



AGENDA
City of Roeland Park, Kansas
Governing Body Meeting
City Hall, 4600 W 51st Street
September 15, 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 18, 2025

II. Discussion Items

- A. Review Complete Streets Analysis for Rosewood and Granada Project and Discuss Design Options (20 min)
- B. Review Costs for Pedestrian Crossing Improvements at Roe Blvd and Rosewood
- C. Review Chapter 13 - Streets and Sidewalks
- D. Review Shelter Reservation Procedures and Adding Little Free Library at R Park

III. Non-Action Items

IV. Committee Minutes

- A. Ad-Hoc 75th Anniversary Committee Meeting Minutes August 20, 2025
- B. Ad-Hoc Historical Committee Meeting Minutes August 28, 2025

- C. Aquatic Advisory Committee Meeting Minutes August 12, 2025
- D. Arts Advisory Committee Meeting Agenda September 3, 2025
- E. Diversity, Equity, and Inclusion Meeting Minutes August 26, 2025
- F. Sustainability Committee Meeting Minutes September 4, 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 18, 2025

Item Type: Action Item

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. Governing Body Workshop Meeting Minutes August 18, 2025

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

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

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

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

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

Public Comment

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

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

I. MINUTES

A. Governing Body Workshop Meeting Minutes August 4, 2025

The minutes were approved as presented.

II. DISCUSSION ITEMS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CMBR Madigan said he was confused by the point of order as it effectively gagged him from speaking further about the issue but noted that staff and four or five other Governing Body members were allowed to continue to speak. He said this is a Ward 1 issue and he was attempting to discuss design options. If they were not going to be doing that, then he suggested they do not put it onto the agenda.

He said that a point of order has to be ruled on by the meeting facilitator and he refused to be gagged. CMBR Madigan then asked if an 8-foot sidewalk was installed, would it be cleaned like the one on Roe Boulevard. City Manager Moody said that would be a Council decision to make as they did for that one on Roe.

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

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

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

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

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

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

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

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

C. Review Roe Boulevard Speed Study

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

III. Non-Action Items

IV. Committee Minutes

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

Committee minutes are attached to the agenda packet.

V. ADJOURN

CMBR Raglow adjourned the meeting.

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

Item Number: II. Discussion
Items



City of Roeland Park
Action Item Summary

Submitted By:

Committee/Department: Public Works

Title: Review Complete Streets Analysis for Rosewood and Granada 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 two corridors.

Details:

An additional street reconstruction project has been developed to take advantage of additional resources in the Street and Highway Fund. Although Granada and Rosewood are not contiguous, the two corridors have been combined into one project in order to take advantage of the economies of scale we see when bidding out street projects anticipated to cost more than \$1 million total.

Granada from 51st north to its dead end is a small section of street adjacent to city hall. Attached is a Complete Street Report with Checklist completed by our traffic engineer and city engineer with staff assistance. A sidewalk extension is anticipated to the north end, as well as extending the sidewalk along the south frontage of City Hall. The design contemplated should not require removal of any mature trees, would not impact on street parking and should only require temporary construction easements.

Rosewood from 51st north to the Community Center is also a small section of street. Attached is a Complete Street Report with Checklist completed by our traffic engineer and city engineer with staff assistance. Widening the sidewalk, where it is only 4' wide to 5' wide, is anticipated, as well as adding sharrows as contemplated in the City's bike/ped strategic plan. This will provide a bikeway connection between the multipurpose trail planned along 51st Street and the community center. On-street parking is allowed on the east side of Rosewood, and is intensely utilized by the adjoining property owners. The design contemplated should not require removal of any mature trees, would not impact on street parking and should only require temporary construction easements.

This project is solely funded by the City.

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. Granada Complete Streets Report 9-11-25
2. Rosewood Complete Streets Report 9-11-25

TECHNICAL MEMORANDUM

TO: Donnie Scharff, Director of Public Works
FROM: Janelle Clayton, PE, PTOE
DATE: September 11, 2025
SUBJECT: Granada Street Complete Streets Review

