



AGENDA
City of Roeland Park, Kansas
Governing Body Meeting
City Hall, 4600 W 51st Street
August 18, 2025 6:00 PM

- | | | |
|--|---|---|
| • Michael Poppa, Mayor | • Emily Hage, Council Member, Ward 3 | • Keith Moody, City Administrator |
| • Jan Faidley, Council Member, Ward 1 | • Kate Raglow, 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 | | • Donnie Scharff, Public Works Director |

Council Standing Committees

Admin
Faidley
Schraeder

Finance
Dickens
Hage

Safety
Hill
Raglow

Public Works
Madigan
Lero

I. Approval of Minutes

- A. Governing Body Workshop Meeting Minutes August 4, 2025

II. Discussion Items

- A. Review Complete Streets Analysis for 51st Street Project and Discuss Design Options (20 min)
- B. Review 55th Street Cost Estimate if a Multi-Use Path Added as well as Impacts to Trees and Drive Slopes (10 min)
- C. Review Roe Boulevard Speed Study (15 min)

III. Non-Action Items

IV. Committee Minutes

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

V. Adjournment

Welcome to this meeting of the Committee of the Whole 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

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

Item Number: I. Approval of Minutes



City of Roeland Park
Action Item Summary

Submitted By:

Committee/Department: Administration

Title: Governing Body Workshop Meeting Minutes August 4, 2025

Item Type: Action Item

Recommendation:

The workshop meeting minutes will be added as soon as they are available.

Details:

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. Governing Body Workshop Meeting Minutes August 4, 2025

CITY OF ROELAND PARK, KANSAS
GOVERNING BODY WORKSHOP MINUTES
ROELAND PARK CITY HALL
4600 WEST 51ST STREET, ROELAND PARK, KS 66205
August 4, 2025, 6:00 P.M.

- Michael Poppa, Mayor
- Benjamin Dickens, Council Member
- Jan Faidley, Council Member
- Emily Hage, Council Member
- Jennifer Hill, Council Member

- Matthew Lero, Council Member
- Tom Madigan, Council Member
- Kate Raglow, Council Member
- Schraeder, Council Member

- Keith Moody, City Administrator
- Jennifer Jones-Lacy, Asst. City Admin.
- Kelley Nielsen, City Clerk
- Cory Honas, Police Chief
- Donnie Scharff, Public Works Director

(Roeland Park Governing Body Workshop Meeting Called to Order at 7:11 p.m.)

I. MINUTES

1. Governing Body Workshop Meeting Minutes July 7, 2025

The minutes were approved as presented.

II. DISCUSSION ITEMS

1. Review 55th Street Complete Street Analysis and Discuss Design Options

Janell Clayton, Merge Midwest, presented her report on the elements to be considered under the City's Complete Streets ordinance and the 55th Street Project. Due to construction in the area, they could not obtain accurate traffic and speed data but did use KDOT information from 2017. They also incorporated KDOT's crash data from 2019 to 2024. Ms. Clayton said most incidents were intersection related crashes and due to driver causes and design of the roadway. There was nothing in the data that would suggest a need for a road change. Also, Ms. Clayton noted that the driveway along 55th Street will be reconstructed to be ADA compliant.

Ms. Clayton noted that 55th and Roe as well as 55th and Granada are ADA compliant but not a preferred design noting it was the best design they could do considering the restrictions of the area and the extreme cost that would be associated with a redesign.

City Manager Moody noted that some of the images of the area shown on Google maps are older photos and do not reflect the current conditions.

CMBR Faidley also noted that Roe was reconstructed before the City had their Complete Streets policy.

Ms. Clayton said there are no recommended changes regarding street and sidewalk lighting along this section of 55th Street. Also, the sidewalk for this area is part of the City's priority sidewalk network.

Mayor Poppa asked if sharrows would be a part of the plan. Ms. Clayton said it is part of the plan, but there is not enough width to have them and a shared use path.

City Manager Moody said the EPC development site shows a pedestrian sidewalk at the west end of the property on 55th in Fairway for the senior complex. There is an anticipated increase in pedestrian

traffic around Starbuck's and Einstein's. Mr. Moody said they will continue their talks with Fairway to create a crosswalk.

CMBR Faidley said the development does show a sidewalk along property. City Manager Moody said it does show a privately constructed sidewalk.

CMBR Faidley inquired as to what the red spots are in Exhibit A. Ms. Clayton said they are existing light poles. CMBR Faidley also inquired about how much right-of-way there is off the roadway and whether that would be enough to construct a multi-use trail while still allowing parking on street for the Fairway side.

Mayor Poppa said they do have large rights-of-way to the houses on a portion of 55th. He believed this was discussed previously and they would need to do permanent easements on the north side. City Manager Moody said there would be no room to do an 8-foot path without a permanent easement on the north side of 55th Street.

CMBR Faidley asked staff to get back with them on exactly how much right-of-way is there. City Manager Moody said they would need just a few feet more.

CMBR Hill asked what vegetation would be disrupted. City Manager Moody said there shouldn't be any impact on trees but will impact the grass due to grading.

Mayor Poppa said he did not believe any trees were in the area of this project on 55th Street.

CMBR Lero said there were only a couple of steep driveways on 55th and most of them were a flat grade. He asked about having a crosswalk associated with EPC's private sidewalk. City Manager Moody said it is just paint. CMBR Lero also noted the pedestrian crossing from KU Med to Starbuck's and Einstein's and it is a lot of traffic. He said it is important to continue to work with Fairway for a crosswalk as that is a highly used area. He added that he would give up some of his yard to widen the path as it is that important.

CMBR Faidley said they need to determine if there is community interest to widen sidewalk.

Public Works Director Scharff added that if they widen the path, then utility lines will need to be moved.

There was agreement to get more information on the construction of a multi-use path and an estimate of associated costs.

CMBR Hage said painting the street does not affect the final design. City Manager Moody said they generally want to have ramp access if they paint a pedestrian walkway.

2. Executive Session

The Executive Session was held at the end of the City Council meeting.

III. COMMITTEE MINUTES

1. Ad-Hoc Historical Committee Meeting Minutes June 26, 2025

2. **Aquatic Advisory Committee Meeting Minutes June 10, 2025**
3. **Arts Advisory Committee Meeting Minutes July 2, 2025**
4. **Diversity, Equity, and Inclusion Committee Meeting Minutes June 24, 2025**
5. **Sustainability Committee Meeting Minutes June 5, 2025**

Committee minutes are attached to the agenda packet.

IV. ADJOURN

CMBR Raglow adjourned the meeting.

(Roeland Park Workshop Adjourned at 7:43 p.m.)

Item Number: II. Discussion
Items



City of Roeland Park
Action Item Summary

Submitted By:

Donnie Scharff, Public Works Director

Committee/Department: Public Works

Title: Review Complete Streets Analysis for 51st Street Project and Discuss Design Options (20 min)

Item Type: Action Item

Recommendation:

The City Engineer will review the Complete Streets Report and seek direction from Council on the desired design for the corridor.

Details:

51st Street from Cedar to Nall is a street project planned for 2026. The street currently does not allow parking on either side, but for the easternmost section that has been widened to accommodate parallel parking. A 5' sidewalk currently exists along the north curb line. The City's bike/ped strategic plan contemplates bike lanes being added and a "low priority sidewalk" addition to the south side of the street. A budget was established assuming adding an 8' wide multipurpose trail to the south side of the street while also shifting the south curblane north, narrowing the vehicle travel lanes. This approach keeps the southern edge of the 8' multipurpose trail close to where a 5' sidewalk would be if the southern curblane was not shifted. Adding the multipurpose trail to the north side of the street would entail pushing existing overhead power poles further north or moving them to the south side of the street. Cross-sections of the proposed and existing streets are attached to aid in visualizing the impacts of the proposed design. The design contemplated should not require removal of any mature trees along the south side of the street.

Also attached is an exhibit showing the differences between the proposed street section and one with 5' sidewalks plus 5' on-street bike lanes (as contemplated in the Bike/Ped Strategic Plan). The back of the sidewalks would be around 3'-6" closer to the front of homes on each side of the roadway if the Bike/Ped contemplated design were used. Notes:

- Cost increases substantially due to increased pavement and curb removal and replacement.
- The bike lane section is probably not feasible due to driveway grades on the north side. We are challenged to just get sidewalk ADA compliance with the existing curb line and sidewalk. Moving the back of the sidewalk another 3'-6" to the north makes the driveways unacceptably steep.

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. Complete Streets Report for 51st Street 8-14-25
2. Cross Section Assuming a Multi-purpose Trail on the North Side and 2 10 Foot Travel lanes 2-24-25
3. Cross Section Comparison Between Proposed Multi-purpose Trail on the South Side vs On Street Bike Lanes 8-18-25

TECHNICAL MEMORANDUM

TO: Donnie Scharff, Director of Public Works
FROM: Janelle Clayton, PE, PTOE
DATE: August 14th, 2025
SUBJECT: 51st Street Complete Streets Review

The purpose of this technical memorandum is to summarize the review of Complete Streets elements for the W 51st Street 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	W 51 st Street – Nall Avenue to Cedar Street
City Project Title/Number	2026 CARS – W 51 st Street
Project Funding Source	Johnson County
Project Scope	2" Mill & Overlay of W 51 st Street from City Limits west of Nall Avenue to Cedar Street. Includes the addition of an 8' multi-use path on the south side of W 51 st Street, bringing the driveway aprons into ADA compliance for the sidewalk on the north side of W 51 st Street, base repairs, and curb replacements. Removal of 2' of pavement on the south side of 51 st Street between Nall Avenue and Cedar Street to accommodate the 8' multi-use path.
Project Length	Approx. 0.38 miles
Roeland Park Ward(s)	Ward 1
City's Street Classification	1 st Collector Street
Posted Speed Limit	25 MPH
Design Speed	30 MPH
85 th Percentile Speed	31 MPH
Average Daily Traffic	1,904 Vehicles Per Day
Truck Percentage	5.3% (Includes Buses and Delivery Trucks) 0.4% (Heavy Trucks)
Trucks Allowed	No – Marked for NO TRUCKS by signage
Transit Route	None on W 51 st Street; Roe Boulevard is the closest route on the RIDE KC system – No stops are located in the near vicinity.
Roeland Park Pedestrian & Bicycle Infrastructure Strategy	
Roeland Park Destinations Nearby?	• Nall Park is located 0.45 miles to north on Nall Avenue. • Roeland Park Community Center is located 0.25 miles to the north on Rosewood Drive. • A commercial area (and Village Node as identified in the 2012 Comprehensive Plan) is located on the east end of the corridor. • Jack M. Carpenter Park is located 0.12 miles to the south on Cedar Street.
On the Priority Sidewalk Network?	Yes
On the Proposed Bicycle Network?	Yes – From Nall Avenue to Rosewood Drive (Dedicated On-Street Bike Lane) No – From Rosewood Drive to Cedar Street
Priority Intersections?	W 51 st Street & Nall Avenue – First Priority W 51 st Street & Rosewood Drive – First Priority W 51 st Street & Birch Street – Second Priority W 51 st Street & Ash Street – Second Priority W 51 st Street & Briar Street – Second Priority
Listed Projects?	Bicycle Lane – Rosewood Drive to Nall Avenue

DATA COLLECTION

Traffic Volumes & Speed Data

Speed and volume data were obtained along W 51st Street on Wednesday June 25th, 2025, and Thursday June 26th, 2025. The average typical weekday daily traffic volume is 1,904 vehicles per day (vpd); 1,090 vpd eastbound and 814 vpd westbound. This volume is just slightly lower than the typical volume on a collector roadway which is 2,000 – 5,000 vehicles per day, but still within expected ranges.

Crash Review

Crash data was provided by the Kansas Department of Transportation (KDOT) for the years 2019 through 2024 for W 51st Street from the intersection with Nall Avenue to the intersection with Cedar Street.

Three crashes occurred along the study corridor during this 6-year study period. All of the crashes were Property Damage Only crashes, no Injury or Fatalities. One of the crashes occurred at the intersection of W 51st Street & Cedar Street when an eastbound vehicle stopped at the STOP sign for a long period of time. The vehicle behind it decided to try to go around it, when the vehicle that was stopped started to turn hitting the other vehicle. One of the crashes occurred at the intersection of W 51st Street & Nall Avenue when an eastbound vehicle slid on a metal plate over the road and slid into the intersection hitting a northbound vehicle that was already proceeding. One crash occurred at the intersection of W 51st Street & Birch Street where a westbound vehicle was stopped waiting to turn left (south) onto Birch and was rear-ended.

All of the crashes occurred during daylight hours. All of the crashes occurred during no adverse weather conditions. *In reviewing the crash reports, there is no evidence that a lack of lighting or the roadway surface is contributing to the crashes that are occurring.*

COMPLETE STREETS ELEMENTS

Americans with Disabilities Act (ADA) Compliant Pedestrian Routes

Existing sidewalk is provided along the north side of W 51st Street. No sidewalk is currently present on the south side of W 51st Street; however, the project includes the design and construction of an 8' multi-use path from Nall Avenue to Cedar Street. The ultimate plan for W 51st Street in the City's Pedestrian & Bicycle Infrastructure Strategy was for a sidewalk on both sides of W 51st Street, and on-street bike lanes. The approach of utilizing the 8' multi-use path on the south side of W 51st Street keeps the built environment from encroaching toward the properties on the south side of W 51st Street. In addition, building to the north would require significant utility relocations, most notably the overhead power lines.

ADA ramps are provided at the public street intersections with Nall Avenue, Rosewood Drive, and Cedar Street. There are no detectable warnings for the curb ramps at the intersection with Briar Street. The existing sidewalk cross slopes through the residential driveways are not ADA compliant and will be replaced as part of the project.

The curb ramps at the intersection of W 51st Street & Nall Avenue provide detectible warning panels with compliant slopes. The ramps are provided in the middle of the radius. A more desirable design would be to construct directional ramps. Constructing directional ramps would require significant modification of not only the sidewalk and would require chasing grades beyond the ramps where there is already a higher curb acting as a retaining wall. **Recommendation: Leave ramps in place.**

The curb ramps at the intersection of W 51st Street & Rosewood Drive provide detectible warning panels located in the middle of the radius. A more desirable design would be to construct directional ramps. The ramps are physically in good condition and the northwest corner has recently been reconstructed. Constructing directional ramps would require significant rework of the corners of the intersections. **Recommendation: Leave ramps in place.**

The curb ramps at the intersection of W 51st Street & Briar Street do not provide detectible warning panels. Providing a directional ramp on the northeast corner would be challenging due to the overhead power line adjacent to the sidewalk. **Recommendation: Provide detectible warning panels in the ramps.**

The curb ramps on the northeast and northwest quadrants at the intersection of W 51st Street & Cedar Street provide detectible warning panels located in the middle of the radius. The curb ramp at the southwest corner is a directional ramp. Although directional ramps are preferred, the ramps in the northeast and northwest quadrants are physically in good condition. **Recommendation: Leave ramps in place.**

The intersections of W 51st Street with Birch Street and Ash Street currently do not provide any curb ramps on the south side of W 51st Street, as neither Birch Street nor Ash Street currently have sidewalks along them. The City's Pedestrian & Bicycle Infrastructure Strategy does indicate that Birch Street and Ash Street are on the City's Priority Sidewalk Network as Second Priority routes. In the future, one sidewalk is added to these routes, a receiving sidewalk ramp will need to be added to the north side of W 51st Street.

Street & Sidewalk Lighting

Existing LED street lighting is provided on the north side of W 51st Street with the poles spaced from approximately 170' – 370' apart. The existing lighting levels are shown on the attached **Exhibit 1**. The existing geometrics are shown in a gray line, while the proposed curbline reflecting

the new 8' multi-use path is shown in blue. *No changes to existing street lighting is recommended.*

Pedestrian & Bicycle Facilities

Existing sidewalk is provided along the north side of W 51st Street. There are currently no marked bicycle lanes or share the road markings along W 51st Street.

