked in the street.
- Should only be considered on streets that are primary connectors to major streets.
- Speeding
- Stop trying to restrict residents we pay taxes.
- Streets are public property. I don't like the idea of restricting the public's access lightly. Frequent risk or impairment of function only.
- The biggest problem is service companies parking right next to a car. They block access.
- The city will not let me expand my driveway so either my or my wife have to park on the street. This would be a major inconvenience if we were not able to park on the street
- The cost and inconvenience of widening the streets should be avoided. Do not spend our tax payer dollars on that.
- The east side of Clark needs the parking.
- The NE area of Roeland Park in particular has many 2 bedroom 1 bath homes that may or may not have adequate driveway space. Many have no garages. The burden on families in these homes with 2 or more working people would be too much if parking were restricted. As for safety, adding sidewalks and encouraging drivers to simply slow down would ameliorate the current unsafe conditions. The parking restrictions would also add more work for our Police.
- The number of RP residents who are restricted to single car garages and driveways.
- There are many solutions that can be experimented with before widening.
- There are not a lot of alternative parking options in our neighborhood if it's restricted. Since the homes in my neighborhood are older, most of the driveways only fit one car, so completely restricting parking would be ill-advised — limiting parking to one side of the street could help. The biggest issue I've noticed is that my neighbors park directly behind my driveway which makes it extremely difficult to back out safely, especially in the winter. It's a large truck and the issues would be eased if they pulled forward like 5 feet. During the winter I have to back my car into my garage so that I'm driving forward out of the driveway so I don't slide into their car when it's snowy
- There is limited visibility on our part of Clare if parking is allowed on one side only. Please consider one Way.
- Trees! Take into consideration family size.
- Vehicles parked at intersections within 25" cause a huge problem for large vehicles to turn safely.
- We are all adults. We know how to park and take turns. If there are problems, it will be on individual basis. If there are individuals that can't work it out then if it's not parking, it'll be something else. Don't fix it if it's not broken. I chose to live in a residential area so let's leave it as a residential area.
- We have no problems on our street, no need to change anything.
- We have suggested for years that parking not be allowed on both sides.
- We just want it to be safe for vehicles to pass and for emergency and trash/plows to get through.
- Where can cars going to park?

Q9. In your own words, what concerns, suggestions, or local conditions should the City consider before making decisions about on-street parking on your street?

- While I'm not opposed to widening the street, I am opposed to the city cramming a sidewalk down our throats because it's a pet project of some. People continue to walk in the streets all over the city ... even with sidewalks present. I'm opposed to restricting parking on one side in general because that will cause problems between neighbors, especially where there are multiple drivers/cars in a single household and also some neighbors continually have parties and take up all the parking on the weekends.
- Widen the street.
- Widening streets seems like a very long process that would cause a lot of issues.
- You should talk to all the people that live on each street before making that decision.

Q10. The City may have additional questions for residents as it continues reviewing this issue. Would you be willing to be contacted for a possible follow-up survey or additional input opportunity?

Q10. Would you be willing to be contacted for a possible follow-up survey or additional input opportunity

	Number	Percent
Yes	55	53.4 %
No	48	46.6 %
Total	103	100.0 %

Q11. What is your age?

<u>Q11. Your age</u>	<u>Number</u>	<u>Percent</u>
18-34	16	15.5 %
35-44	18	17.5 %
45-54	19	18.4 %
55-64	18	17.5 %
65+	22	21.4 %
Not provided	10	9.7 %
Total	103	100.0 %

WITHOUT "NOT PROVIDED"**Q11. What is your age? (without "not provided")**

<u>Q11. Your age</u>	<u>Number</u>	<u>Percent</u>
18-34	16	17.2 %
35-44	18	19.4 %
45-54	19	20.4 %
55-64	18	19.4 %
65+	22	23.7 %
Total	93	100.0 %

Q12. Including yourself, how many persons in your household are...

	Mean	Sum
number	2.2	204
Under age 5	0.1	9
Ages 5-9	0.1	11
Ages 10-14	0.1	8
Ages 15-19	0.0	3
Ages 20-24	0.1	5
Ages 25-34	0.3	29
Ages 35-44	0.4	37
Ages 45-54	0.3	31
Ages 55-64	0.3	29
Ages 65-74	0.3	25
Ages 75+	0.2	17

Q13. Do you own or rent your current residence?

<u>Q13. Do you own or rent your current residence</u>	<u>Number</u>	<u>Percent</u>
Own	90	87.4 %
Rent	7	6.8 %
Not provided	6	5.8 %
Total	103	100.0 %

WITHOUT "NOT PROVIDED"**Q13. Do you own or rent your current residence? (without "not provided")**

<u>Q13. Do you own or rent your current residence</u>	<u>Number</u>	<u>Percent</u>
Own	90	92.8 %
Rent	7	7.2 %
Total	97	100.0 %

3. Survey Instrument

June 2026

Dear Roeland Park Resident:

The Mayor and City Council invite your participation in a survey designed to gather resident input and feedback related to on-street parking. The information you provide in this survey will help the City evaluate how to balance neighborhood parking needs with public safety, service delivery, street maintenance, and traffic concerns.