The purpose of this technical memorandum is to summarize the review of Complete Streets elements for the Granada 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	Granada Street – W 51 st Street to North End
City Project Title/Number	2026 NSRP – Rosewood Drive & Granada Street
Project Funding Source	City
Project Scope	Reconstruct Granada Street from W 51 st Street to the north end. Construct a new sidewalk along the east side of Granada Street from the City Municipal Building Driveway onto W 51 st Street to the north end.
Project Length	Approx. 0.10 miles
Roeland Park Ward(s)	Ward 2
City's Street Classification	2 nd Collector Street
Posted Speed Limit	25 MPH
Design Speed	25 MPH
85 th Percentile Speed	21 MPH
Average Daily Traffic	260 Vehicles Per Day
Truck Percentage	22.5% (Includes Buses and Delivery Trucks) 8.5% (Heavy Trucks)
Trucks Allowed	Yes
Transit Route	None on Granada Street; Roe Boulevard is the closest route on the RIDE KC system – There is a stop located on the east and west side Roe Boulevard just south of W 51 st Street.
Roeland Park Pedestrian & Bicycle Infrastructure Strategy	
Roeland Park Destinations Nearby?	• A commercial area (and Village Node as identified in the 2012 Comprehensive Plan) is located just west of Granada Street. • Granada Park is located on the southwest corner of the intersection of W 51st Street & Granada Street. • The Roeland Park Municipal Building (City Hall, Municipal Court, Police Offices) is located on the northeast corner of the intersection of W 51st Street & Granada Street.
On the Priority Sidewalk Network?	No
On the Proposed Bicycle Network?	No
Priority Intersections?	None
Listed Projects?	None

DATA COLLECTION

Traffic Volumes & Speed Data

Speed and volume data were obtained along Granada Street from Friday August 29, 2025 – Friday September 5, 2025. The weekday daily traffic volume is 260 vehicles per day (vpd); 78 vpd northbound and 182 vpd southbound. This volume is lower than the typical volume on a collector roadway which is 2,000 – 5,000 vehicles per day, but still within expected ranges. It should be noted that the counts were taken just north of the first QuikTrip driveway intersection with Granada Street.

Crash Review

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

Two crashes occurred along the study corridor during this 6-year study period. Both occurred at the intersection of W 51st Street & Granada Street. One of the crashes was an Injury crash and the other was a Property Damage Only crash, no Fatalities.

Both crashes occurred during daylight hours and during no adverse weather conditions. One of the crashes was due to a northbound driver on Granada Street running the STOP sign at W 51st Street, and the other was a parked car on Granada Street just south of W 51st Street that was sideswiped. *In reviewing the crash reports, there are no correctable contributing factors to the crashes that are occurring.*

COMPLETE STREETS ELEMENTS

Americans with Disabilities Act (ADA) Compliant Pedestrian Routes

Existing sidewalk is provided along the east side of Granada Street from W 51st Street to the end of the City Municipal Building property. There is a stamped-concrete sidewalk along the edge of the QuikTrip property.

The curb ramps at the intersection of Granada Street & W 51st Street provide detectible warning panels with compliant slopes and landing areas for the northeast and northwest corners. The ramp on the northwest corner is located in the middle of the radius. A more desirable design would be to construct directional ramps. However, constructing directional ramps would require significant modification of the sidewalk, and the ramps were recently constructed and are in good physical condition. The ramps on the southeast and southwest corners do not have detectible warning panels. *Recommendation: Leave ramps in place in the northeast and northwest corners. Replace and/or add detectible warning panels in the southeast and southwest corners.*

There are no other public street crossings along Granada Street north of W 51st Street that require detectible warnings.

Street & Sidewalk Lighting

Existing LED street lighting is provided on the east side of Granada Street with a single pole located toward the north end of the City Municipal Building property. There is also lighting that is provided from the QuikTrip parking lot. The existing lighting levels from the single street light pole are shown on the attached **Exhibit 1**. *No changes to existing street lighting are recommended.*

Pedestrian & Bicycle Facilities

Existing sidewalk is provided along the east side of Granada Street from W 51st Street to the north end of the City Municipal Building property. There are currently no marked bicycle lanes or share the road markings along Granada Street. The project includes reconstruction of the existing sidewalk with a connection along the north side of W 51st Street from the Granada Street intersection to the first driveway of the of the City Municipal Building. The project also will include a new sidewalk connection that will cross Granada Street where the sidewalk terminates today and continue along the west side of Granada Street to tie into the sidewalk and ramp at the north end. There is a street light pole in the sidewalk path on the east side of Granada Street, but will meet ADA passing requirements.

Granada Street is not on the City's Priority Sidewalk Network nor on the City's Proposed Bicycle Network. *Recommendation:*

Access Management

The spacing of the commercial driveways were reviewed in accordance with KDOT's *Access Management Policy*. Granada Street is not a KDOT route but would be closest to a Class E 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 corner clearance of the first QuikTrip driveway onto Granada Street is only about 20'. This is an existing driveway, and no crash patterns are evident at this access point. The minimum distance between unsignalized access points for a 25-mile-per-hour roadway in a developed area for a Class E roadway is 95'. The distance from the south QuikTrip driveway intersection with Granada Street to the City Municipal Building driveway intersection is approximately 60', which is about 35' shy of meeting the spacing criteria. The distance from the City Municipal Building driveway intersection to the north QuikTrip driveway is approximately 125', which meets the spacing criteria. These are both existing driveways with

relatively low volumes with no evident crash patterns occurring. *Recommendation: No changes are recommended.*