W 51st Street is on the City's Priority Sidewalk Network. The portion of W 51st Street from Nall Avenue to Rosewood Drive City's Proposed Bicycle Network, as well as on MARC's Bikeway plan. The section from Rosewood Drive to Cedar Street is not on the Proposed Bicycle Network. There is not enough available right-of-way to construct on-street bicycle lanes. Therefore, the 8' multi-use path is being designed to accommodate the bicycles. *Recommendation: Provide an 8' multi-use trail along the south side of W 51st Street to accommodate the bicycle route.*

The sidewalk along the north side of W 51st Street provides a continuous route for pedestrians along the corridor and connects them to the existing sidewalks at Nall Avenue, Rosewood Drive, Briar Street, and Cedar Street. As stated above, the intersections of W 51st Street with Birch Street and Ash Street currently do not provide any curb ramps on the south side of W 51st Street, as neither Birch Street nor Ash Street currently have sidewalks along them. The City's Pedestrian & Bicycle Infrastructure Strategy does indicate that Birch Street and Ash Street are on the City's Priority Sidewalk Network as Second Priority routes. In the future, one sidewalk is added to these routes, a receiving sidewalk ramp will need to be added to the north side of W 51st Street. *Recommendation: Maintain the existing sidewalk along the north side of W 51st Street, correcting the cross slopes at the driveways for ADA compliance.*

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 W 51st Street from Nall Avenue to Cedar Street. *Recommendation: No changes are recommended.*

Context Sensitive Landscaping

The design plans will account for the existing trees along W 51st Street to be maintained. As no other amenities, such as benches, etc. are planned, no other landscaping is planned. *Recommendation: No changes are recommended.*

Utility Relocation & Street Amenities Allowing for Efficient Levels of Service

Traffic control along W 51st Street 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.

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: W 51st Street		From: Nall Avenue To: Cedar Street
Guidelines	Comments	
Roadway Characteristics and Geometry		
Street Classification	☐ Arterial ☒ Collector ☐ Local	1st Collector Street
Land Use	☒ Commercial ☒ Residential ☐ Mixed Use ☐ Agricultural	Single-Family homes are present along the corridor. A commercial area is present at the far east end of the corridor. A church is also located at the far east end.
Design Speed	30 MPH	
Has a Traffic Study been conducted?	☒ Yes ☐ No	Daily traffic counts and speed data were collected on Wed. 7/25/25-Thurs. 7/26/25.
Level of Service	Existing: N/A Proposed: N/A	No Level of Service information available. Daily volumes are slightly lower than a typical collector road.
Street Width	Existing: 23.5' Proposed: 21.5'	23.5' travel way, 27.5' back-to-back 21.5' travel way, 25.5' 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 correctable crash patterns present along W 51st Street.

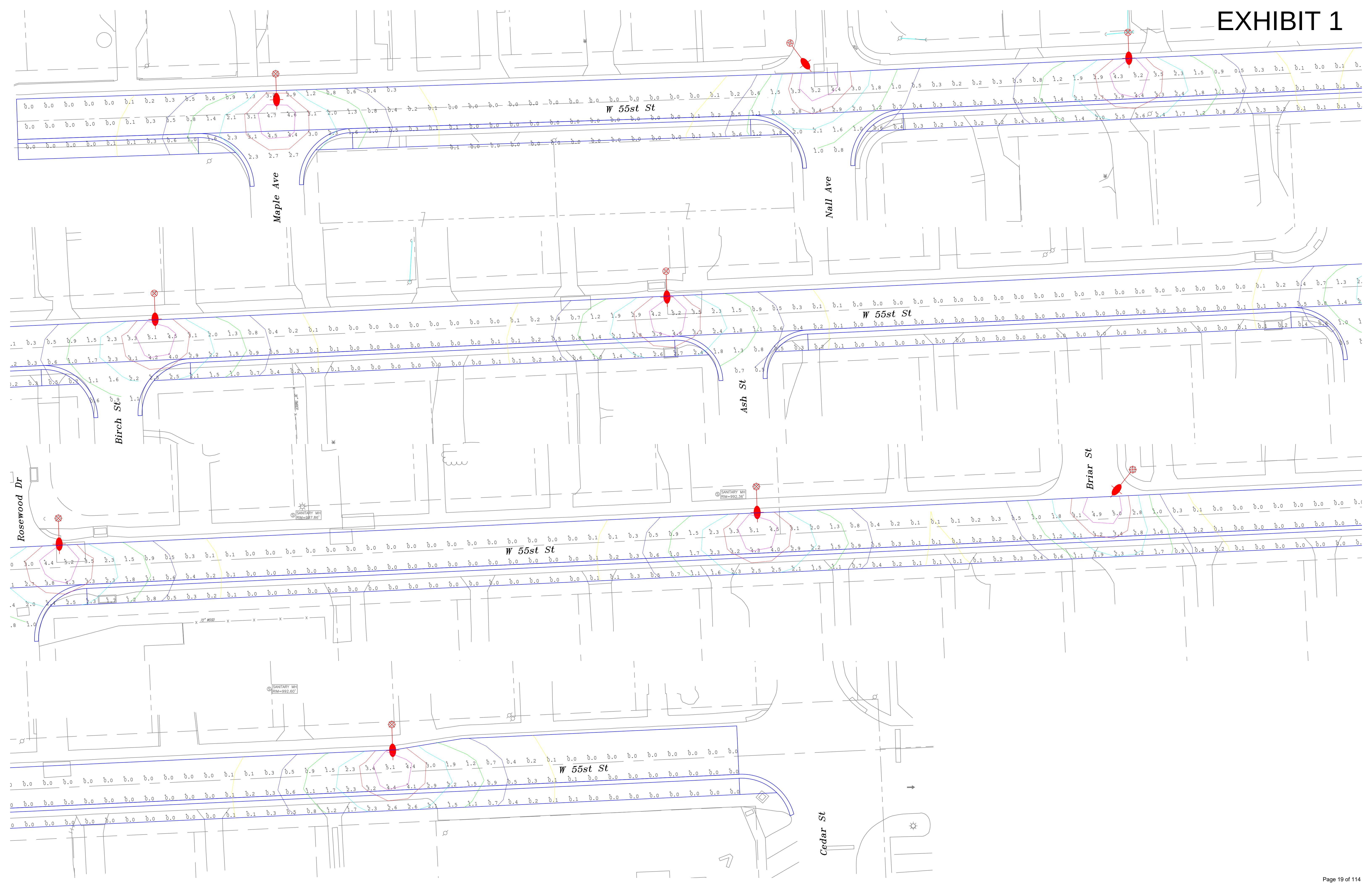
CITY OF ROELAND PARK, KS- ADMINISTRATION
 COMPLETE STREETS POLICY IMPLEMENTATION
 DESIGN CHECKLIST FOR PUBLICLY FUNDED PROJECTS



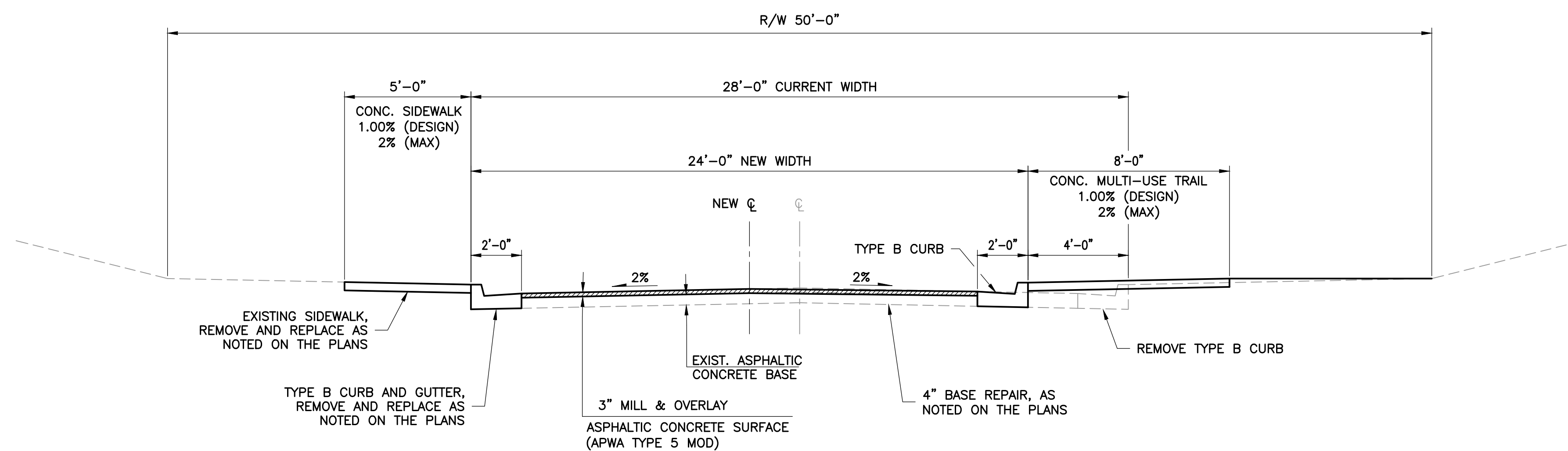
Existing Intersection Configuration	All-Way Stop Control - W 51st & Nall, W 51st & Rosewood, W 51st & Cedar Two-Way Stop Control on N/S Approaches - W 51st with Birch, Ash, and Briar No dedicated turn lanes at any intersection	
Proposed Intersection Configuration	Same as existing	
Motorist Accommodations		
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	Small section on south side of W 51st Street in front of church at Cedar Street.
Proposed On-Street Parking Configuration	☒ Parallel Parking ☐ Angled Parking ☐ N/A	Small section on south side of W 51st Street in front of church at Cedar Street.
Number of Parking Spaces Provided	Spaces are not marked; estimated 5 spaces	
Commercial and Emergency Vehicle Accommodations		
Does design accommodate emergency vehicle turning radius?	☒ Yes ☐ No	
Does design accommodate tractor-trailer turning radius?	☐ Yes ☒ No	Currently signed as a NO TRUCK route.
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	Sidewalk located on north side of W 51st Street from Nall Avenue to Cedar Street.
Are the facilities existing ADA compliant?	☐ Yes ☒ No	Sidewalk sections crossing driveways are not ADA compliant due to the warp at the back of the sidewalk.
Are there gaps in access or other impediments to pedestrians?	☐ Yes ☒ No	
Proposed Pedestrian Facilities	☐ Sidewalk ☒ Trail ☐ None	8' Multit-use trail is proposed along the south side of W 51st Street.

Bicyclist Accommodations		
Is this street on the comprehensive bike plan?	☒ Yes ☐ No	The section from Nall Avenue to Rosewood Drive is shown for dedicated on-street bike lanes. However, R/W doesn't allow for on-street lanes. The 8' multi-use path will accommodate the bicycles.
Existing Bicyclist Facilities	☐ On Street ☐ Off Street ☒ None	
Proposed Bicyclist Facilities	☐ On Street ☒ Off Street ☐ None	8' multi-use trail on south side of W 51st Street
Proposed On-Street Accommodation (if applicable)	☐ Dedicate Lane ☐ Shared Lane Marking ☐ Signs	N/A
Streetscaping Accommodations		
Is funding available for landscaping?	☐ Yes ☒ No	
Is funding for street lighting available?	☐ Yes ☒ No	
Does design account for future addition of streetscaping items?	☒ Yes ☐ No	
Utility Coordination		
Are utility conflicts present within the project boundaries?	☒ Yes ☐ No	
Has coordination been made to have conflicts removed before construction?	☒ Yes ☐ No	



PRELIMINARY



TYPICAL PAVEMENT SECTION
51ST STREET – WEST OF NALL AVE. TO CEDAR ST.

TYPICAL SECTION

51ST STREET IMPROVEMENTS – PROPOSED 2026 CARS
CITY OF ROELAND PARK, KANSAS



Know what's below.
Call before you dig.

REVISIONS

DESIGNER / DRAFTER

GVP/JEA

DATE

FEBRUARY 2025

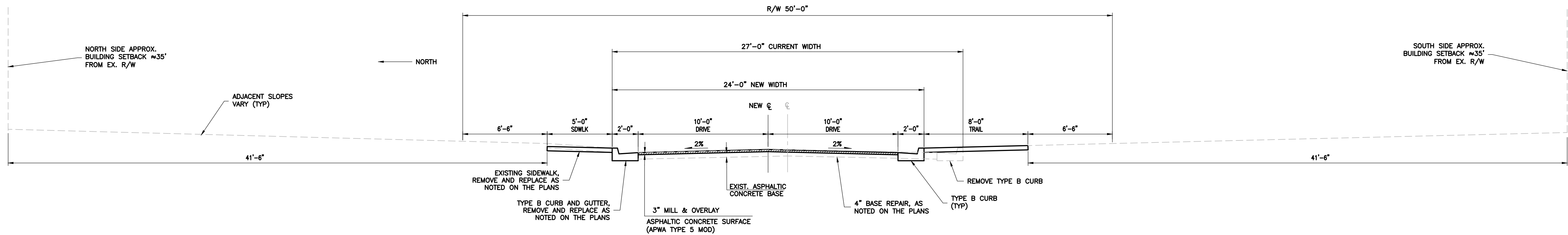
PROJECT NUMBER

BOOK AND PAGE

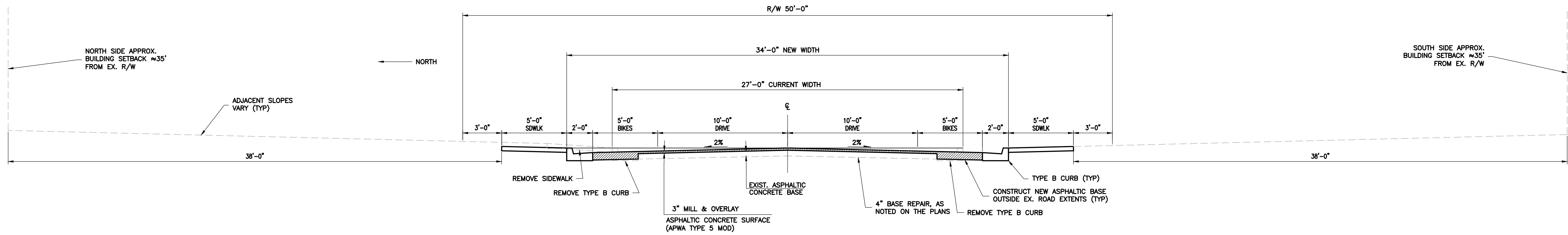
SHEET

1

L:\Engineering\0325072 Roeland Park KS 2026 CARS 51st ST\Drawings\BASE MODELS\PRELIMINARY\prelim sections.dwg, 8/15/2025, 3:50:00 PM, DAN RICHTER, LAMP RYNEARSON



OPTION A PAVEMENT SECTION - 8' TRAIL
51ST STREET - NALL AVE. TO CEDAR ST.



OPTION B PAVEMENT SECTION - BIKE LANES
51ST STREET - NALL AVE. TO CEDAR ST.

LAMP
RYNEARSON

LAMPRYNEARSON.COM

OMAHA, NEBRASKA
14710 W. DODGE RD., STE. 100 (402)496.2498

FORT COLLINS, COLORADO
4715 INNOVATION DR., STE. 100 (970)226.0342

KANSAS CITY, MISSOURI
9001 STATE LINE RD., STE. 200 (816)361.0440

PRELIMINARY

NOT RELEASED FOR CONSTRUCTION

SECTION OPTIONS
51ST STREET

PROPOSED 2026 CARS PROJECT - 51ST STREET
ROELAND PARK, KANSAS



Know what's below.
Call before you dig.