The City is reviewing on-street parking conditions on narrow residential streets, particularly streets that are approximately 25 feet wide or less. When vehicles are parked along narrow streets, it can be more difficult for emergency vehicles, snowplows, street sweepers, trash trucks, delivery vehicles, and other service vehicles to safely and efficiently travel through the area. It should also be noted that on-street parked vehicles can provide some level of traffic calming by slowing vehicle speeds.

For your convenience, the enclosed survey includes a postage-paid envelope to ETC Institute, the survey research firm conducting this survey. If you prefer to complete the survey online, please visit roelandparksurvey.org.

ETC Institute is one of the nation's leading local government research firms. It is important to note your individual survey responses will remain confidential. ETC Institute will present the survey results to the City Council after they have been compiled and analyzed.

We greatly appreciate you taking time out of your schedule to complete this survey. The survey should only take 5 minutes to complete.

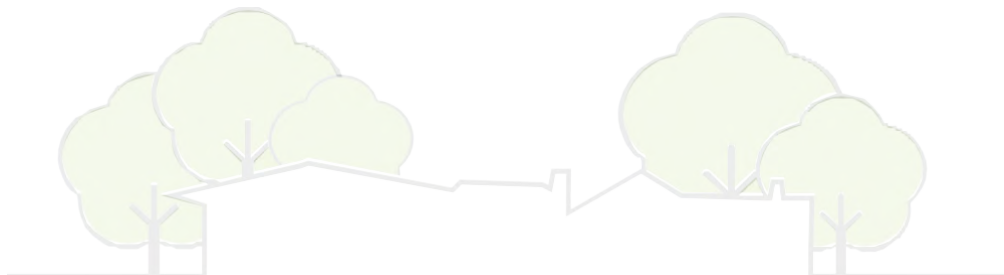
Please feel free to contact Ryan Murray, Assistant Director of Community Research, at 913-254-4598 or email him at ryan.murray@etcinstitute.com if you have any questions or require additional assistance.

Thank you again for taking time out of your schedule to help us make Roeland Park a premier City in the Kansas City metro.

Sincerely,



Keith Moody
City Administrator



2026 City of Roeland Park Street Parking Survey

The City is seeking input from residents who live on narrow streets to better understand current parking needs, concerns about potential parking restrictions, and preferences for possible policy options. No final decision has been made. Your feedback will help the City evaluate how to balance neighborhood parking needs with public safety, service delivery, street maintenance, and traffic concerns. If you prefer to complete the survey online, please visit roelandparksurvey.org. Thank you!

1. **How many vehicles are regularly kept at your household?** _____ vehicles
2. **During which times are vehicles most often parked in front of your home on the street?** *[Please CHECK ALL that apply.]*

____(1) Weekday mornings	____(5) Weekend mornings	____(9) Vehicles are rarely parked on my street
____(2) Weekday afternoons	____(6) Weekend afternoons	
____(3) Weekday evenings	____(7) Weekend evenings	
____(4) Overnight on weekdays	____(8) Overnight on weekends	
3. **Have you personally experienced or observed any of the following issues on your street?** *[Please CHECK ALL that apply.]*

____(1) Emergency vehicles having difficulty passing through
____(2) Trash, recycling or delivery vehicles having difficulty passing through
____(3) Snowplows and street sweepers having difficulty clearing or cleaning the street
____(4) Drivers having to stop or pull over to let another vehicle pass
____(5) Reduced visibility when backing out of driveways
____(6) Damage to cars parked on the street or to property from passing vehicles
____(7) Increased frustration between neighbors over parking
____(8) I have not experienced or observed any of these issues
____(9) Other: _____
4. **How supportive would you be of the City restricting on-street parking on residential streets that are 25 feet wide or less? (Restrictions may include limiting parking on one or both sides of the street.)**

____(5) Very supportive	____(3) Neutral	____(1) Very opposed
____(4) Supportive	____(2) Opposed	____(9) Not sure
5. **What concerns would you have if the City restricted on-street parking on your street?** *[Please CHECK ALL that apply.]*

____(01) Not enough parking for my household
____(02) Not enough parking for visitors or guests
____(03) Difficulty for contractors, caregivers, or service providers
____(04) Parking would shift to nearby streets
____(05) Parking would become less convenient
____(06) It could create conflicts between neighbors
____(07) Streets may feel wider and encourage faster driving
____(08) It may make the neighborhood feel less residential
____(09) It may be difficult for the City to enforce
____(10) It may reduce accessibility for older adults or people with disabilities
____(11) I do not have any concerns
____(12) Other: _____
6. **Another long-term option could be widening streets that are less than 26 feet wide. This would require additional cost, reconstruction, and in some cases the need for sidewalk easements or additional right-of-way. How supportive would you be of widening narrow residential streets to improve access for emergency and service vehicles?**

____(5) Very supportive	____(3) Neutral	____(1) Very opposed
____(4) Supportive	____(2) Opposed	____(9) Not sure

7. Please rate how important each of the following should be when the City considers parking restrictions on narrow streets.