Compliant Public Transit Stops & Stations

There are no transit stops along Granada Street from W 51st Street to the north end. *Recommendation: No changes are recommended.*

Context Sensitive Landscaping

The design plans will maintain the existing trees along Granada Street. 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 Granada 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

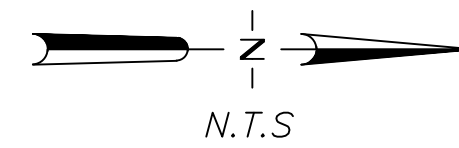
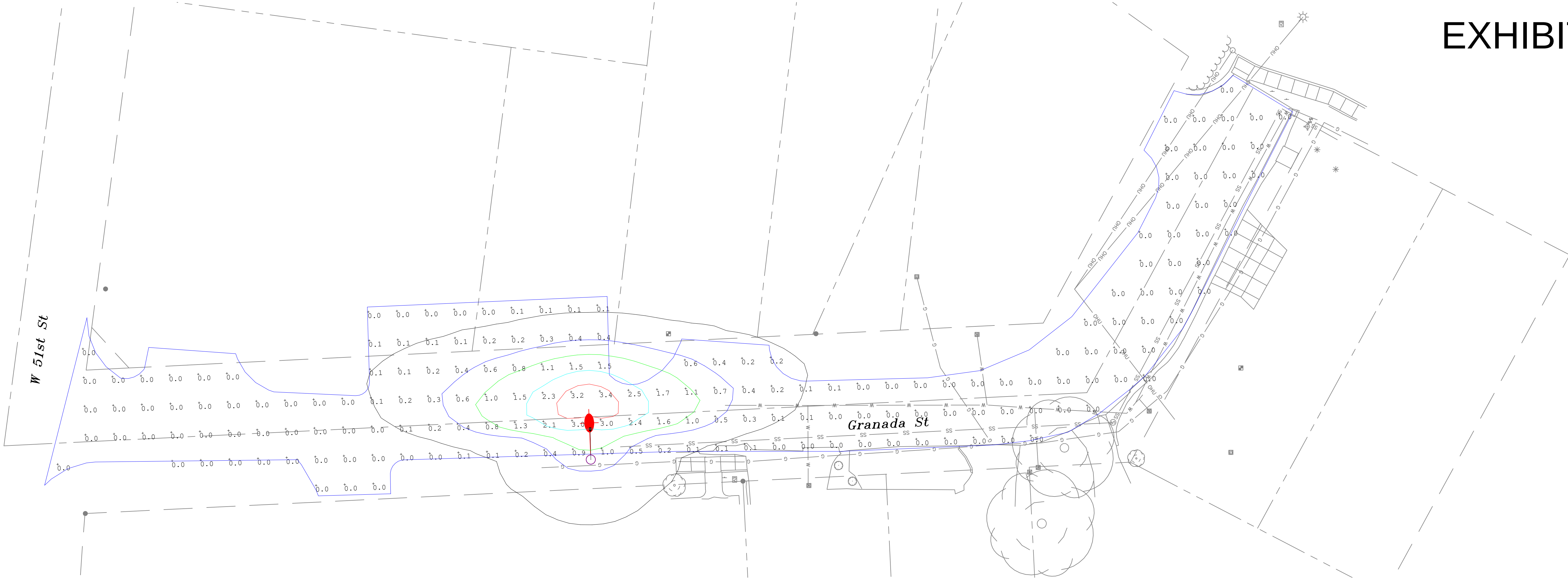
Design Checklist		
Street: Granada Street		From: W 51st Street To: North End
Guidelines	Comments	
Roadway Characteristics and Geometry		
Street Classification	☐ Arterial ☒ Collector ☐ Local	2nd Collector Street
Land Use	☒ Commercial ☒ Residential ☐ Mixed Use ☐ Agricultural	QuikTrip, the City Municipal Building, and two small commercial building are located along the corridor as well as two single-family homes on the north end of the corridor.
Design Speed	25 MPH	No Design Speed Limitations
Has a Traffic Study been conducted?	☒ Yes ☐ No	Daily traffic counts and speed data were collected from Fri. 8/29/25 - Fri. 9/5/25.
Level of Service	Existing: N/A Proposed: N/A	No Level of Service information available. Daily volumes are lower than a typical collector road.
Street Width	Existing: 24'-28' Proposed: 24'	24' edge to edge; 28' 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 Granada Street.