REVISIONS

DESIGNER / DRAFTER

DATE

PROJECT NUMBER

BOOK AND PAGE

SHEET

Item Number: II. Discussion
Items



City of Roeland Park
Action Item Summary

Submitted By:

Donnie Scharff, Public Works Director

Committee/Department: Public Works

Title: Review 55th Street Cost Estimate if a Multi-Use Path Added as well as Impacts to Trees and Drive Slopes (10 min)

Item Type: Action Item

Recommendation:

Review 55th St Complete Streets Analysis and provide directions on the preferred design for the project.

Details:

Staff Report for 8/18/25 Workshop: During the prior workshop review of this project, the Council requested a cost comparison if the project employed an 8' wide multipurpose trail on the north side vs the existing 5' sidewalk. That comparison has been developed by the City Engineer and is included in the attached presentation. The presentation also reflects the impacts on mature trees, drive slopes, and needed easements if a multipurpose trail were employed.

Staff Report from 8/4/25 Workshop: Attached is the Complete Street Analysis for the 55th St project. Janelle Clayton (city traffic engineer) will provide an overview of the compiled analysis along with design recommendations and engineering insights. Lamp Rynearson will also be in attendance.

Staff are looking for direction from the governing body on the preferred design of the project. Having clear direction on the design at the start will avoid additional costs that come with design changes requested after design efforts have already begun. Clear directions will also establish the magnitude of easements needed, which can impact the amount of time needed to secure all easements prior to commencing construction. Clarity in scope also influences the amount of field survey needed and, of course, it ultimately determines the cost of construction.

Budgeting for this project contemplated an asphalt surface mill and overlay along with spot curb and sidewalk replacements. That budget was the basis for the CARS funding allocated to this project and the amount of city resources budgeted.

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. 55th Street 8 Foot Shared Use Path Alternative Presentation 8-15-25
2. 55th Street Complete Streets Report 7-30-25

2026 CARS – 55TH STREET (ROE BLVD TO SHAWNEE MISSION PARKWAY)

AUGUST 18, 2025



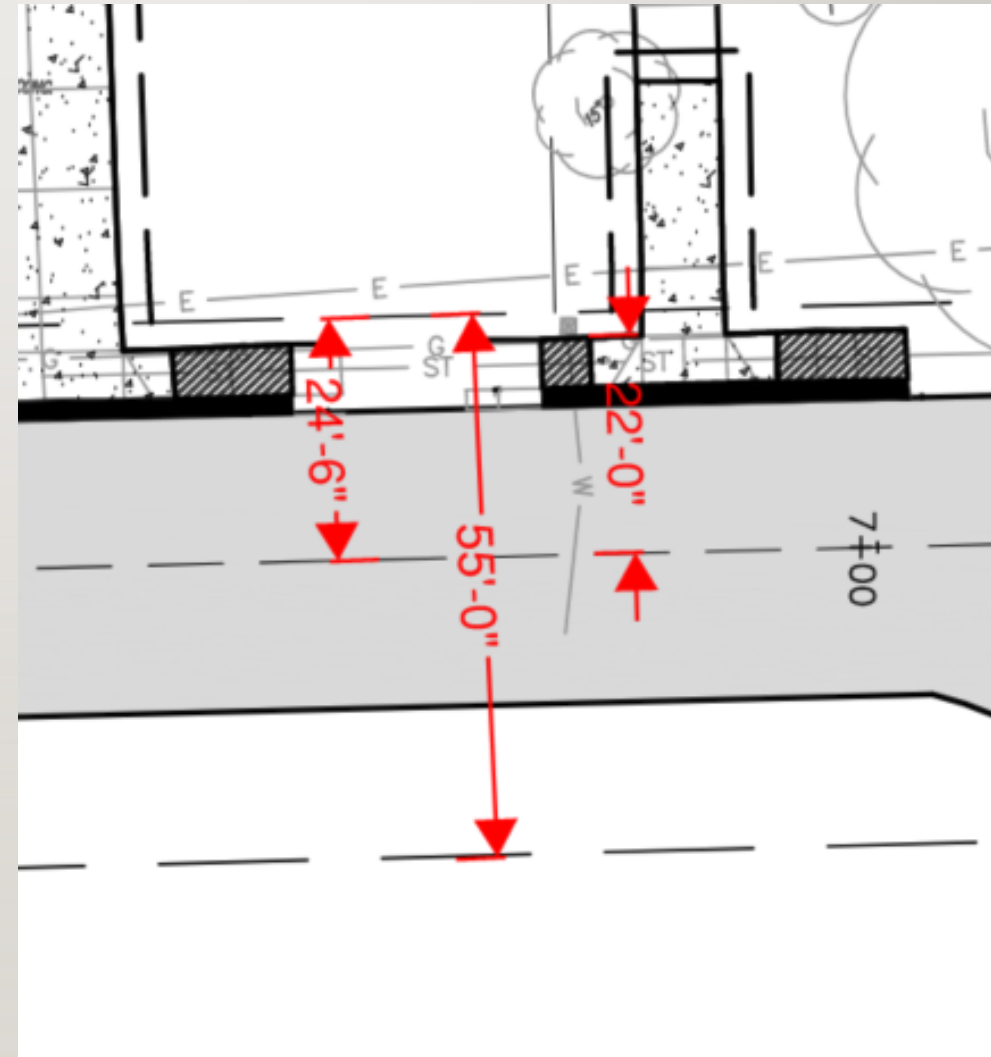
AGENDA



- Review existing street conditions
- Study possibilities for extending sidewalk to 8 ft shared use path
- Costs and easements associated with options
- Potential pedestrian crossing locations

EXISTING CONDITIONS

- 55th Street is 30 feet wide
- Most houses sit back 60+ feet from street
- ROW west of Granada is 50 feet and a little over 1 foot behind the back of existing 5 foot sidewalk on north side of the street
- ROW east of Granada is 55 feet and 3 feet or less behind the back of existing sidewalk on the north side of the street
- Permanent easements will be required on 22 properties to extend sidewalk to 8 feet



EXISTING CONDITIONS

- The large tree at 4600 55th Street (west of Granada) will be in conflict with 8 foot path
- Trees at 4508, 4308 and 4300 may require a sidewalk wall or small curb to avoid damaging roots
- Residential chain link fence at 5449 Roe Blvd will be in conflict with 8 foot sidewalk path
- 4 street light poles are within 3 feet of sidewalk



DRIVEWAY GRADES

- Currently 10 driveway aprons are being replaced 15+ feet behind sidewalk (4 drives 50+ feet)
- Design to not exceed 12% differential
- 8 ft shared use path will increase number to 16 drives replaced 15+ feet behind the sidewalk
- 4500 55th Street: reconstructing drive to garage



DRIVEWAY GRADES

- Driveway construction costs with 5' sidewalk= \$449,000
- CARS funding (80% rule): \$135,000, net cost to city of \$314k
- Net cost to city for drives with 8-foot shared use path \$542,300



ALTERNATIVE – NARROW THE STREET BY MOVING CURB LINE 3 FEET SOUTH

- 30 ft street becomes 27 feet wide
- Total net cost to the city would be \$461,000 which is an increase from the 5' sidewalk approach anticipated
- Additional design would cost an estimated \$12,000
- West of Granada will remain 30 feet for turn lanes at Roe Blvd

PED CROSSING

- Recommend longitudinal bar crosswalk painted markings with PED crossing signs
- Rapid Flashing Beacon not required
 - Speed limit 25 mph
 - AADT < 4,000 vehicles per day
 - Warrant study not required

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① 3 5 6 7 9	① 3 5 6 7 9	① 3 4 5 7 9	① 3 5 6 7 9	① 3 5 6 7 9	① 3 4 5 7 9	① 3 5 6 7 9	① 3 5 6 7 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 7 9	① 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 7 9	① 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 7 9
4+ lanes with raised median (2 or more lanes in each direction)	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 7 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**



PED CROSSING AT 4318 55TH

COST ESTIMATE: \$6,000 FOR CROSSWALK-THE SOUTH RAMP AND SIDEWALK ARE SHOWN AS PART OF EPC SITE IMPROVEMENTS



PED CROSSING AT 4212 55TH

SCHEDULE

- Design Adjustments: 4-6 weeks
- Easement Acquisition: Min 4 weeks
- Bidding: 3 weeks
- Preconstruction: Min 1 month
- Construction: 2-3 months
- Recommend completion date in May of 2026

CONCLUSIONS

- Project includes 3 viable options
 - Proceed with existing sidewalk width
 - 8 ft path: more costs, more easements, tree removal
 - Reduce street width for 8 ft path: less costs
- Recommend thermo paint for pedestrian crosswalk (No Rapid Flashing Beacon)

THANK YOU
QUESTIONS?

TECHNICAL MEMORANDUM

TO: Donnie Scharff, Director of Public Works
FROM: Janelle Clayton, PE, PTOE
DATE: July 30th, 2025
SUBJECT: 55th Street Complete Streets Review

The purpose of this technical memorandum is to summarize the review of Complete Streets elements for the W 55th Street 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	W 55 th Street – Roe Boulevard to Shawnee Mission Parkway
City Project Title/Number	2025 CARS – 55 th Street
Project Funding Source	Johnson County CARS
Project Scope	2" Mill & Overlay of 55 th Street from Roe Boulevard to Shawnee Mission Parkway. The project includes asphalt base repairs, and replacing curb & gutter, sidewalk, and driveway aprons that are either damaged or not meeting ADA requirements. Two storm segments are in poor condition and will be replaced.
Project Length	Approx. 0.37 miles
Roeland Park Ward(s)	Ward 4
City's Street Classification	1 st Collector Street
Posted Speed Limit	25 MPH
Design Speed	25 MPH
85 th Percentile Speed	Not Available
Average Daily Traffic	2017 KDOT = 3,805 vehicles per day
Truck Percentage	Not Available
Trucks Allowed	No – Marked for NO TRUCKS by signage
Transit Route	None on 55 th ; Roe Boulevard & Shawnee Mission Parkway are on the RIDE KC system – No stops are located in the near vicinity.
Roeland Park Pedestrian & Bicycle Infrastructure Strategy	
Roeland Park Destinations Nearby?	No Roeland Park Destinations. Fairway Business Park Development is nearby.
On the Priority Sidewalk Network?	Yes
On the Proposed Bicycle Network?	Yes – From Roe Blvd to Granada Lane (Neighborhood Greenway) No – From Granada Lane to Shawnee Mission Pkwy
Priority Intersections?	W 55 th St & Roe Blvd – Other Improved Intersections W 55 th St & Granada Lane – Second Priority W 55 th St & Shawnee Mission Pkwy – First Priority
Listed Projects?	None

DATA COLLECTION

Traffic Volumes & Speed Data

W 55th Street is currently under construction for utilities. Therefore, speed and volume data would not be representative of a typical day. Daily traffic volumes were obtained from the Kansas Department of Transportation’s Traffic Volume Map. The latest data available along W 55th Street was from 2017, and the 2-way traffic count was 3,805 vehicles per day. This volume is within the typical volume on a collector roadway which is 2,000 – 5,000 vehicles per day.

Crash Review

Crash data was provided by the Kansas Department of Transportation (KDOT) for the years 2019 through 2024 for W 55th Street from the intersection with Roe Boulevard to the intersection with Shawnee Mission Parkway.

Thirty crashes occurred along the study corridor during this 6-year study period, including at the intersections with Roe Boulevard and Shawnee Mission Parkway. 26 of the 30 crashes occurred at these intersections. The crashes by location are shown below:

Crash Location	Number of Crashes
Roe Boulevard & W 55 th Street	11
Shawnee Mission Parkway & W 55 th Street	15
Starbucks Driveway & W 55 th Street	2
Residential Driveway & W 55 th Street	1
Granada Lane & W 55 th Street	1

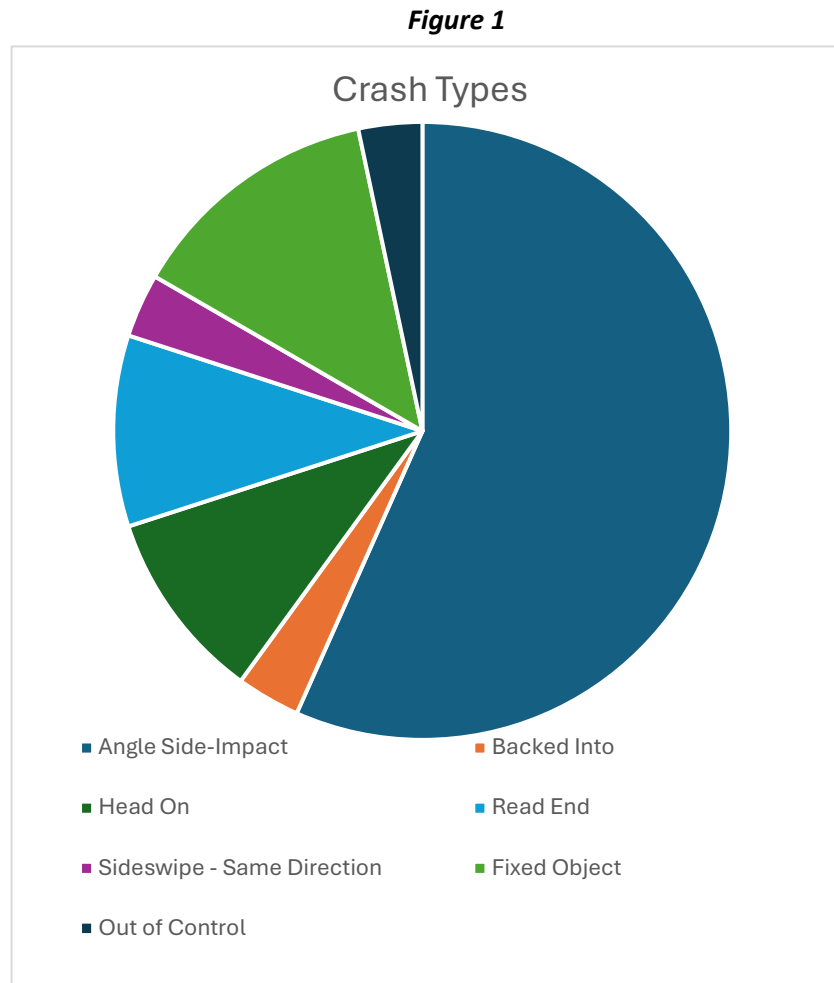
Most of the crashes at the intersection of Roe Boulevard & W 55th Street were southbound Roe Boulevard left-turn vehicles failing to yield. Most of the crashes at the intersection of Shawnee Mission Parkway & W 55th Street were also southbound left-turn to east on Shawnee Mission Parkway vehicles failing to yield. *There were only 4 crashes along W 55th Street and no correctable crash patterns were evident.*

The crashes by severity are shown below:

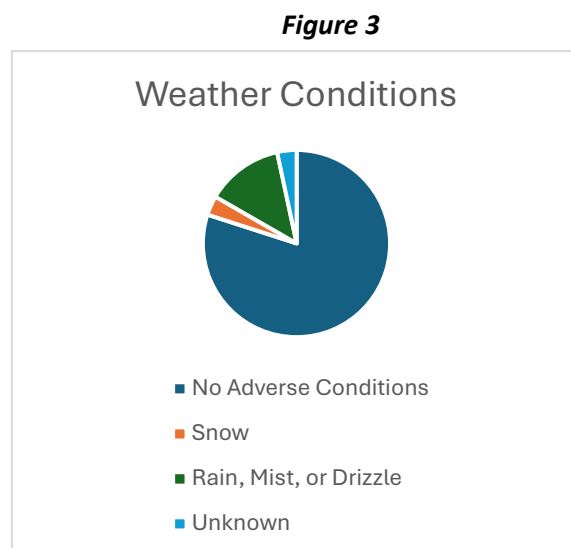
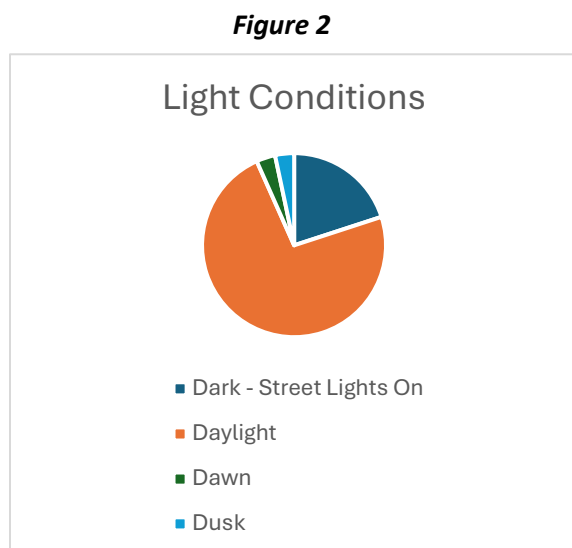
Crash Severity	Number of Crashes
Fatality	1
Injury	9
Property Damage Only	20

The majority (67%) of the crashes were property damage only. 30% of the crashes were injury crashes. The one fatality crash occurred near the W 55th Street & Shawnee Mission Parkway intersection where a vehicle collided with a tree while traveling on Shawnee Mission Parkway.