	Very Important	Somewhat Important	Not Sure	Not Important	Not at all Important
1. Improving emergency vehicle access	5	4	3	2	1
2. Improving access for trash trucks, snowplows, and street sweepers	5	4	3	2	1
3. Maintaining convenient parking for residents	5	4	3	2	1
4. Maintaining visitor parking	5	4	3	2	1
5. Reducing conflicts between neighbors	5	4	3	2	1
6. Avoiding the need to widen streets	5	4	3	2	1
7. Keeping the street safe for pedestrians, children, and bicyclists	5	4	3	2	1

8. Which ONE of the following best describes your opinion about restricting on-street parking on narrow residential streets? *[Please CHECK ONLY ONE.]*

- ☐ (1) On-street parking should be restricted on both sides of streets that are 25 feet wide or less
☐ (2) On-street parking should be restricted on one side of streets that are 25 feet wide or less
☐ (3) On-street parking should only be restricted during certain times or days
☐ (4) On-street parking should only be restricted where there are documented safety or service access issues
☐ (5) On-street parking should NOT be restricted
☐ (9) Not sure

9. In your own words, what concerns, suggestions, or local conditions should the City consider before making decisions about on-street parking on your street?

10. The City may have additional questions for residents as it continues reviewing this issue. Would you be willing to be contacted for a possible follow-up survey or additional input opportunity? *[Your personal information will not be shared with the City and ETC Institute will manage any additional outreach opportunities if the City has additional follow-up questions or input opportunities.]*

- ☐ (1) Yes ☐ (2) No

- 10a. If yes, please provide your email address. Your email address will only be used for possible follow-up related to this topic and will not be included with your survey responses in public reporting.

Email: _____

Demographics - responses to these questions are NOT required and your responses will remain anonymous.

11. What is your age? _____ years

12. Including yourself, how many persons in your household are...

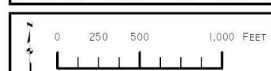
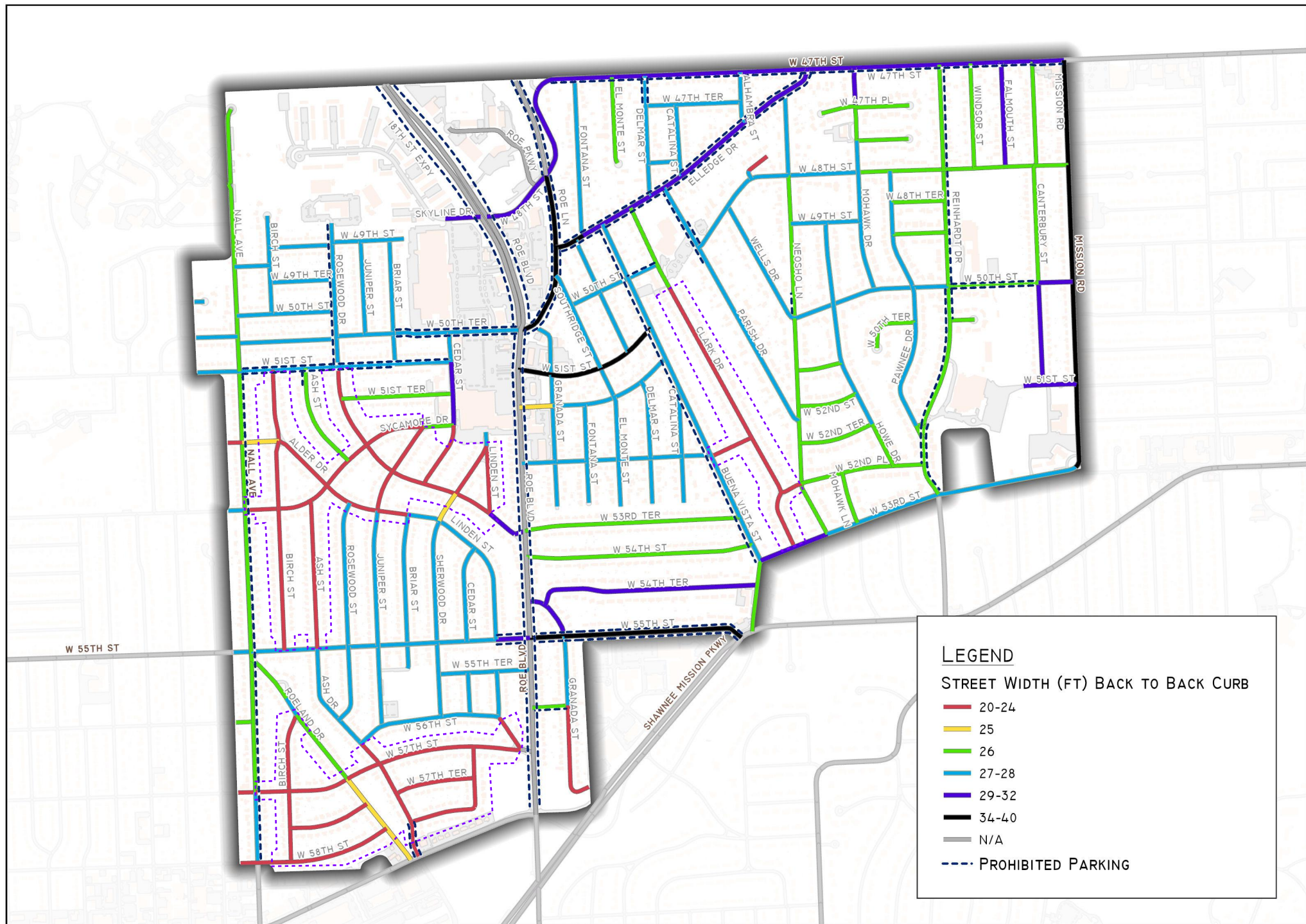
Under age 5: _____ Ages 15-19: _____ Ages 35-44: _____ Ages 65-74: _____
 Ages 5-9: _____ Ages 20-24: _____ Ages 45-54: _____ Ages 75+: _____
 Ages 10-14: _____ Ages 25-34: _____ Ages 55-64: _____

13. Do you own or rent your current residence? ☐ (1) Own ☐ (2) Rent

Thank you for sharing your feedback.

Your responses will help the City better understand how on-street parking is currently used on narrow residential streets and how potential changes may affect residents, visitors, emergency access, service delivery, street maintenance, and neighborhood safety.

Please return your completed survey in the enclosed postage-paid envelope addressed to:
ETC Institute, 725 W. Frontier Circle, Olathe, KS 66061



STREET WIDTHS - ROELAND PARK, KS



ON STREET PARKING

Roeland Park, KS

OVERVIEW



On Street Parking is typically allowed in Roeland Park with exceptions:

- Locations prohibited by ordinance.
- Locations prohibited by City Traffic Code or other regulations. These might include:
 - Next to intersections
 - Adjacent to fire hydrants
 - In front of community mailboxes
 - Bus stops

CONSIDERATIONS

On street parking has components including:

- neighborhood demographics like density, rental units, and off-street parking availability



- Classification of street, arterial, residential or commercial collector, and local residential
- Thru traffic volumes
- adjacent land use – single family, duplex, multifamily, or commercial/industrial
- Geometric elements like sight distance, horizontal or vertical curvature.
- Street width

AVAILABLE GUIDANCE

The American Association of State Transportation and Highway Officials (AASHTO) Policy on Geometric Design of Highways and Streets (the “Green Book”)

- The minimum width of a parking lane is 8' from back of curb (using 6' of pavement typically)
- On street parking is generally allowed on both sides of residential streets where the street width is 26' or greater
- One thru lane is assured at an approx. width of 10'.



- Specific parking lanes are not usually designated
- The lack of two thru lanes may be inconvenient to the user in some cases; however, the frequency of such concerns has been found to be remarkably low.
- Some consider this a form of “traffic calming”

Additional Guidance



Additional guidance is not extensive.

Institute of Transportation Engineer forum and Neighborhood Street Design Guidelines



- Suggestions of No Parking where street width is less than 20'. (this seems obvious to me, but I am not aware of any streets this narrow in Roeland Park).
- If traffic volumes or other relevant factors require two thru lanes, then parking on one side only is suggested for streets less than 30' in width. (8' parking, 2-10 ft lanes)
- Most discussion is about intersection clearance, mailboxes etc...
- Under most circumstances in a neighborhood "one-side-only" parking is not recommended because of the need for regulation and enforcement and the potential for "wrong-side" violators

**LAMP
RYNEARSON**

ON STREET PARKING

LOCAL HISTORY

Many cities design residential street reconstructions at 26' and allow parking on both sides.

OP has a few reconstructed streets in the north that are 24' wide and parking is restricted to one side.