Figure 1 depicts the crash types of all the crashes. 56% (17 of 30) of the crashes were angle side-impact crashes.



Figures 2 and 3 depict the light conditions and weather conditions during the crashes.



Most of the crashes occurred during daylight hours. None of the crashes that occurred during the dark, dawn, or dusk were related to a lack of light being present. Most of the crashes occurred during no adverse weather conditions. One of the crash reports noted the driver had difficulty seeing during rain. *In reviewing the crash reports, there is no evidence that a lack of lighting or the roadway surface is contributing to the crashes that are occurring.*

COMPLETE STREETS ELEMENTS

Americans with Disabilities Act (ADA) Compliant Pedestrian Routes

Existing sidewalk is provided along the north side of W 55th Street. No sidewalk is present on the south side of W 55th Street, which is in the City of Fairway from just east of Granada Lane to Shawnee Mission Parkway. ADA ramps are provided at intersections with public streets. The existing sidewalk cross slopes through the residential driveways are not ADA compliant and will be replaced as part of the project.

The curb ramps at the intersection of Roe Boulevard & W 55th Street provide detectible warning panels with compliant slopes, landing areas, and pedestrian push buttons. The ramps are provided in the middle of the radius. A more desirable design would be to construct directional ramps. However, the ramps at this intersection were redesigned with the Roe Boulevard project in 2020 and were designed as best as possible within the constraints. Constructing directional ramps would require significant modification of not only the sidewalk, but most likely the entire intersection as well. *Recommendation: Leave ramps in place.*

The curb ramps at the intersection of Granada Lane & W 55th Street provide detectible warning panels located in the middle of the radius. A more desirable design would be to construct directional ramps. The ramps are physically in good condition. Constructing directional ramps would require significant rework of the corners of the intersections. *Recommendation: Leave ramps in place.*

Street & Sidewalk Lighting

Existing LED street lighting is provided on the north side of W 55th Street with the poles spaced approximately 250' apart. The existing lighting levels are shown on the attached **Exhibit 1**. *No changes to existing street lighting is recommended.*

Pedestrian & Bicycle Facilities

Existing sidewalk is provided along the north side of W 55th Street. There are currently no marked bicycle lanes or share the road markings along W 55th Street.

W 55th Street is on the City's Priority Sidewalk Network. The portion of W 55th Street from Roe Boulevard to Granada Lane is on the City's Proposed Bicycle Network. The section from Granada

Lane to Shawnee Mission Parkway is not on the Proposed Bicycle Network. During the development of the City's Pedestrian & Bicycle Infrastructure Strategy, it was determined that W 55th Street was not a desirable route for a designated bicycle facility for the typical recreational user. There is not a connection to the east past the Einstein Bros. property, and it would be undesirable to direct recreational cyclists to bike along Shawnee Mission parkway. There is not enough right of way to provide a multi-use trail along W 55th Street. Therefore, it was determined the designated route should be north on Granada to W 54th Terrace. *Recommendation: Once bicycle lanes (Neighborhood Greenway) are provided north on Granada Lane to connect to W 54th Terrace as shown in the City's Pedestrian & Bicycle Infrastructure Strategy, the section of W 55th Street between Roe Boulevard and Granada Lane should be signed and marked appropriately. As the connection does not exist today, it would be confusing to only mark the small section along W 55th Street.*

The sidewalk along the north side of W 55th Street provides a continuous route for pedestrians along the corridor and connects them to the existing sidewalks at Roe Boulevard and Shawnee Mission Parkway. Connectivity to destinations on the south side of W 55th Street could enhance the connectivity to Starbucks, the apartments, and to the University of Kansas Medical Center. It should be noted that the south side of W 55th Street is owned by the City of Fairway. ADA-compliant pedestrian crossings would require the City of Fairway to construct at least a ramp and landing where there is not currently sidewalk today. *Recommendation: To enhance connectivity, pedestrian crossings could be constructed at the intersection of W 55th Street & the Starbucks/apartments driveway, W 55th Street & the University of Kansas Medical Center driveway. However, this would require the City of Fairway to install a receiving pedestrian ramp and landing to be ADA compliant. Once construction of the nearby development on the south side of W 55th Street is complete and has been operational for a while, better analysis could be conducted on where pedestrian crossings may be needed.*

Access Management

The spacing of the commercial driveways were reviewed in accordance with KDOT's Access Management Policy. W 55th Street is not a KDOT route but is similar in nature to a Class D roadway. According to the Policy, the corner clearance, or the distance required between a highway intersection and the nearest access on the crossroad at a corner development, is 115'. The corner clearance for a developed area is measured from the edge of the curb line of the highway to the edge of the curb line of the access. The intersection of W 55th Street & the Einstein Bros Bagels driveway has approximately 50' of corner clearance, which does not meet the 115' minimum. This is an existing driveway and cannot be relocated further to the west. The minimum distance between unsignalized access points for a 25 mile-per-hour roadway in a developed area is 120'. The commercial driveways of the University of Kansas Medical Center, the Starbucks driveway, and the Einstein Bros Bagels exceed this minimum spacing distance. Residential access

is excluded from the minimum spacing requirements. *Recommendation: No changes are recommended.*

ADA Compliant Public Transit Stops & Stations

There are no transit stops near W 55th Street from Roe Boulevard to Shawnee Mission Parkway. *Recommendation: No changes are recommended.*

Context Sensitive Landscaping

The design plans will account for the existing trees along W 55th Street to be maintained. As no other amenities, such as benches, etc. are planned, no other landscaping is planned. *Recommendation: No changes are recommended.*

Utility Relocation & Street Amenities Allowing for Efficient Levels of Service

Traffic control along W 55th Street 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.*

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: W 55th Street		From: Roe Blvd. To: Shawnee Mission Pkwy
Guidelines	Comments	
Roadway Characteristics and Geometry		
Street Classification	☐ Arterial ☒ Collector ☐ Local	1st Collector Street
Land Use	☒ Commercial ☒ Residential ☐ Mixed Use ☐ Agricultural	Single-Family homes, medical office, multi-family homes, and restaurant land uses are present along the corridor.
Design Speed	25 MPH	
Has a Traffic Study been conducted?	☐ Yes ☒ No	No traffic study has been completed. Existing traffic volume and speed data is unable to be collected due to the existing construction.
Level of Service	Existing: N/A Proposed: N/A	No Level of Service information available. Daily volumes are in range of typical collector road.
Street Width	Existing: 30' Proposed: 30'	30' travel way 34' 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
Historical Crash and Safety Data	☐ Warrants met to reconfigure intersections ☒ Warrants not met	See crash analysis in attached memorandum. No correctable crash patterns present along W 55th Street.

Existing Intersection Configuration	Roe Blvd & W 55th St - Signalized with separate left-turn lanes on all approaches. W 55th St & Granada Lane - Unsignalized with no separate turn lanes. Shawnee Mission Pkwy & W 55th St - Unsignalized with no separate turn lanes.	
Proposed Intersection Configuration	Same as existing	
Motorist Accomodations		
Existing On-Street Parking	☐ Permitted both sides ☒ Permitted one side ☐ Not Permitted	Permitted on south side of W 55th Street and restricted on north side of W 55th Street.
Proposed On-Street Parking	☐ Permitted both sides ☒ Permitted one side ☐ Not Permitted	Permitted on south side of W 55th Street and restricted on north side of W 55th Street.
Existing On-Street Parking Configuration	☒ Parallel Parking ☐ Angled Parking ☐ N/A	South side of W 55th Street only.
Proposed On-Street Parking Configuration	☒ Parallel Parking ☐ Angled Parking ☐ N/A	South side of W 55th Street only.
Number of Parking Spaces Provided	Spaces are not marked; estimated 48 spaces	
Commercial and Emergency Vehicle Accomodations		
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	Sidewalk located on north side of W 55th Street from Roe Boulevard to Shawnee Mission Parkway.
Are the facilities existing ADA compliant?	☐ Yes ☒ No	Sidewalk sections crossing driveways are not ADA compliant due to the warp at the back of the sidewalk.
Are there gaps in access or other impediments to pedestrians?	☐ Yes ☒ No	
Proposed Pedestrian Facilities	☐ Sidewalk ☐ Trail ☒ None	

Bicyclist Accommodations		
Is this street on the comprehensive bike plan?	☒ Yes ☐ No	A short section from Roe Boulevard to Granada Lane is a proposed Neighborhood Greenway that will utilize Granada Lane to W 54th Terrace.
Existing Bicyclist Facilities	☐ On Street ☐ Off Street ☒ None	
Proposed Bicyclist Facilities	☐ On Street ☐ Off Street ☒ None	Once the Neighborhood Greenway bicycle lane is added from Granada to W 54th Terrace, the section from Roe Boulevard to Granada Lane should be signed and marked appropriately.
Proposed On-Street Accommodation (if applicable)	☐ Dedicate Lane ☐ Shared Lane Marking ☐ Signs	N/A
Streetscaping Accommodations		
Is funding available for landscaping?	☐ Yes ☒ No	
Is funding for street lighting available?	☐ Yes ☒ No	
Does design account for future addition of streetscaping items?	☒ Yes ☐ No	
Utility Coordination		
Are utility conflicts present within the project boundaries?	☒ Yes ☐ No	
Has coordination been made to have conflicts removed before construction?	☒ Yes ☐ No	

EXHIBIT 1



Item Number: II. Discussion
Items



City of Roeland Park
Action Item Summary

Submitted By:

Keith Moody

Committee/Department: Public Works

Title: Review Roe Boulevard Speed Study (15 min)

Item Type: Presentation

Recommendation:

No change in the posted 35 mph speed is recommended per the results of the Speed Study completed by the City Engineer. Lane line repainting as well as tree pruning at the Roe and Rosewood intersection is recommended.

Details:

The City has received concerns over speeding in the residential area of Roe Boulevard (south of 52nd Terrace). A traffic study was previously completed along Roe Boulevard. However, that study was conducted prior to the Roe 2020 project. The City Traffic Engineer (Janelle Clayton) completed the attached report and will attend the workshop to walk us through the results.

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

Additional Information

The speed study cost \$2,800 and was paid for out of our General Engineering line item budget.

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. 2025.08.14 Roe Blvd Speed Study

ROE BLVD SPEED STUDY

ROELAND PARK, KANSAS

Prepared For:
The City of Roeland Park

Prepared By:
Janelle M. Clayton, PE, PTOE

August 14, 2025



Table of Contents

INTRODUCTION	2
SETTING SPEED LIMITS	3
DATA COLLECTION.....	4
Crash Review	4
Traffic Counts	5
SUMMARY & RECOMMENDATIONS.....	6

INTRODUCTION

This speed study presents the results of traffic analysis completed along Roe Boulevard in Roeland Park, Kansas through the residential section of roadway from W 52nd Terrace to W 57th Street. Roe Boulevard is classified as an arterial roadway with a speed limit of 35 miles per hour (mph) for both northbound and southbound directions. Concerns have been raised by residents of speeding near the existing pedestrian crossing at the intersection of Roe Boulevard & Rosewood Drive.

The speed study was conducted to determine if the current posted speed limits are reasonable and perhaps should be modified based on factors such as:

- The current 50th and 85th percentile speeds
- The Average Daily Traffic (ADT) volume
- Lane configurations
- Pedestrian and bicycle usage and facilities
- On-street parking

The study area is outlined in yellow on **Figure 1** below:

Figure 1: Study Area



SETTING SPEED LIMITS

The current 2023 [*Manual on Uniform Traffic Control Devices*](#) (MUTCD) states that maximum speed limits are established:

- A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or
- B. As speed zones – based on engineering studies.

The MUTCD also states *“Agencies with designated authorities to set speed limits, which include States, and sometimes local jurisdictions, can establish non-statutory speed limits or designate reduced speed zones using an engineering study. Setting appropriate speed limits is especially important to ensure safety for all road users in varying types of contexts, particularly on roadways where adjacent land use suggests that trips could be served by varied modes. These situations include urban and suburban non-freeway arterials or rural arterials that serve as main streets in smaller communities, consistent with the context classifications of urban core, urban, suburban, and rural towns found in “A Policy on Geometric Design of Highways and Streets,” 2018 Edition, AASHTO. When setting a speed limit, a range of factors such as land-use context, pedestrian and bicyclist activity, crash history, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds can influence the speed limit determined in the engineering study. The engineering study will determine which of the recommended factors will prevail in setting the speed limit.”*

The selection of the speed limit for any particular section of a road type is an exercise in weighing the objectives of safety and operational efficiency.

The Federal Highway Administration (FHWA) describes three approaches for setting speed limits in “Methods and Practices for Setting Speed Limits: An Informational Report.” The Engineering Approach, The Expert System Approach, and The Safe System Approach. The Engineering & Expert System approaches were utilized in this study for determining the most appropriate speed limit and are described below:

Engineering Approach – A two-step process where a base speed limit is set according to the 85th percentile speed, the design speed for the road, or other conditions. This base speed limit is adjusted according to traffic and infrastructure conditions such as pedestrian use, median presence, etc. Within the engineering approach there are two approaches: The Operating Speed Method is set within 5 mph of the 85th percentile speed determined from speed surveys and then appropriate changes plus or minus are made based on other considerations. Under the Road Risk Method, the level of roadside development and the function of a road are the primary determinants of the appropriate speed limit.

Expert System Approach - Speed limits are suggested by a computer program that uses knowledge and inference procedures that simulate the judgment and behavior of speed limit experts. Typically, this system contains a knowledge base containing accumulated knowledge and a set of rules for

applying the knowledge to each particular situation. The FHWA-developed [USLIMITS2](#) is an expert system. USLIMITS2 is designed to determine speed limits in speed zones on all types of roads, from rural two-lane segments to urban freeway segments. Based on input from the user, USLIMITS2 uses a decision algorithm to advise the user of the speed limit for the specific road section. Input into USLIMITS2 includes: surrounding development; access points; road function; road characteristics (e.g., divided or undivided, number of lanes, annual average daily traffic (AADT), roadside hazards, and section length) or freeway characteristics (e.g., number of interchanges, section length, and AADT); existing vehicle operating speeds (50th and 85th percentile); pedestrian activity; crash history; and special conditions (e.g., adverse alignment, transition zones, and parking). There is current industry discussion that an expert system, such as USLIMITS2, should be used to validate an engineering approach to speed limits. This USLIMITS2 program was utilized for this study and the calculations can be found in the Appendix. The results of the analysis suggest a speed limit on Roe Boulevard of 30 mph.