**LAMP
RYNEARSON**

ON STREET PARKING



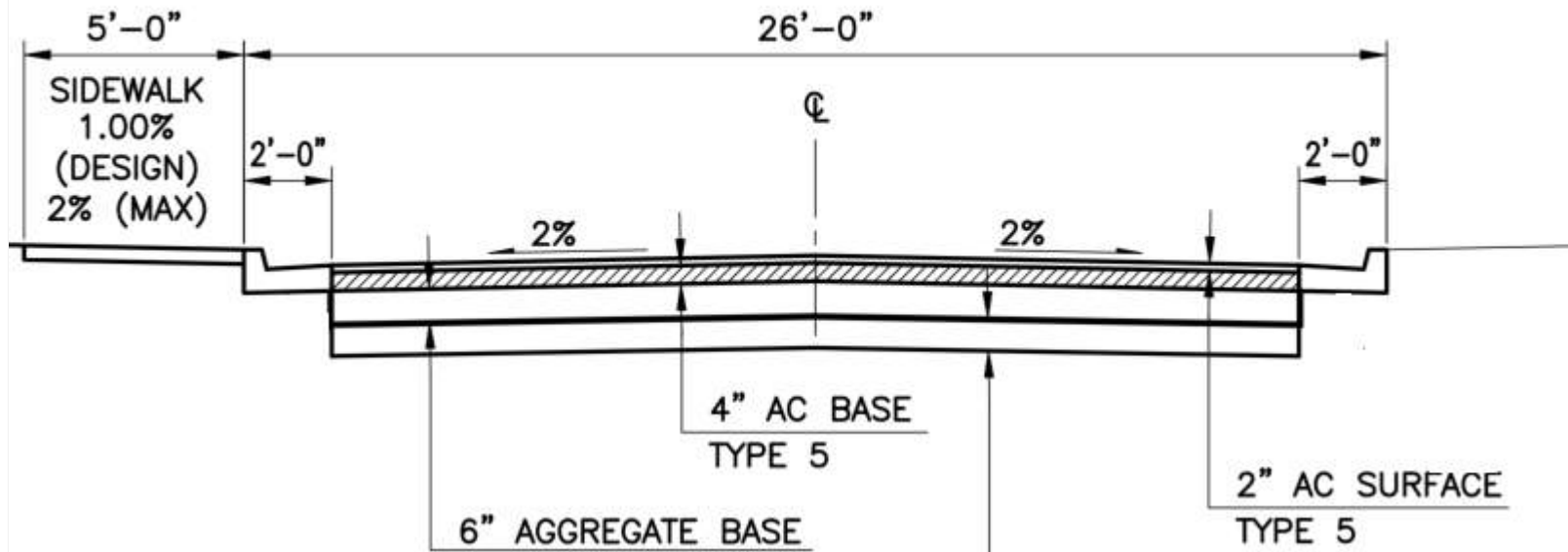
Bicycle considerations affect parking

- Share the road markings do not generally require restricted parking. If the on-street parking is more common, it may affect the placement of the share road markers for enhanced visibility.
- Dedicated on street bicycle facilities generally result in restrictions (full or daytime) on parking on that side of the street.

Much of Roeland Park's housing inventory is single drive/single garage with limited depth of driveways.

Additionally, lot widths are often narrow and leave less curb length for parking due to driveways and other elements

Street Widths



- Streets in Roeland Park were physically inspected and measured for Back of Curb to Back of Curb (the “street width”).
- Survey did not measure at every possible change in width (i.e. ends of every block, or change from commercial to residential etc...)
- There can be minor deviations on some streets.

No Parking Areas



Sec. 14-219. Parking Prohibited on Certain City Streets.

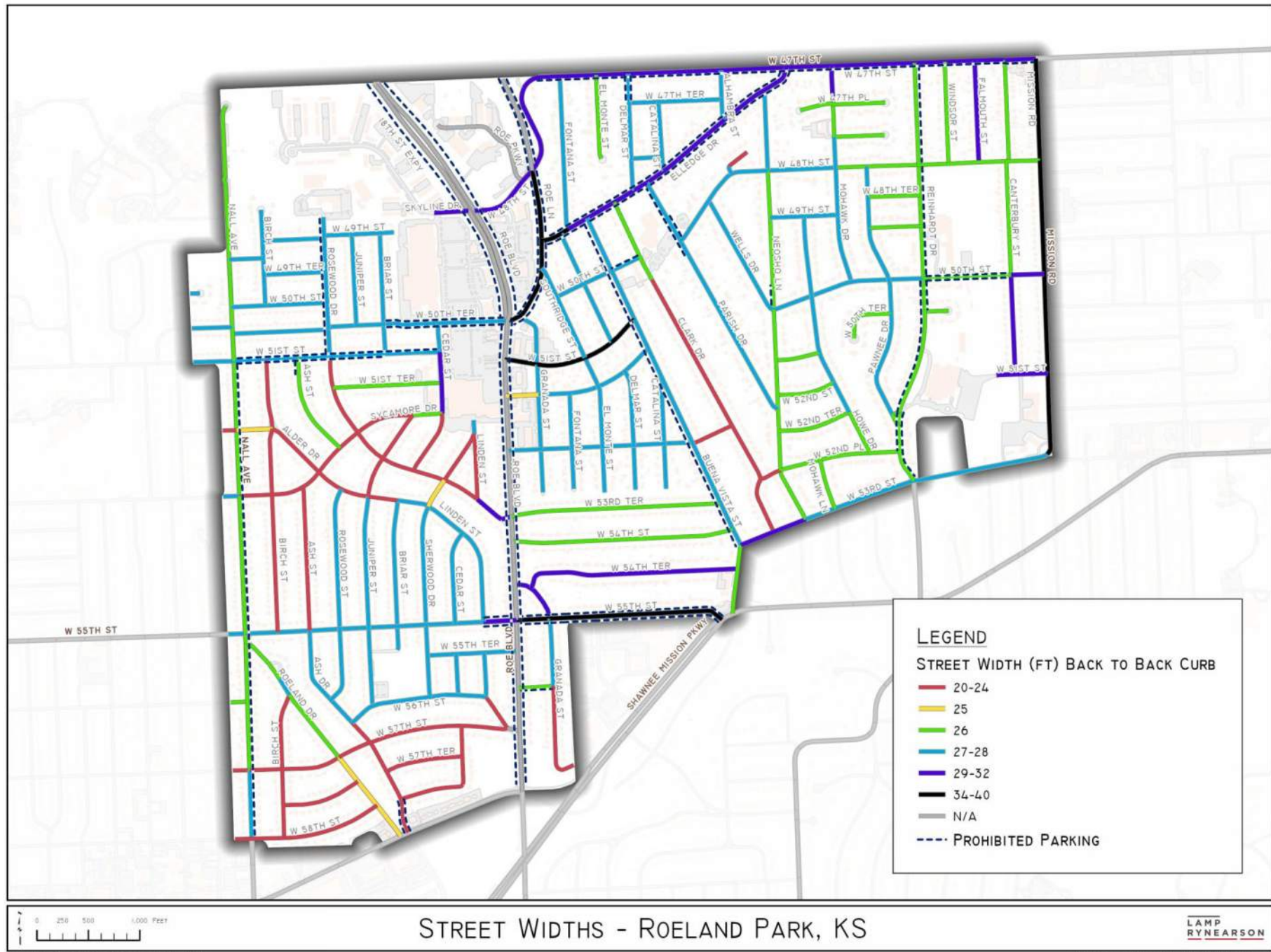
No person shall stop, stand or park a motor vehicle except when necessary to avoid conflict with other traffic or in compliance with direction of a police officer or traffic control device in any of the following places:

- (a) On the east side of Nall Avenue from the south City limits to 51st Street;
- (b) On the south side of 51st Street from Briar to Nall Avenue;
- (c) On the south side of 56th Street, between the intersections of Granada and Roe Boulevard;
- (d) On any portion of the north side of 51st Street from Cedar to Nall Avenue;
- (e) On the west side of Buena Vista on any portion of the street;
- (f) On any portion of Roe Lane;
- (g) On the east side of Reinhardt Street between the intersections of 48th Street and 50th Terrace; and between the intersection of Lucas Lane and 53rd Street;
- (h) On either side of 50th Street between the intersections of Reinhardt and Canterbury;
- (i) On any portion of 47th Street;
- (j) On the west side of Ash from the intersection of 51st to a point 100 feet south of that intersection;
- (k) On the west side of Neosho Lane at the intersection of Neosho Lane and 50th Street and Wells Drive, to a point 170 feet north of the crosswalk crossing Neosho at that intersection;
- (l) On any portion of Roe Boulevard;
- (m) On the west side of Parish Drive from the intersection of Elledge Drive and Parish Drive to a point 150 feet south the entrance of the Roesland Elementary School parking lot;
- (n) On the north side of 50th Street between Clark Drive and Buena Vista Drive;
- (o) On the west side of Rosewood Drive north of the intersection with 51st Street;
- (p) On the west side of Reinhardt between 50th Terrace and 52nd Place;
- (q) On the east side of Parish from 48th Street to a point 250 feet north of that intersection;
- (r) On either side of 55th Street between Linden and Roe Boulevard;
- (s) On either side of Ash from Johnson Drive to 58th Street;
- (t) On either side of 50th Terrace between Briar and Roe Boulevard;
- (u) On either side of Delmar between the intersection of 47th Street and 47th Terrace;
- (v) On the south side of Elledge Drive between Buena Vista and Parrish, except for pick-up and drop-off of students at Roesland Elementary;
- (w) On 55th Street between Shawnee Mission Parkway and Roe Boulevard.

Street Width Map

**LAMP
RYNEARSON**

ON STREET PARKING



Street Widths Inventory



Inventory Conclusions

82% of Roeland Park residential streets are 26' or wider, so street width is generally adequate for parking.



LAMP
RYNEARSON

ON STREET PARKING

Most parking restrictions seem to relate to the following factors:

- Higher thru traffic volumes (ex. 55th Street, Roe Lane, 47th Street etc...)
- Commercial adjacent (50th Terrace W. of Roe)
- Schools adjacent (Elledge, Reinhardt)
- Some have a combination of the above factors

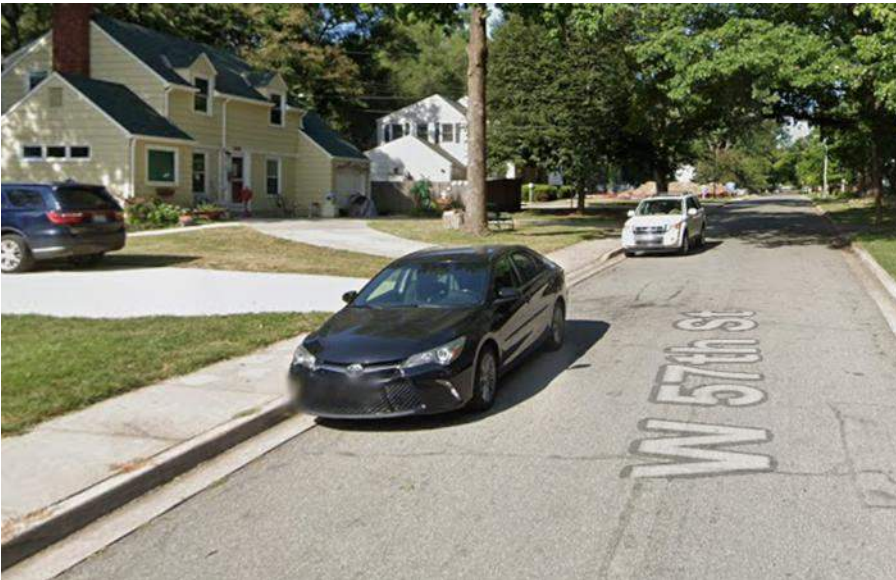
Most streets < 26' seem to be located geographically in the SW portion of the city. Almost no streets < 26' have parking restrictions