DATA COLLECTION

Crash Review

Crash data for Roe Boulevard from W 52nd Terrace to W 57th Street was obtained from the Kansas Department of Transportation for the years 2019 - 2024. During this six-year period, 25 crashes were reported along the corridor. Of the 26 crashes, 7 were classified as injury, 18 were classified as property damage only (PDO), and 0 were classified as fatal crashes.

Crash Patterns of Note: Eleven of the 25 crashes occurred at the intersection of Roe Boulevard & W 55th Street and were caused by issues such as turning vehicles failing to yield or rear-ending vehicles stopped at the traffic signal. Four of the 25 crashes occurred due to vehicles slowing to make a turn onto a street or driveway and were rear ended. One northbound vehicle was rear ended stopping for a pedestrian in the crosswalk at Rosewood Drive / W 53rd Terrace. Two of the 25 crashes occurred from southbound drivers failing to navigate the change in alignment at the Rosewood Drive / W 53rd Terrace intersection.

Traffic Counts

24-hour traffic counts (Average Daily Traffic; ADT) and speed data were collected via road tube counters for a full week between Tuesday July 22nd, 2025 – Monday July 28th, 2025, for the northbound direction of Roe Boulevard, just south of Rosewood Drive / W 53rd Terrace.

NB Roe Blvd Approaching Rosewood Dr



NB Roe Blvd	Tuesday 7/22/2025	Wednesday 7/23/2025	Thursday 7/24/2025	Friday 7/25/2025	Saturday 7/26/2025	Sunday 7/27/2025	Monday 7/28/2025	Ave Weekday
50th Percentile Speed (MPH)	29	29	28	28	29	29	29	29
85th Percentile (MPH)	32	32	32	31	32	32	32	32
ADT Volumes (VPD)	8,834	9,108	9,153	8,730	7,604	5,994	8,517	9,032

24-hour traffic counts (Average Daily Traffic; ADT) and speed data were collected via road tube counters for a full week between Friday August 1st, 2025 – Thursday August 7th, 2025, for the southbound direction of Roe Boulevard, just north of Rosewood Drive / W 53rd Terrace.

SB Roe Blvd Approaching Rosewood Dr



SB Roe Blvd	Friday 8/1/2025	Saturday 8/2/2025	Sunday 8/3/2025	Monday 8/4/2025	Tuesday 8/5/2025	Wednesday 8/6/2025	Thursday 8/7/2025	Ave Weekday
50th Percentile Speed (MPH)	34	34	34	34	34	34	34	34
85th Percentile (MPH)	38	38	38	39	38	38	39	38
ADT Volumes (VPD)	7,577	6,310	5,280	7,202	7,142	7,255	7,251	7,216

The collected speed and volume data for Roe Boulevard in both directions for a typical weekday (Tuesday, Wednesday, Thursday) is shown below:

Roe Blvd (NB & SB)	Ave Weekday
50th Percentile Speed (MPH)	31.5
85th Percentile (MPH)	35
ADT Volumes (VPD)	16,248

The full speed, volume, and crash data can be found in the Appendix.

24-Hour pedestrian and bicycle counts were recorded at the intersection of Roe Boulevard & Rosewood Drive / W 53rd Terrace on Tuesday, July 17th, 2025. The total numbers of pedestrians and/or bicycles recorded over the 24 hours was 3 across the north leg of the intersection, 25 across the east leg of the intersection, 28 across the south leg of the intersection (on the marked crosswalk), and 27 across the west leg of the intersection.

SUMMARY & RECOMMENDATIONS

The Engineering Approach to determining the speed limit was conducted by reviewing the 85th percentile speeds and comparing them to existing posted speed limits. The character of the general area was also reviewed to determine if the 85th percentile speed was appropriate for the area. The 85th percentile speed from the data collection fell within 5 mph (32 mph for northbound and 38 mph for southbound) of the posted 35 mph speed limit. These results indicate that speeding is not an issue along the study corridor.

In addition, the Expert Approach was utilized by entering existing conditions into the FHWA-developed USLIMITS2 program. The recommended speed limit recommended from the software, using crash data and roadway characteristics is 30 mph. The likely reason for this recommendation is mainly due to the high number of driveways along the study corridor. Between W 52nd Terrace and W 57th Street, there are approximately 67 total driveways and intersecting roadways.

The selection of the speed limit for any particular section of a road type is an exercise in weighing the objectives of safety and operational efficiency. Due to the arterial nature of the roadway, reducing the speed to 30 mph would not be recommended, as it is only 5 mph under the posted speed limit today and the 85th percentile speed is the same as the posted speed limit in the study area. **Therefore, it is recommended that the posted speed limit along Roe Boulevard remains at 35 mph.**

While observing operations in the field at the intersection of Roe Boulevard & Rosewood Drive / W 53rd Terrace, some potential improvements were identified. Short, white-dashed lane lines (skip lines) should be added for the southbound traffic between travel lanes through the intersection with Rosewood Drive to help drivers navigate the offset in lanes due to the pedestrian refuge island. The existing short, yellow-dashed lines (skip lines) for the northbound and southbound directions

through the intersection delineating the pedestrian refuge island should be reinstalled as they are significantly faded.

The existing trees in the pedestrian refuge island at the intersection of Roe Boulevard & Rosewood Drive inhibit the sight distance for a pedestrian waiting to cross the northbound lanes of Roe Boulevard as well as inhibit a northbound driver from seeing a pedestrian waiting to cross. It is recommended to prune the trees near the pedestrian ramp to increase visibility of the pedestrian.

Recommendations

- Maintain Existing Speed Limit of 35 MPH
- Repaint yellow skip line for northbound and southbound Roe Boulevard
- Install white skip lines for southbound Roe Boulevard between the travel lanes
- Trim trees near pedestrian ramps in refuge island in the center of Roe Boulevard at the intersection with Rosewood Drive / W 53rd Terrace.

We appreciate the opportunity to serve you on this very important project. Please feel free to contact us if you should have any questions.

Respectfully submitted,

Merge Midwest Engineering, LLC



Janelle M. Clayton, PE, PTOE
Manager / Co-Owner

APPENDIX

VOLUME & SPEED DATA



Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

7/22/2025 Time	A to B, NB	B to A, None Specified	Total
12:00 AM	*	*	0
12:15	*	*	0
12:30	*	*	0
12:45	*	*	0
1:00	*	*	0
1:15	*	*	0
1:30	*	*	0
1:45	*	*	0
2:00	*	*	0
2:15	*	*	0
2:30	*	*	0
2:45	*	*	0
3:00	*	*	0
3:15	*	*	0
3:30	*	*	0
3:45	*	*	0
4:00	*	*	0
4:15	*	*	0
4:30	*	*	0
4:45	*	*	0
5:00	*	*	0
5:15	*	*	0
5:30	*	*	0
5:45	*	*	0
6:00	*	*	0
6:15	*	*	0
6:30	*	*	0
6:45	*	*	0
7:00	*	*	0
7:15	*	*	0
7:30	*	*	0
7:45	*	*	0
8:00	*	*	0
8:15	*	*	0
8:30	*	*	0
8:45	*	*	0
9:00	*	*	0
9:15	*	*	0
9:30	*	*	0
9:45	*	*	0
10:00	*	*	0
10:15	*	*	0
10:30	*	*	0
10:45	*	*	0
11:00	*	*	0
11:15	*	*	0
11:30	*	*	0
11:45	*	*	0
Total	0	0	0
Percent	-	-	
Peak			
Volume			
Peak Factor			

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

7/22/2025 Time	A to B, NB	B to A, None Specified	Total
12:00 PM	153	0	153
12:15	155	0	155
12:30	160	0	160
12:45	165	0	165
1:00	183	0	183
1:15	128	0	128
1:30	132	0	132
1:45	118	0	118
2:00	144	0	144
2:15	149	0	149
2:30	166	0	166
2:45	144	0	144
3:00	141	0	141
3:15	157	0	157
3:30	162	0	162
3:45	182	0	182
4:00	176	0	176
4:15	188	0	188
4:30	192	0	192
4:45	193	0	193
5:00	180	0	180
5:15	205	5	210
5:30	167	0	167
5:45	179	0	179
6:00	163	0	163
6:15	163	11	174
6:30	129	0	129
6:45	143	0	143
7:00	126	0	126
7:15	117	0	117
7:30	89	0	89
7:45	103	0	103
8:00	79	0	79
8:15	75	1	76
8:30	77	0	77
8:45	61	0	61
9:00	60	1	61
9:15	65	0	65
9:30	60	0	60
9:45	43	0	43
10:00	53	0	53
10:15	37	0	37
10:30	29	0	29
10:45	20	0	20
11:00	28	0	28
11:15	18	0	18
11:30	15	0	15
11:45	14	0	14
Total	5686	18	5704
Percent	99.7%	0.3%	
Peak	4:30	5:30	4:30
Volume	770	11	775
Peak Factor	0.939	0.250	0.923

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

7/23/2025 Time	A to B, NB	B to A, None Specified	Total
12:00 AM	14	0	14
12:15	9	0	9
12:30	6	0	6
12:45	7	0	7
1:00	7	0	7
1:15	4	0	4
1:30	4	0	4
1:45	6	0	6
2:00	3	0	3
2:15	6	0	6
2:30	2	0	2
2:45	1	0	1
3:00	3	0	3
3:15	4	0	4
3:30	3	0	3
3:45	4	0	4
4:00	6	0	6
4:15	5	0	5
4:30	7	0	7
4:45	13	0	13
5:00	10	0	10
5:15	15	0	15
5:30	30	0	30
5:45	43	0	43
6:00	43	0	43
6:15	64	0	64
6:30	74	1	75
6:45	92	0	92
7:00	80	0	80
7:15	115	0	115
7:30	159	0	159
7:45	164	0	164
8:00	163	0	163
8:15	177	0	177
8:30	173	0	173
8:45	172	6	178
9:00	152	0	152
9:15	132	0	132
9:30	116	0	116
9:45	118	0	118
10:00	113	2	115
10:15	136	0	136
10:30	116	5	121
10:45	101	0	101
11:00	138	0	138
11:15	146	0	146
11:30	168	0	168
11:45	157	0	157
Total	3281	14	3295
Percent	99.6%	0.4%	
Peak	8:00	9:45	8:00
Volume	685	7	691
Peak Factor	0.968	0.350	0.971

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

7/23/2025 Time	A to B, NB	B to A, None Specified	Total
12:00 PM	169	2	171
12:15	179	0	179
12:30	148	0	148
12:45	198	0	198
1:00	141	0	141
1:15	176	0	176
1:30	154	0	154
1:45	134	0	134
2:00	134	0	134
2:15	166	0	166
2:30	152	0	152
2:45	145	0	145
3:00	149	0	149
3:15	179	0	179
3:30	154	0	154
3:45	174	0	174
4:00	199	1	200
4:15	181	0	181
4:30	204	0	204
4:45	172	0	172
5:00	186	0	186
5:15	195	0	195
5:30	188	0	188
5:45	193	0	193
6:00	166	0	166
6:15	159	0	159
6:30	131	0	131
6:45	135	0	135
7:00	118	0	118
7:15	117	0	117
7:30	90	0	90
7:45	86	0	86
8:00	83	0	83
8:15	66	1	67
8:30	71	0	71
8:45	66	0	66
9:00	88	0	88
9:15	44	0	44
9:30	52	0	52
9:45	51	0	51
10:00	49	0	49
10:15	42	0	42
10:30	37	0	37
10:45	32	0	32
11:00	29	0	29
11:15	19	0	19
11:30	11	0	11
11:45	15	0	15
Total	5827	4	5831
Percent	99.9%	0.1%	
Peak	5:00	12:00 PM	5:00
Volume	762	2	762
Peak Factor	0.977	0.250	0.977

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

7/24/2025 Time	A to B, NB	B to A, None Specified	Total
12:00 AM	12	0	12
12:15	7	0	7
12:30	6	0	6
12:45	5	0	5
1:00	3	0	3
1:15	4	0	4
1:30	5	0	5
1:45	6	0	6
2:00	4	0	4
2:15	7	0	7
2:30	2	0	2
2:45	2	0	2
3:00	3	0	3
3:15	5	0	5
3:30	2	0	2
3:45	4	0	4
4:00	6	0	6
4:15	6	0	6
4:30	10	0	10
4:45	7	0	7
5:00	13	0	13
5:15	11	0	11
5:30	33	0	33
5:45	32	0	32
6:00	40	0	40
6:15	56	0	56
6:30	81	0	81
6:45	93	0	93
7:00	90	0	90
7:15	107	0	107
7:30	128	0	128
7:45	158	0	158
8:00	170	0	170
8:15	143	3	146
8:30	157	4	161
8:45	151	0	151
9:00	141	0	141
9:15	133	0	133
9:30	123	0	123
9:45	117	0	117
10:00	112	0	112
10:15	119	0	119
10:30	126	0	126
10:45	126	0	126
11:00	127	0	127
11:15	155	0	155
11:30	152	0	152
11:45	146	0	146
Total	3146	7	3153
Percent	99.8%	0.2%	
Peak	7:45	7:45	7:45
Volume	628	7	635
Peak Factor	0.924	0.438	0.934

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

7/24/2025 Time	A to B, NB	B to A, None Specified	Total
12:00 PM	153	0	153
12:15	162	0	162
12:30	167	0	167
12:45	154	0	154
1:00	162	0	162
1:15	147	0	147
1:30	130	1	131
1:45	151	0	151
2:00	152	0	152
2:15	163	3	166
2:30	169	0	169
2:45	170	0	170
3:00	160	0	160
3:15	175	0	175
3:30	200	0	200
3:45	206	0	206
4:00	187	0	187
4:15	205	4	209
4:30	238	1	239
4:45	197	0	197
5:00	238	0	238
5:15	227	2	229
5:30	212	0	212
5:45	206	0	206
6:00	167	0	167
6:15	144	1	145
6:30	132	0	132
6:45	117	0	117
7:00	112	0	112
7:15	132	0	132
7:30	105	2	107
7:45	108	0	108
8:00	62	0	62
8:15	77	0	77
8:30	56	0	56
8:45	60	0	60
9:00	60	0	60
9:15	52	0	52
9:30	40	0	40
9:45	49	0	49
10:00	36	0	36
10:15	43	0	43
10:30	29	0	29
10:45	27	0	27
11:00	26	0	26
11:15	19	0	19
11:30	10	0	10
11:45	13	0	13
Total	6007	14	6021
Percent	99.8%	0.2%	
Peak	4:30	3:45	4:30
Volume	900	5	903
Peak Factor	0.945	0.313	0.945

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

7/25/2025 Time	A to B, NB	B to A, None Specified	Total
12:00 AM	14	0	14
12:15	10	0	10
12:30	6	0	6
12:45	8	0	8
1:00	12	0	12
1:15	7	0	7
1:30	6	0	6
1:45	6	0	6
2:00	2	0	2
2:15	5	0	5
2:30	7	0	7
2:45	2	0	2
3:00	4	0	4
3:15	3	0	3
3:30	3	0	3
3:45	4	0	4
4:00	11	0	11
4:15	7	0	7
4:30	13	0	13
4:45	10	0	10
5:00	10	0	10
5:15	24	0	24
5:30	30	0	30
5:45	31	0	31
6:00	45	0	45
6:15	41	0	41
6:30	60	0	60
6:45	79	0	79
7:00	75	0	75
7:15	94	0	94
7:30	129	0	129
7:45	151	0	151
8:00	120	0	120
8:15	144	0	144
8:30	133	0	133
8:45	134	0	134
9:00	145	0	145
9:15	98	0	98
9:30	124	0	124
9:45	115	0	115
10:00	119	0	119
10:15	119	0	119
10:30	123	0	123
10:45	122	0	122
11:00	128	0	128
11:15	147	0	147
11:30	130	0	130
11:45	133	0	133
Total	2943	0	2943
Percent	100.0%	0.0%	
Peak	8:15		8:15
Volume	556		556
Peak Factor	0.959		0.959