Other Cities nearby



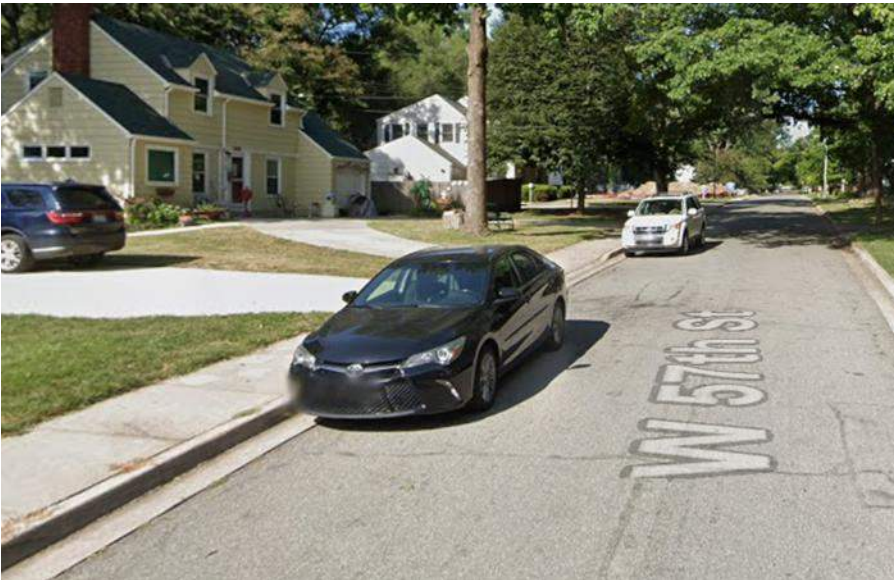
- Westwood – No parking on any street, public road, or highway within the city between the hours of 2:00 a.m. and 6:00 a.m.
- Leawood - No person shall park or place any vehicle upon the streets, alleys, boulevards, or other public ways continuously for a period of more than twenty-four (24) hours.
- Mission - Same as Leawood but 48 hours.
- No policies exist in this research to globally allow/restrict on street parking.

Recommendations



- Understand that, in Roeland Park, street widths are not a driving factor in on street parking decisions.
- Be aware that traffic patterns, development, etc... can change the situation on any given street.
- Consider parking restrictions based on defined engineering factors and study only with support of residents. Any policy should be based on individual street features as described.
- Consider increasing “Red” and “Yellow” streets to 26’ in combination with any neighborhood street reconstruction projects. Roadside factors (trees, grades, proximity of homes to street etc...) may influence these decisions.

Policy?



- Considerations:
- Street/Roadside elements including sidewalks, width, design features
- Prohibit parking as specified in 14-219 of the City Code
- Require an engineering study of parking amounts/frequency for locations with significant verified individual complaints
- Study areas reported by public safety as having verified issues with emergency access
- Study if traffic patterns, development, etc... change (or will change) the situation on any given street.
- Consider support of residents.

Q & A





LAMP
RYNEARSON

ON STREET PARKING ROELAND PARK, KS

JULY 7, 2025

OVERVIEW

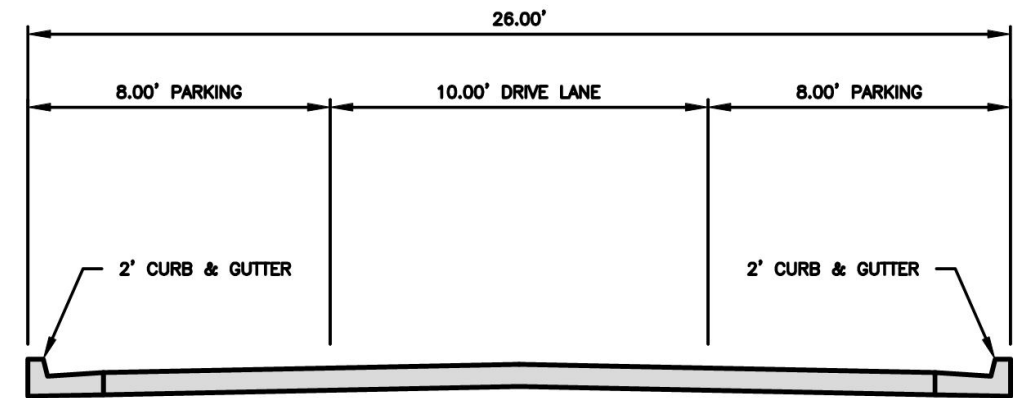
On Street Parking is typically allowed in Roeland Park with exceptions:

- Locations prohibited by ordinance.
- Locations prohibited by City Traffic Code or other regulations. These might include:
 - Next to intersections
 - Adjacent to fire hydrants
 - In front of community mailboxes
 - Bus stops



AVAILABLE GUIDANCE

- The American Association of State Transportation and Highway Officials (AASHTO) Policy on Geometric Design of Highways and Streets (the “Green Book”)
- The minimum width of a parking lane is 8' from back of curb (using 6' of pavement typically)
- On street parking is generally allowed on both sides of residential streets where the street width is 26' or greater
- One thru lane is assured at an approx. width of 10'.
- Specific parking lanes are not usually designated
- The lack of two thru lanes may be inconvenient to the user in some cases; however, the frequency of such concerns has been found to be remarkably low.
- Some consider this a form of “traffic calming”



ADDITIONAL GUIDANCE



Additional guidance is not extensive.

Institute of Transportation Engineer forum

- Suggestions of No Parking where street width is less than 20'. (this seems obvious to me, but I am not aware of any streets this narrow in Roeland Park).
- If traffic volumes or other relevant factors require two thru lanes, then parking on one side only is suggested for streets less than 30' in width. (8' parking, 2-10 ft lanes)
- Most discussion is about intersection clearance, mailboxes etc...
- City of Austin has a policy for "permit" parking in residential areas. I don't think this applies

LOCAL HISTORY



Many cities design residential street reconstructions at 26' and allow parking on both sides.

OP has a few reconstructed streets in the north that are 24' or less wide and parking is restricted to one side.

Bicycle considerations affect parking

- Share the road markings do not generally require restricted parking. If the on-street parking is more common, it may affect the placement of the share road markers for enhanced visibility.
- Dedicated on street bicycle facilities generally result in restrictions (full or daytime) on parking on that side of the street.

No complete inventory of street widths exists in Roeland Park, but many streets seem to be about 27'.

Much of Roeland Park's housing inventory is single drive/single garage with limited depth of driveways.

Additionally, lot widths are often narrow and leave less curb length for parking due to driveways and other elements

DISCUSSION AND QUESTIONS



I. SCOPE

This policy includes: (1) a statement of procedures to be followed in determining if a request to restrict on street parking should be considered by the Governing Body; (2) the process of notifying, eliciting feedback and encouraging participation by property owners impacted by on street parking limitations and (3) criteria or standards upon which decisions shall be based.

II. PURPOSE

To establish a uniform policy for consideration of restricting on street parking within the community. The policy is intended to provide a clear, logical and expedient method for considering and acting upon street parking restrictions.

III. RESPONSIBILITIES

A. City Clerk

1. Receive requests and ensure all requested information is provided and accurate.
2. Provide notice to impacted property owners of proposed restrictions, request property owner input/feedback, inform of meeting dates and times and encourage attendance/participation.

B. Public Works Director

1. Compile relevant street design and function data and compile summary of conditions into report for consideration.
2. Compile feedback from impacted property owners into report for consideration.

C. Police Chief

1. Compile relevant public safety information into report for consideration.
2. Incorporate fire and EMS considerations into report for consideration.

D. Governing Body

1. Understand and employ the criteria contained in this policy when rendering a decision.
2. Consider feedback from impacted property owners as well as information and recommendations provided by staff.
3. Render a decision in a thoughtful and expedient manner.

IV. PROCESS

A. Requests

1. A request to restrict on street parking shall be made by completing and submitting to the City the "On Street Parking Change Request" form. The form will be available at City Hall or through the City's web site. The form shall be submitted to the City Clerk. The City Clerk will ensure that the form is accurate and complete.
2. A request shall be considered by the Governing Body if 51% or more of the properties adjacent to the impacted corridor have an owner sign the completed

City of Roeland Park - Restricting On Street Parking Policy

form indicating their support of the change. Each property may have only one person sign in support of the change and that person must be a listed as an owner on the title of that property.

3. The request shall be for a street segment that is a minimum of 180' in length and terminates at either an intersection or a dead end/cul-de-sac.
4. A request meeting the criteria spelled out in 1, 2, and 3 above will be added to the Council Workshop agenda for consideration. Sufficient time shall be provided to the City Clerk to mail notification to all property owners impacted by the change giving them notice of the date and time of the meeting where the request will be discussed. The notification will also inform the property owner of what is being considered and may include a request of them to provide feedback prior to the meeting date on preferred options being considered.

B. Relevant Information to be Compiled and Considered

1. Design Conditions- the width of the street, location and width of existing sidewalks, functional classification of the street, is this a bike route, is visibility a problem due to vertical or horizontal curves or the site triangle is limited at affected intersections.
2. Driveway Concentration- how does the width of the lots and the concentration or width of existing drives impact the availability of on street parking as well as the function and safety of movements into and out of drives with the proposed parking restrictions.
3. Emergency Access- does the street width provide sufficient room to allow the proposed parking and retain at minimum a 10' isle for emergency vehicles to pass.
4. Other Relevant Factors- are there other factors that should be considered such as special uses (schools, medical facilities, nursing homes) or unique neighborhood circumstances.

C. Consideration Process

1. Governing Body will consider an application during a workshop.
2. Parking restriction options that will be considered include: no parking anytime, no parking at posted times, and no parking on posted days.
3. Following consideration of the information presented, the Governing Body will either move the issue to a Council meeting for action, request additional information or choose not to take any further action.
4. A change to the on street parking restrictions will require passage of an ordinance amending the appropriate section of the City code.

D. Implementation Process

1. If a change to the on street parking restrictions is approved, the Public Works Director will order and install the appropriate signage.
2. Temporary signage will be installed until permanent signs are available.
3. The City Clerk will provide notification to the adjacent properties impacted by a change. Enforcement will commence thereafter.