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

7/25/2025 Time	A to B, NB	B to A, None Specified	Total
12:00 PM	178	0	178
12:15	164	0	164
12:30	156	0	156
12:45	167	0	167
1:00	130	0	130
1:15	172	0	172
1:30	159	0	159
1:45	138	4	142
2:00	154	0	154
2:15	159	0	159
2:30	150	0	150
2:45	168	0	168
3:00	161	0	161
3:15	154	0	154
3:30	163	0	163
3:45	162	4	166
4:00	193	1	194
4:15	191	0	191
4:30	198	1	199
4:45	200	0	200
5:00	218	0	218
5:15	188	0	188
5:30	172	0	172
5:45	161	1	162
6:00	177	0	177
6:15	166	0	166
6:30	124	0	124
6:45	113	0	113
7:00	112	1	113
7:15	102	2	104
7:30	96	0	96
7:45	71	0	71
8:00	83	0	83
8:15	71	0	71
8:30	65	0	65
8:45	63	0	63
9:00	60	0	60
9:15	69	0	69
9:30	38	0	38
9:45	65	0	65
10:00	46	0	46
10:15	42	0	42
10:30	33	0	33
10:45	36	0	36
11:00	38	0	38
11:15	23	0	23
11:30	20	0	20
11:45	18	0	18
Total	5787	14	5801
Percent	99.8%	0.2%	
Peak	4:15	3:45	4:15
Volume	807	6	808
Peak Factor	0.925	0.375	0.927

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

7/26/2025 Time	A to B, NB	B to A, None Specified	Total
12:00 AM	20	0	20
12:15	13	0	13
12:30	7	0	7
12:45	10	0	10
1:00	15	0	15
1:15	9	0	9
1:30	11	0	11
1:45	11	0	11
2:00	12	0	12
2:15	6	0	6
2:30	9	0	9
2:45	2	0	2
3:00	6	0	6
3:15	6	0	6
3:30	8	0	8
3:45	5	0	5
4:00	3	0	3
4:15	6	0	6
4:30	6	0	6
4:45	5	0	5
5:00	6	0	6
5:15	14	0	14
5:30	10	0	10
5:45	17	0	17
6:00	13	0	13
6:15	22	0	22
6:30	31	0	31
6:45	30	0	30
7:00	28	0	28
7:15	43	0	43
7:30	53	0	53
7:45	48	0	48
8:00	57	0	57
8:15	68	0	68
8:30	67	0	67
8:45	77	0	77
9:00	78	0	78
9:15	100	0	100
9:30	97	2	99
9:45	119	0	119
10:00	99	0	99
10:15	123	0	123
10:30	129	0	129
10:45	144	0	144
11:00	147	0	147
11:15	162	0	162
11:30	141	0	141
11:45	164	1	165
Total	2257	3	2260
Percent	99.9%	0.1%	
Peak	11:00	8:45	11:00
Volume	614	2	615
Peak Factor	0.936	0.250	0.932

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

7/26/2025 Time	A to B, NB	B to A, None Specified	Total
12:00 PM	176	2	178
12:15	161	0	161
12:30	154	0	154
12:45	157	0	157
1:00	147	0	147
1:15	161	1	162
1:30	140	0	140
1:45	165	2	167
2:00	153	0	153
2:15	156	0	156
2:30	127	0	127
2:45	137	0	137
3:00	149	0	149
3:15	141	0	141
3:30	151	0	151
3:45	128	0	128
4:00	139	0	139
4:15	160	0	160
4:30	130	0	130
4:45	131	0	131
5:00	158	0	158
5:15	124	0	124
5:30	144	0	144
5:45	124	0	124
6:00	129	4	133
6:15	135	0	135
6:30	135	0	135
6:45	105	0	105
7:00	102	0	102
7:15	105	0	105
7:30	110	0	110
7:45	84	0	84
8:00	81	0	81
8:15	84	0	84
8:30	69	0	69
8:45	77	0	77
9:00	82	0	82
9:15	52	0	52
9:30	68	0	68
9:45	68	0	68
10:00	54	0	54
10:15	66	0	66
10:30	51	0	51
10:45	32	0	32
11:00	37	0	37
11:15	43	0	43
11:30	35	0	35
11:45	30	0	30
Total	5347	9	5356
Percent	99.8%	0.2%	
Peak	12:00 PM	5:15	12:00 PM
Volume	648	4	650
Peak Factor	0.920	0.250	0.913

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

7/27/2025 Time	A to B, NB	B to A, None Specified	Total
12:00 AM	26	0	26
12:15	27	0	27
12:30	15	0	15
12:45	9	0	9
1:00	15	0	15
1:15	15	0	15
1:30	17	0	17
1:45	13	0	13
2:00	4	0	4
2:15	5	0	5
2:30	8	0	8
2:45	5	0	5
3:00	3	0	3
3:15	5	0	5
3:30	4	0	4
3:45	4	0	4
4:00	2	0	2
4:15	8	0	8
4:30	5	0	5
4:45	7	0	7
5:00	6	0	6
5:15	7	0	7
5:30	5	0	5
5:45	11	0	11
6:00	9	0	9
6:15	24	0	24
6:30	17	0	17
6:45	25	0	25
7:00	22	0	22
7:15	26	0	26
7:30	20	0	20
7:45	32	0	32
8:00	48	0	48
8:15	62	0	62
8:30	55	0	55
8:45	73	0	73
9:00	87	0	87
9:15	73	0	73
9:30	83	0	83
9:45	83	0	83
10:00	71	0	71
10:15	126	0	126
10:30	119	0	119
10:45	121	0	121
11:00	131	0	131
11:15	114	0	114
11:30	145	0	145
11:45	118	0	118
Total	1910	0	1910
Percent	100.0%	0.0%	
Peak	10:45		10:45
Volume	511		511
Peak Factor	0.881		0.881

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

7/27/2025 Time	A to B, NB	B to A, None Specified	Total
12:00 PM	139	0	139
12:15	137	0	137
12:30	124	0	124
12:45	144	0	144
1:00	122	0	122
1:15	132	0	132
1:30	131	0	131
1:45	129	0	129
2:00	119	1	120
2:15	126	0	126
2:30	103	0	103
2:45	106	0	106
3:00	124	0	124
3:15	121	0	121
3:30	126	0	126
3:45	105	0	105
4:00	91	0	91
4:15	110	0	110
4:30	96	0	96
4:45	92	0	92
5:00	104	0	104
5:15	100	0	100
5:30	95	0	95
5:45	98	0	98
6:00	105	0	105
6:15	84	0	84
6:30	116	0	116
6:45	86	0	86
7:00	77	0	77
7:15	70	0	70
7:30	78	0	78
7:45	63	0	63
8:00	62	0	62
8:15	70	0	70
8:30	70	0	70
8:45	61	0	61
9:00	62	0	62
9:15	51	0	51
9:30	62	0	62
9:45	23	0	23
10:00	40	0	40
10:15	28	0	28
10:30	27	0	27
10:45	24	0	24
11:00	16	0	16
11:15	15	0	15
11:30	14	0	14
11:45	6	0	6
Total	4084	1	4085
Percent	100.0%	0.0%	
Peak	12:00 PM	1:15	12:00 PM
Volume	544	1	544
Peak Factor	0.944	0.250	0.944

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

7/28/2025 Time	A to B, NB	B to A, None Specified	Total
12:00 AM	12	0	12
12:15	8	0	8
12:30	6	0	6
12:45	9	0	9
1:00	4	0	4
1:15	3	0	3
1:30	4	0	4
1:45	3	0	3
2:00	4	0	4
2:15	0	0	0
2:30	3	0	3
2:45	2	0	2
3:00	3	0	3
3:15	5	0	5
3:30	2	0	2
3:45	3	0	3
4:00	8	0	8
4:15	4	0	4
4:30	12	0	12
4:45	9	0	9
5:00	16	0	16
5:15	14	0	14
5:30	21	0	21
5:45	31	0	31
6:00	44	0	44
6:15	40	0	40
6:30	60	0	60
6:45	85	0	85
7:00	81	0	81
7:15	113	0	113
7:30	146	1	147
7:45	162	0	162
8:00	144	0	144
8:15	167	0	167
8:30	139	0	139
8:45	161	0	161
9:00	125	0	125
9:15	107	0	107
9:30	140	0	140
9:45	134	0	134
10:00	130	0	130
10:15	117	0	117
10:30	117	0	117
10:45	122	0	122
11:00	122	0	122
11:15	146	0	146
11:30	127	0	127
11:45	162	1	163
Total	3077	2	3079
Percent	99.9%	0.1%	
Peak	7:30	6:45	7:30
Volume	619	1	620
Peak Factor	0.927	0.250	0.928

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

7/28/2025 Time	A to B, NB	B to A, None Specified	Total
12:00 PM	179	0	179
12:15	157	0	157
12:30	153	0	153
12:45	141	0	141
1:00	145	0	145
1:15	137	0	137
1:30	134	0	134
1:45	134	0	134
2:00	145	0	145
2:15	136	0	136
2:30	143	0	143
2:45	146	0	146
3:00	142	0	142
3:15	148	0	148
3:30	179	0	179
3:45	170	0	170
4:00	173	0	173
4:15	190	0	190
4:30	207	2	209
4:45	195	0	195
5:00	178	0	178
5:15	180	0	180
5:30	161	2	163
5:45	149	0	149
6:00	145	0	145
6:15	154	0	154
6:30	112	0	112
6:45	120	0	120
7:00	107	0	107
7:15	114	0	114
7:30	92	0	92
7:45	96	0	96
8:00	77	0	77
8:15	67	0	67
8:30	70	0	70
8:45	60	0	60
9:00	71	0	71
9:15	43	0	43
9:30	52	0	52
9:45	50	0	50
10:00	38	0	38
10:15	33	0	33
10:30	27	0	27
10:45	34	0	34
11:00	16	0	16
11:15	22	0	22
11:30	10	0	10
11:45	8	0	8
Total	5440	4	5444
Percent	99.9%	0.1%	
Peak	4:15	3:45	4:15
Volume	770	2	772
Peak Factor	0.930	0.250	0.923

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

7/29/2025 Time	A to B, NB	B to A, None Specified	Total
12:00 AM	11	0	11
12:15	6	0	6
12:30	8	0	8
12:45	3	0	3
1:00	4	0	4
1:15	5	0	5
1:30	6	0	6
1:45	2	0	2
2:00	3	0	3
2:15	1	0	1
2:30	3	0	3
2:45	2	0	2
3:00	3	0	3
3:15	0	0	0
3:30	4	0	4
3:45	0	0	0
4:00	3	0	3
4:15	3	0	3
4:30	10	0	10
4:45	9	0	9
5:00	17	0	17
5:15	16	0	16
5:30	24	0	24
5:45	35	0	35
6:00	39	0	39
6:15	47	0	47
6:30	64	0	64
6:45	90	0	90
7:00	92	0	92
7:15	124	0	124
7:30	138	4	142
7:45	185	0	185
8:00	161	0	161
8:15	200	0	200
8:30	154	0	154
8:45	167	0	167
9:00	119	0	119
9:15	137	1	138
9:30	137	0	137
9:45	120	0	120
10:00	110	0	110
10:15	126	0	126
10:30	102	0	102
10:45	126	0	126
11:00	128	0	128
11:15	126	0	126
11:30	161	0	161
11:45	117	0	117
Total	3148	5	3153
Percent	99.8%	0.2%	
Peak	7:45	6:45	7:45
Volume	700	4	700
Peak Factor	0.875	0.250	0.875
Grand Total	57940	95	58035
Percent	99.8%	0.2%	
AADT		ADT: 8,288	AADT: 8,288

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 38.861231
Longitude: -95.741185

Combined Lanes 7/22/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
26 - 35	4,860	85.2%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	21	24	25	26	27	27	28	28	29	29	29	30	30	30	31	31	32

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	5,704
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	29.5
Median (50th %):	29.8
Mode:	30.4

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
108	27	5121	310	10	37	44	6	18	6	5	1	6	5
1.9%	0.5%	89.8%	5.4%	0.2%	0.6%	0.8%	0.1%	0.3%	0.1%	0.1%	0.0%	0.1%	0.1%

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 38.861231
Longitude: -95.741185

Combined Lanes 7/23/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
25 - 34	7,738	84.8%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	20	23	25	26	26	27	28	28	28	29	29	29	30	30	31	31	32

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	9,126
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	29.2
Median (50th %):	29.6
Mode:	30.2

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
204	54	8005	562	17	84	83	32	23	14	18	7	16	7
2.2%	0.6%	87.7%	6.2%	0.2%	0.9%	0.9%	0.4%	0.3%	0.2%	0.2%	0.1%	0.2%	0.1%

Merge Midwest Engineering, LLC
 2668 W. Catalpa Street
 Olathe KS, 66061

Site Code:
 Station ID:
 Location 1: Roe Blvd. Speed Study - NB
 Location 2:
 Location 3:
 Location 4:

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 38.861231
 Longitude: -95.741185

Combined Lanes 7/24/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
25 - 34	7,563	82.4%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	20	23	24	25	26	27	27	28	28	28	29	29	30	30	30	31	32

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	9,174
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	28.9
Median (50th %):	29.2
Mode:	29.8

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
241	46	8019	577	25	76	78	26	25	18	18	10	11	4
2.6%	0.5%	87.4%	6.3%	0.3%	0.8%	0.9%	0.3%	0.3%	0.2%	0.2%	0.1%	0.1%	0.0%

Merge Midwest Engineering, LLC
 2668 W. Catalpa Street
 Olathe KS, 66061

Site Code:
 Station ID:
 Location 1: Roe Blvd. Speed Study - NB
 Location 2:
 Location 3:
 Location 4:

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 38.861231
 Longitude: -95.741185

Combined Lanes 7/25/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
25 - 34	7,489	85.6%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	21	23	25	26	26	27	27	28	28	28	29	29	30	30	30	31	31

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	8,744
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	29.0
Median (50th %):	29.3
Mode:	30.1

Classification Statistics

Unclasse d	Motorcy cles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
164	36	7838	519	18	53	68	6	13	10	11	1	4	3
1.9%	0.4%	89.6%	5.9%	0.2%	0.6%	0.8%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 38.861231
Longitude: -95.741185

Combined Lanes 7/26/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
25 - 34	6,567	86.2%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	21	24	25	26	27	27	28	28	28	29	29	29	30	30	31	31	32

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	7,616
Total Greater Than 50.0	1
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	29.3
Median (50th %):	29.6
Mode:	30.8

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
109	40	6981	364	15	22	53	3	1	7	10	4	4	3
1.4%	0.5%	91.7%	4.8%	0.2%	0.3%	0.7%	0.0%	0.0%	0.1%	0.1%	0.1%	0.1%	0.0%

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 38.861231
Longitude: -95.741185

Combined Lanes 7/27/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
26 - 35	5,176	86.3%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	21	24	26	26	27	28	28	28	29	29	29	30	30	31	31	31	32

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	5,995
Total Greater Than 50.0	5
Percent Greater Than 50.0	0.1%

Mean, Median, and Mode Averages

Mean:	29.6
Median (50th %):	29.9
Mode:	29.9

Classification Statistics

Unclasse d	Motorcy cles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
84	36	5583	233	1	7	32	4	3	5	2	0	4	1
1.4%	0.6%	93.1%	3.9%	0.0%	0.1%	0.5%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 38.861231
Longitude: -95.741185

Combined Lanes 7/28/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
25 - 34	7,254	85.1%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	21	24	25	26	27	27	28	28	29	29	29	30	30	31	31	31	32

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	8,523
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	29.5
Median (50th %):	29.8
Mode:	29.5

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
146	41	7517	569	10	66	74	30	24	12	11	3	15	5
1.7%	0.5%	88.2%	6.7%	0.1%	0.8%	0.9%	0.4%	0.3%	0.1%	0.1%	0.0%	0.2%	0.1%

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 38.861231
Longitude: -95.741185

Combined Lanes 7/29/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
26 - 35	2,768	87.1%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	22	25	26	27	27	28	28	29	29	29	30	30	31	31	31	32	32

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	3,153
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	29.9
Median (50th %):	30.3
Mode:	31.1

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
68	21	2733	225	10	30	32	9	9	10	2	1	3	0
2.2%	0.7%	86.7%	7.1%	0.3%	1.0%	1.0%	0.3%	0.3%	0.3%	0.1%	0.0%	0.1%	0.0%

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 38.861231
Longitude: -95.741185

Combined Lanes 7/22/2025 to 7/29/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
25 - 34	49,283	84.9%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	21	24	25	26	27	27	28	28	28	29	29	29	30	30	31	31	32

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	58,035
Total Greater Than 50.0	6
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	29.3
Median (50th %):	29.6
Mode:	30.8

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
1124	301	51797	3359	106	375	464	116	116	82	77	27	63	28
1.9%	0.5%	89.3%	5.8%	0.2%	0.6%	0.8%	0.2%	0.2%	0.1%	0.1%	0.0%	0.1%	0.0%

Merge Midwest Engineering, LLC
 2668 W. Catalpa Street
 Olathe KS, 66061

Site Code:
 Station ID:
 Location 1: Roe Blvd South Bound
 Location 2:
 Location 3:
 Location 4:

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

8/1/2025 A to B, SB	
Time	
12:00 AM	8
12:15	3
12:30	14
12:45	8
1:00	9
1:15	7
1:30	5
1:45	5
2:00	4
2:15	3
2:30	3
2:45	4
3:00	6
3:15	5
3:30	5
3:45	4
4:00	3
4:15	2
4:30	3
4:45	9
5:00	9
5:15	13
5:30	15
5:45	26
6:00	19
6:15	28
6:30	52
6:45	79
7:00	104
7:15	85
7:30	107
7:45	122
8:00	135
8:15	102
8:30	103
8:45	106
9:00	103
9:15	123
9:30	98
9:45	123
10:00	90
10:15	93
10:30	111
10:45	89
11:00	119
11:15	117
11:30	112
11:45	142
Total	2535
Peak	11:00
Volume	490
Peak Factor	0.863

Merge Midwest Engineering, LLC
 2668 W. Catalpa Street
 Olathe KS, 66061

Site Code:
 Station ID:
 Location 1: Roe Blvd South Bound
 Location 2:
 Location 3:
 Location 4:

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

8/1/2025 A to B, SB	
Time	
12:00 PM	121
12:15	144
12:30	147
12:45	148
1:00	133
1:15	155
1:30	114
1:45	134
2:00	116
2:15	130
2:30	132
2:45	150
3:00	139
3:15	141
3:30	139
3:45	166
4:00	152
4:15	174
4:30	148
4:45	147
5:00	148
5:15	151
5:30	133
5:45	119
6:00	121
6:15	114
6:30	113
6:45	100
7:00	81
7:15	97
7:30	80
7:45	72
8:00	82
8:15	61
8:30	66
8:45	75
9:00	49
9:15	64
9:30	51
9:45	58
10:00	68
10:15	67
10:30	57
10:45	47
11:00	51
11:15	34
11:30	29
11:45	24
Total	5042
Peak	3:45
Volume	640
Peak Factor	0.920

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd South Bound
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/2/2025 A to B, SB	
Time	
12:00 AM	26
12:15	27
12:30	23
12:45	13
1:00	24
1:15	13
1:30	10
1:45	11
2:00	8
2:15	7
2:30	10
2:45	8
3:00	8
3:15	3
3:30	4
3:45	7
4:00	9
4:15	6
4:30	7
4:45	2
5:00	5
5:15	8
5:30	11
5:45	13
6:00	12
6:15	20
6:30	18
6:45	28
7:00	36
7:15	46
7:30	35
7:45	75
8:00	64
8:15	57
8:30	70
8:45	84
9:00	85
9:15	96
9:30	99
9:45	134
10:00	105
10:15	112
10:30	110
10:45	121
11:00	97
11:15	129
11:30	133
11:45	141
Total	2170
Peak	11:00
Volume	500
Peak Factor	0.887

Merge Midwest Engineering, LLC
 2668 W. Catalpa Street
 Olathe KS, 66061

Site Code:
 Station ID:
 Location 1: Roe Blvd South Bound
 Location 2:
 Location 3:
 Location 4:

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

8/2/2025 A to B, SB	
Time	
12:00 PM	124
12:15	137
12:30	126
12:45	128
1:00	118
1:15	125
1:30	109
1:45	117
2:00	122
2:15	107
2:30	118
2:45	115
3:00	105
3:15	127
3:30	112
3:45	116
4:00	94
4:15	90
4:30	119
4:45	105
5:00	88
5:15	89
5:30	117
5:45	100
6:00	96
6:15	84
6:30	100
6:45	80
7:00	76
7:15	80
7:30	75
7:45	70
8:00	56
8:15	70
8:30	46
8:45	61
9:00	70
9:15	57
9:30	48
9:45	58
10:00	53
10:15	32
10:30	47
10:45	46
11:00	45
11:15	34
11:30	21
11:45	27
Total	4140
Peak	12:00 PM
Volume	515
Peak Factor	0.940

Merge Midwest Engineering, LLC
 2668 W. Catalpa Street
 Olathe KS, 66061

Site Code:
 Station ID:
 Location 1: Roe Blvd South Bound
 Location 2:
 Location 3:
 Location 4:

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

8/3/2025 A to B, SB	
Time	
12:00 AM	31
12:15	14
12:30	21
12:45	18
1:00	12
1:15	16
1:30	12
1:45	11
2:00	3
2:15	15
2:30	12
2:45	5
3:00	4
3:15	3
3:30	4
3:45	3
4:00	7
4:15	1
4:30	7
4:45	6
5:00	4
5:15	4
5:30	10
5:45	6
6:00	6
6:15	8
6:30	13
6:45	22
7:00	19
7:15	21
7:30	28
7:45	34
8:00	35
8:15	43
8:30	39
8:45	44
9:00	68
9:15	65
9:30	76
9:45	86
10:00	86
10:15	98
10:30	103
10:45	86
11:00	89
11:15	105
11:30	114
11:45	94
Total	1611
Peak	11:00
Volume	402
Peak Factor	0.882

Merge Midwest Engineering, LLC
 2668 W. Catalpa Street
 Olathe KS, 66061

Site Code:
 Station ID:
 Location 1: Roe Blvd South Bound
 Location 2:
 Location 3:
 Location 4:

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

8/3/2025 A to B, SB	
Time	
12:00 PM	110
12:15	117
12:30	124
12:45	110
1:00	106
1:15	130
1:30	99
1:45	94
2:00	109
2:15	107
2:30	111
2:45	119
3:00	97
3:15	97
3:30	120
3:45	106
4:00	105
4:15	106
4:30	108
4:45	116
5:00	106
5:15	113
5:30	92
5:45	91
6:00	84
6:15	92
6:30	77
6:45	68
7:00	74
7:15	70
7:30	74
7:45	65
8:00	64
8:15	55
8:30	48
8:45	46
9:00	42
9:15	29
9:30	31
9:45	27
10:00	31
10:15	24
10:30	21
10:45	13
11:00	10
11:15	14
11:30	9
11:45	8
Total	3669
Peak	12:30
Volume	470
Peak Factor	0.904

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd South Bound
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/4/2025 A to B, SB	
Time	
12:00 AM	10
12:15	9
12:30	8
12:45	8
1:00	7
1:15	8
1:30	7
1:45	4
2:00	1
2:15	2
2:30	4
2:45	3
3:00	5
3:15	5
3:30	4
3:45	7
4:00	3
4:15	3
4:30	6
4:45	5
5:00	4
5:15	16
5:30	25
5:45	23
6:00	21
6:15	38
6:30	61
6:45	67
7:00	67
7:15	94
7:30	88
7:45	125
8:00	133
8:15	118
8:30	107
8:45	101
9:00	93
9:15	87
9:30	100
9:45	105
10:00	104
10:15	94
10:30	110
10:45	78
11:00	95
11:15	129
11:30	129
11:45	127
Total	2448
Peak	7:45
Volume	483
Peak Factor	0.908

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd South Bound
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/4/2025 A to B, SB	
Time	
12:00 PM	127
12:15	155
12:30	142
12:45	116
1:00	142
1:15	132
1:30	120
1:45	124
2:00	111
2:15	113
2:30	107
2:45	116
3:00	120
3:15	139
3:30	136
3:45	147
4:00	154
4:15	185
4:30	173
4:45	161
5:00	165
5:15	157
5:30	149
5:45	154
6:00	138
6:15	146
6:30	98
6:45	119
7:00	79
7:15	79
7:30	85
7:45	74
8:00	64
8:15	67
8:30	55
8:45	57
9:00	54
9:15	44
9:30	49
9:45	35
10:00	36
10:15	27
10:30	28
10:45	16
11:00	20
11:15	17
11:30	12
11:45	10
Total	4754
Peak	4:15
Volume	684
Peak Factor	0.924

Merge Midwest Engineering, LLC
 2668 W. Catalpa Street
 Olathe KS, 66061

Site Code:
 Station ID:
 Location 1: Roe Blvd South Bound
 Location 2:
 Location 3:
 Location 4:

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

8/5/2025 A to B, SB	
Time	
12:00 AM	8
12:15	8
12:30	5
12:45	6
1:00	4
1:15	8
1:30	1
1:45	2
2:00	2
2:15	3
2:30	3
2:45	4
3:00	4
3:15	2
3:30	5
3:45	2
4:00	4
4:15	1
4:30	4
4:45	9
5:00	9
5:15	11
5:30	20
5:45	31
6:00	37
6:15	40
6:30	51
6:45	80
7:00	83
7:15	103
7:30	129
7:45	143
8:00	131
8:15	115
8:30	110
8:45	120
9:00	78
9:15	105
9:30	114
9:45	112
10:00	111
10:15	101
10:30	101
10:45	112
11:00	96
11:15	114
11:30	122
11:45	140
Total	2604
Peak	7:30
Volume	518
Peak Factor	0.906

Merge Midwest Engineering, LLC
 2668 W. Catalpa Street
 Olathe KS, 66061

Site Code:
 Station ID:
 Location 1: Roe Blvd South Bound
 Location 2:
 Location 3:
 Location 4:

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

8/5/2025 A to B, SB	
Time	
12:00 PM	109
12:15	113
12:30	116
12:45	140
1:00	127
1:15	119
1:30	109
1:45	119
2:00	120
2:15	108
2:30	100
2:45	116
3:00	108
3:15	124
3:30	154
3:45	149
4:00	124
4:15	169
4:30	146
4:45	162
5:00	142
5:15	166
5:30	136
5:45	148
6:00	139
6:15	107
6:30	115
6:45	93
7:00	91
7:15	89
7:30	70
7:45	82
8:00	77
8:15	53
8:30	59
8:45	41
9:00	51
9:15	51
9:30	51
9:45	48
10:00	38
10:15	32
10:30	37
10:45	29
11:00	27
11:15	12
11:30	10
11:45	12
Total	4538
Peak	4:15
Volume	619
Peak Factor	0.916

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd South Bound
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 0.000000
Longitude: 0.000000

8/6/2025 A to B, SB	
Time	
12:00 AM	9
12:15	7
12:30	8
12:45	5
1:00	6
1:15	3
1:30	2
1:45	3
2:00	4
2:15	4
2:30	2
2:45	6
3:00	4
3:15	5
3:30	4
3:45	5
4:00	7
4:15	4
4:30	2
4:45	12
5:00	6
5:15	10
5:30	25
5:45	23
6:00	25
6:15	39
6:30	58
6:45	86
7:00	93
7:15	81
7:30	110
7:45	155
8:00	147
8:15	106
8:30	109
8:45	104
9:00	110
9:15	106
9:30	97
9:45	96
10:00	101
10:15	78
10:30	110
10:45	114
11:00	100
11:15	117
11:30	116
11:45	138
Total	2562
Peak	7:30
Volume	518
Peak Factor	0.835

Merge Midwest Engineering, LLC
 2668 W. Catalpa Street
 Olathe KS, 66061

Site Code:
 Station ID:
 Location 1: Roe Blvd South Bound
 Location 2:
 Location 3:
 Location 4:

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

8/6/2025 A to B, SB	
Time	
12:00 PM	138
12:15	150
12:30	119
12:45	152
1:00	136
1:15	110
1:30	117
1:45	99
2:00	114
2:15	114
2:30	120
2:45	124
3:00	126
3:15	131
3:30	140
3:45	148
4:00	152
4:15	152
4:30	164
4:45	171
5:00	148
5:15	165
5:30	156
5:45	158
6:00	137
6:15	112
6:30	103
6:45	83
7:00	102
7:15	77
7:30	86
7:45	93
8:00	68
8:15	62
8:30	43
8:45	49
9:00	55
9:15	51
9:30	50
9:45	36
10:00	26
10:15	34
10:30	27
10:45	33
11:00	24
11:15	13
11:30	16
11:45	9
Total	4693
Peak	4:30
Volume	648
Peak Factor	0.947

Merge Midwest Engineering, LLC
 2668 W. Catalpa Street
 Olathe KS, 66061

Site Code:
 Station ID:
 Location 1: Roe Blvd South Bound
 Location 2:
 Location 3:
 Location 4:

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

8/7/2025 A to B, SB	
Time	
12:00 AM	7
12:15	11
12:30	7
12:45	7
1:00	8
1:15	6
1:30	5
1:45	2
2:00	5
2:15	6
2:30	7
2:45	4
3:00	2
3:15	3
3:30	4
3:45	7
4:00	5
4:15	4
4:30	3
4:45	8
5:00	5
5:15	12
5:30	18
5:45	24
6:00	21
6:15	46
6:30	48
6:45	96
7:00	81
7:15	94
7:30	121
7:45	142
8:00	130
8:15	101
8:30	112
8:45	119
9:00	94
9:15	95
9:30	120
9:45	98
10:00	98
10:15	100
10:30	80
10:45	91
11:00	95
11:15	116
11:30	143
11:45	145
Total	2556
Peak	11:00
Volume	499
Peak Factor	0.860

Merge Midwest Engineering, LLC
 2668 W. Catalpa Street
 Olathe KS, 66061

Site Code:
 Station ID:
 Location 1: Roe Blvd South Bound
 Location 2:
 Location 3:
 Location 4:

Comment 1:
 Comment 2:
 Comment 3:
 Comment 4:
 Latitude: 0.000000
 Longitude: 0.000000

8/7/2025 A to B, SB	
Time	
12:00 PM	115
12:15	124
12:30	131
12:45	146
1:00	128
1:15	135
1:30	113
1:45	98
2:00	118
2:15	116
2:30	113
2:45	132
3:00	137
3:15	112
3:30	135
3:45	136
4:00	149
4:15	164
4:30	156
4:45	157
5:00	167
5:15	183
5:30	162
5:45	158
6:00	143
6:15	120
6:30	98
6:45	100
7:00	112
7:15	79
7:30	92
7:45	56
8:00	58
8:15	56
8:30	56
8:45	38
9:00	47
9:15	43
9:30	45
9:45	50
10:00	42
10:15	30
10:30	29
10:45	24
11:00	30
11:15	24
11:30	23
11:45	15
Total	4695
Peak	5:00
Volume	670
Peak Factor	0.915
Grand Total	48017
ADT	ADT: 6,859 AADT: 6,859

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd South Bound
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 38.861231
Longitude: -95.741185

A to B, SB 8/1/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
30 - 39	2,640	81.1%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	28	29	30	31	32	32	33	33	34	34	35	35	36	36	37	37	38

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	7,577
Total Greater Than 50.0	11
Percent Greater Than 50.0	0.1%

Mean, Median, and Mode Averages

Mean:	35.1
Median (50th %):	35.0
Mode:	35.7

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
128	50	5762	1159	50	237	52	6	101	9	14	6	2	1
1.7%	0.7%	76.0%	15.3%	0.7%	3.1%	0.7%	0.1%	1.3%	0.1%	0.2%	0.1%	0.0%	0.0%

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd South Bound
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 38.861231
Longitude: -95.741185

A to B, SB 8/2/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
31 - 40	6,081	80.3%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	28	29	30	31	31	32	32	33	33	34	34	35	35	36	37	37	38

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	6,310
Total Greater Than 50.0	9
Percent Greater Than 50.0	0.1%

Mean, Median, and Mode Averages

Mean:	35.0
Median (50th %):	34.8
Mode:	35.0

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
71	30	5168	783	12	148	25	2	53	7	2	4	3	2
1.1%	0.5%	81.9%	12.4%	0.2%	2.3%	0.4%	0.0%	0.8%	0.1%	0.0%	0.1%	0.0%	0.0%

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd South Bound
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 38.861231
Longitude: -95.741185

A to B, SB 8/3/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
31 - 40	5,017	79.5%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	28	29	30	31	31	32	32	33	33	34	34	35	35	36	36	37	38

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	5,280
Total Greater Than 50.0	12
Percent Greater Than 50.0	0.2%

Mean, Median, and Mode Averages

Mean:	35.0
Median (50th %):	34.6
Mode:	33.1

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
71	30	4416	610	13	87	17	3	25	4	2	1	0	1
1.3%	0.6%	83.6%	11.6%	0.2%	1.6%	0.3%	0.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd South Bound
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 38.861231
Longitude: -95.741185

A to B, SB 8/4/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
31 - 40	4,225	80.0%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	28	29	30	31	32	32	33	33	34	34	35	35	36	36	37	38	39

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	7,202
Total Greater Than 50.0	12
Percent Greater Than 50.0	0.2%

Mean, Median, and Mode Averages

Mean:	35.4
Median (50th %):	35.3
Mode:	35.0

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
98	41	5388	1130	64	301	37	7	105	11	12	5	1	2
1.4%	0.6%	74.8%	15.7%	0.9%	4.2%	0.5%	0.1%	1.5%	0.2%	0.2%	0.1%	0.0%	0.0%

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd South Bound
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 38.861231
Longitude: -95.741185

A to B, SB 8/5/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
31 - 40	5,706	79.2%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	28	29	30	31	31	32	33	33	34	34	35	35	36	36	37	37	38

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	7,142
Total Greater Than 50.0	3
Percent Greater Than 50.0	0.0%

Mean, Median, and Mode Averages

Mean:	35.1
Median (50th %):	34.9
Mode:	35.6

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
112	29	5284	1113	57	350	34	7	112	11	16	11	3	3
1.6%	0.4%	74.0%	15.6%	0.8%	4.9%	0.5%	0.1%	1.6%	0.2%	0.2%	0.2%	0.0%	0.0%

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd South Bound
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 38.861231
Longitude: -95.741185

A to B, SB 8/6/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
31 - 40	5,657	79.2%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	27	29	30	31	31	32	32	33	33	34	34	35	35	36	36	37	38

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	7,255
Total Greater Than 50.0	6
Percent Greater Than 50.0	0.1%

Mean, Median, and Mode Averages

Mean:	34.9
Median (50th %):	34.8
Mode:	34.3

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
145	36	5429	1103	54	306	36	5	113	14	6	5	2	1
2.0%	0.5%	74.8%	15.2%	0.7%	4.2%	0.5%	0.1%	1.6%	0.2%	0.1%	0.1%	0.0%	0.0%

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd South Bound
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 38.861231
Longitude: -95.741185

A to B, SB 8/7/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
30 - 39	5,761	79.4%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	28	29	30	31	32	32	33	33	34	34	35	35	36	36	37	38	39

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	7,251
Total Greater Than 50.0	10
Percent Greater Than 50.0	0.1%

Mean, Median, and Mode Averages

Mean:	35.4
Median (50th %):	35.2
Mode:	35.8

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
136	23	5389	1121	56	347	23	6	114	13	11	6	2	4
1.9%	0.3%	74.3%	15.5%	0.8%	4.8%	0.3%	0.1%	1.6%	0.2%	0.2%	0.1%	0.0%	0.1%

Merge Midwest Engineering, LLC
2668 W. Catalpa Street
Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd South Bound
Location 2:
Location 3:
Location 4:

Comment 1:
Comment 2:
Comment 3:
Comment 4:
Latitude: 38.861231
Longitude: -95.741185

A to B, SB 8/1/2025 to 8/7/2025

Pace Speed - MPH

Classes Excluded From Pace:

Speed	Number	Percent
31 - 40	41,619	79.5%

Percentile Speeds

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th
Speed - MPH	28	29	30	31	31	32	33	33	34	34	35	35	36	36	37	37	38

Vehicles Traveling Greater Than 50.0 MPH

Total Volume	48,017
Total Greater Than 50.0	63
Percent Greater Than 50.0	0.1%

Mean, Median, and Mode Averages

Mean:	35.2
Median (50th %):	35.0
Mode:	35.0

Classification Statistics

Unclassified	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi
761	239	36836	7019	306	1776	224	36	623	69	63	38	13	14
1.6%	0.5%	76.7%	14.6%	0.6%	3.7%	0.5%	0.1%	1.3%	0.1%	0.1%	0.1%	0.0%	0.0%

Item Number: IV.
Committee Minutes



City of Roeland Park
Action Item Summary

Submitted By:

Committee/Department: Administration

Title: Ad-Hoc Historical Committee Meeting Minutes July 24, 2025

Item Type: Presentation

Recommendation:

Details:

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. Ad-Hoc Historical Committee Meeting Minutes July 24, 2025

July 24, 2025 Ad Hoc Historical Committee Meeting Minutes

Tom Madigan called the meeting to order at 6:00 P.M.

Members in attendance: Tom Madigan, Liz Vogel, Ian Tompkins, Jenn Hill, Anna Jacobson, Jim Grebe, Chief Honas, and Council members Emily Hage and Matt Lero from the 75th Anniversary Committee.

- **Agenda** was modified to allow guests and committee members to discuss the Seventy-fifth anniversary sign at the beginning of the meeting.

-

- **Minutes** for the June meeting were approved..

- **Seventy-fifth anniversary sign.** Much discussion from committee members and guests representing the 75th Anniversary Committee regarding the celebratory aspect of our proposed sign. It was unanimously agreed to propose the following to the City Council for approval:

-

On July 2, 1951, the new city of Roeland Park, Kansas, covered 140 acres and had about

1,800 residents. Its cozy starter homes attracted many young families and servicemen

returning from World War II. At the time, Roeland Park was exclusively white, and racial

covenants within property deeds specifically prohibited Black and Jewish households.

While unenforceable since 1948, racial restrictions persisted until they became illegal

under the 1968 Fair Housing Act.

In 2026, Roeland Park represents a richly diverse community of over 6,800 residents.

The city has codified ordinances ensuring equal opportunity for all, regardless of their identity or background. Roeland Parkers have been influential on the local and state level to address the legacy of racial covenants and enable homeowners to remove discriminatory language from their property deeds. The city has also made strides in improving infrastructure, including a new public pool and community center, art installations, and upgraded utilities.

July 2, 2026, marks 75 years of Roeland Park's history, community, and achievement.

Today, residents and visitors alike can enjoy beautiful parks, engaging public events, and an active community. Even after 75 years, this city's story is still being written, thanks to the residents who make this place home.

-
- **Redlining essay.** It is in development.
-
- **Location and interpretive signs.** For discussion at our next meeting, Ian will bring large legible handouts showing the previous versions of three signs: "Original Environment of Roeland Park," "The Roe Family" and "Charles Vawter and the Founding of Roeland Park."

Website and essays. Anna will talk to Joey.

Oral histories. These are being transcribed.
Discussion regarding finding more longtime residents who
would care to participate .

-

- **Art Master Plan.** Nothing new to report.

There was no new business.

Our next meeting will be August 28.

-

Adjourned at 6:53 P.M.

Submitted with respect,
Jim Grebe

Item Number: IV.
Committee Minutes



City of Roeland Park
Action Item Summary

Submitted By:

Committee/Department: Administration

Title: Diversity, Equity, and Inclusion Meeting Minutes July 29, 2025

Item Type: Presentation

Recommendation:

Details:

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. Diversity, Equity, and Inclusion Meeting Minutes July 29, 2025



RP DEI Committee Agenda July 29, 2025

Members Present: Carrie, Harold, Emily, Kourtney, Kate

Guests Present: Lilian Valdez Shipp (Prairie Village Diversity Committee)

Members Absent: Haile, Roginia

- Guest presenter: Lilian Valdez Shipp, from Prairie Village Diversity Committee, Prairie Village Hispanic Heritage Celebration
 - 9/20 at Harmon Park, folklorico dancing, mariachi, food, pinata
 - Lilian will share fliers/info so we can support with September Comms
- Follow up from last month's business
 - Approve [June Minutes](#)
 - Approved- 1st by Emily, 2nd by Kourtney
- [City/Council Updates and Follow-up](#)- Code Chapter 13- not yet updated, Carrie will ask Jennifer to provide updates on the document

Goal 2: Open lines of communication with each section of Roeland Park's community:

- Reminder to add items to the [Comms Google Doc](#) for:
 - August social media/email
 - Round up of donations for school supply drives / where families can get school supplies

Goal 1: Assess city council initiatives with an equity lens

- Cultural/family celebrations- tabling at summer events
 - Concert tabling sign up: [Confirmed dates for Carrie, Harold & Emily](#)
 - August 23rd - Carrie, Harold
 - September 13th - Carrie, Jennifer, Emily
 - Haile- absent
 - Questions + format
 - Format: Butcher paper with questions at top, people can answer directly on paper with markers (potentially sticky notes for anyone that wants to take away & bring back)
 - Questions:
 - 1. What holidays/rituals do you celebrate? (provide examples)
 - 2. What makes Roeland Park feel like home to you?
 - Could use a foundation for 75th Anniversary- leads into more long form answer or interview session
 - 3. What's one step the city could take to be more inclusive?
 - Recruitment

- Print-outs about committee & recruitment info (follow RP social media/email to keep up to date)
 - Sign-up sheet for follow-up: checkbox for recruitment, willing to share reflections for 75th Anniversary, want to stay informed/receive DEI communications
- Incentives
 - Candy bowl
 - Raffle for a gift card - Cafe Corazon - \$25 per event
 - Get a ticket entered for every answer + Additional tickets for signing up
- Materials, set-up (Jennifer will help with tent reservation)
 - Carrie will work with Jennifer on materials & tables
 - Emily will make a sign/poster- Big DEI Committee, Raffle sign
 - Tent, Table
 - Tshirts for volunteers
 - Recruitment print outs
 - Posters with questions
 - Markers
 - Tickets + bowl
 - Pens
 - Sign up sheet
 - Gift cards
 - Post-it notes
 - Tape
 - Candy
 - clipboard
- 75th Anniversary Project Proposal
 - Collect reflections from diverse group of RPerS- could choose format of written response, send in a video, or interview
 - Compile into: video/word cloud- could be shown at final event (on loop near entrance or part of a welcome) or on website
 - If written response- option for resident to submit a picture
 - Do we open up to people who work in RP?- Roesland Staff
 - Harold will work on questions & send to Carrie to create poll for members to respond to before August meeting
- Proclamations- September Hispanic Heritage Month
 - September 1st or 15th meeting?
 - Note: First meeting in September will be on Tuesday, 9/2
 - Ask Mayor Poppa which day he'd prefer
 - Proclamation Review- linked is 2024 RP Hispanic Heritage Month Proclamation
 - Carrie will work on verbiage & share- updates include:
 - Use "Latino" instead of "Hispanic"- better represents the community, Hispanic emphasizes ties to Spain and colonization
 - Add info about RP population who ID's as Latino

- Add paragraph about the diversity of Latino community, including AfroLatinos, indigenous, residents of all statuses, immigrants and those who lived on this land before it became the US
 - Action steps that RP takes to make safe and welcoming
 - New draft with updates [here](#)
 - Recipient Ideas
 - Group will send suggestions for next meeting
 - Feedback from July- not discussed
- [Historical Committee sign updates](#)- DEI unable to join Historical Committee on July 24th to discuss sign but shared their updated version. Committee appreciated that the new sign both shared Roeland Park's history of exclusion and celebrates its progress.
- [City Code Chapter 14](#) not discussed
- [Cost of Living Analysis](#) not discussed
- [Strategic Planning Demographic Report](#) not discussed
- Updates:
 - Joco DEI Committee Updates- introduction? Didn't meet in July, no update
 - Strategic Planning Committee update not discussed
- Recruitment ideas- Roots Church

Adjourned 8:36pm: 1st by Harold, 2nd by Emily

Next Meeting: August 26, 2025

Next Steps:

- Jennifer- update [Follow Up doc](#) for Chapter 13
- Emily will update Comms for August
- Tabling dates:
 - August 23rd - Carrie, Harold
 - September 13th - Carrie, Jennifer, Emily
- Tabling Prep:
 - Carrie will get materials
 - Emily will help with signs
- Harold will create poll with 75th Anniversary questions for committee to rank before next meeting
- All- please review updated proclamation and send your approval.
- Carrie will send proclamation to Mayor Poppa for approval
- All- send suggestions for recipients of Latino Heritage Month proclamation
- Carrie will invite recipient for Latino Heritage Month proclamation (pending approval)
- Lilian from PV will share Hispanic Heritage Celebration info so we can share it in Sept comms

Future Items

- Climate Action Plan- MARC- Climate Action KC (goal of net 0 by 2050)

- Welcoming KC/Welcoming Joco
- Prairie Village Collaboration: Hispanic Heritage Month collaboration (Sept)
- ADU as rentals
- Trans rights
- Native American reconciliation
- Criminal history as protected class
- Capitol Projects DEI Scoring
- Other cities: Mission, Joco, KCMO, Lawrence

Committee Feedback

Equity Guiding Questions

- **Disproportionate Impact:**
 - Has input from people most affected been sought?
 - Is it possible some groups would be more negatively affected than others?
 - Is it possible that some groups benefit more than others?
 - Is that necessary and/or in line with goals? If not, could this be minimized?
- **Equity in language:**
 - Does the policy/practice make normative/stereotypical assumptions?
 - What types of words are used to describe individuals/groups identified in the policy/practice?
 - Is there language that includes or excludes communities that have been historically minoritized? (Ex. "She/He" > "They")
- **How will this action affect/serve people and places that are:**
 - Low-income (consider: renters, shift work schedules, **limited transportation**)
 - Communities of color
 - Limited-English speaking (**Spanish, Punjabi**)
 - People of varying abilities (mobility, vision/hearing impairment, varying levels of communication, on Autism spectrum, ambulatory, self-care, and independent living difficulty)
 - People with marginalized faith traditions (Jewish, Muslim, Jehovah's Witness)
 - Individuals without citizenship status