Existing Intersection Configuration	Two-Way Stop Control - W 51st Street & Granada Street No dedicated turn lanes at the intersection.	
Proposed Intersection Configuration	Same as existing	
Motorist Accommodations		
Existing On-Street Parking	☐ Permitted both sides ☒ Permitted one side ☐ Not Permitted	On-Street Parking allowed on east side of Granada St.
Proposed On-Street Parking	☐ Permitted both sides ☒ Permitted one side ☐ Not Permitted	On-Street Parking allowed on east side of Granada St.
Existing On-Street Parking Configuration	☒ Parallel Parking ☐ Angled Parking ☐ N/A	
Proposed On-Street Parking Configuration	☒ Parallel Parking ☐ Angled Parking ☐ N/A	
Number of Parking Spaces Provided	Spaces are not marked; estimated 10 spaces	
Commercial and Emergency Vehicle Accommodations		
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?	☐ N/A Yes ☐ No	
Is the access ADA compliant?	☐ Yes ☐ N/A No	
Pedestrian Accommodations		
Existing Pedestrian Facilities	☒ Sidewalk ☐ Trail ☐ None	Sidewalk located on the east side of Granada Street from W 51st St. to north end of City Municipal Building Parking Lot.
Are the facilities existing ADA compliant?	☐ Yes ☒ No	Sidewalk ramps on the SE and SW corner of W 51st St & Granada St do not have detectable warning panels.
Are there gaps in access or other impediments to pedestrians?	☒ Yes ☐ No	There is a street light pole in the middle of the sidewalk path near the north end of the City Municipal Building property. The proposed design will ensure that the passing distance around the pole meets ADA requirements.
Proposed Pedestrian Facilities	☒ Sidewalk ☐ Trail ☐ None	Sidewalk will be added from the existing west City Municipal Building driveway onto W 51st Street, will wrap the corner and tie into existing sidewalk along the east side of Granada St. Repairs to existing sidewalk will be made as needed for any ADA compliance issues. New sidewalk will be constructed that will tie into the existing end on the east side with a ramp that will cross Granada St. and continue on the west side of Granada St. to connect to the existing sidewalk and ramp at the north end.

<i>Bicyclist Accomodations</i>		
Is this street on the comprehensive bike plan?	☐ Yes ☒ No	
Existing Bicyclist Facilities	☐ On Street ☐ Off Street ☒ None	
Proposed Bicyclist Facilities	☐ On Street ☐ Off Street ☒ None	
Proposed On-Street Accomodation (if applicable)	☐ Dedicate Lane ☐ Shared Lane Marking ☐ Signs	
<i>Streetscaping Accomodations</i>		
Is funding available for landscaping?	☐ Yes ☒ No	All landscaping that is disturbed will be replaced.
Is funding for street lighting available?	☐ Yes ☒ No	No changes to existing street lighting are recommended. Existing lighting is adequate.
Does design account for future addition of streetscaping items?	☒ Yes ☐ No	
<i>Utility Coordination</i>		
Are utility conflicts present within the project boundaries?	☐ Yes ☐ No	Undetermined at this time. Utility coordination is ongoing.
Has coordination been made to have conflicts removed before construction?	☒ Yes ☐ No	Undetermined at this time. Utility coordination is ongoing.

EXHIBIT 1



TECHNICAL MEMORANDUM

TO: Donnie Scharff, Director of Public Works
FROM: Janelle Clayton, PE, PTOE
DATE: September 11, 2025
SUBJECT: Rosewood Drive Complete Streets Review

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

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

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

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

Project Information	
Project Location	Rosewood Drive – W 51 st Street to Community Center
City Project Title/Number	2026 NSRP – Rosewood Drive & Granada Street
Project Funding Source	City
Project Scope	Reconstruct Rosewood Drive from W 51 st Street to the Community Center. The project includes bringing the existing sidewalks into ADA compliance and incorporation of a shared-use bicycle lane with “Share the Road” facilities.
Project Length	Approx. 0.25 miles
Roeland Park Ward(s)	Ward 1
City’s Street Classification	2 nd Collector Street
Posted Speed Limit	25 MPH
Design Speed	25 MPH
85 th Percentile Speed	26 MPH
Average Daily Traffic	814 Vehicles Per Day
Truck Percentage	7.4% (Includes Buses and Delivery Trucks) 0.7% (Heavy Trucks)
Trucks Allowed	Yes
Transit Route	None on Rosewood Drive; Roe Boulevard is the closest route on the RIDE KC system.
Roeland Park Pedestrian & Bicycle Infrastructure Strategy	
Roeland Park Destinations Nearby?	● Roeland Park Community Center is located on the north end of Rosewood Drive. ● A commercial area (and Village Node as identified in the 2012 Comprehensive Plan) is located approximately 0.20 miles east of Rosewood Drive on W 51st Street. ● Jack M. Carpenter Park is located 0.32 southeast of the intersection of W 51st Street & Rosewood Drive.
On the Priority Sidewalk Network?	Yes
On the Proposed Bicycle Network?	Yes – Dedicated On-Street Bike Lane (From W 51st Street to W 50th Terrace) Yes - Neighborhood Greenway (From W 50th Terrace to Community Center)
Priority Intersections?	W 51st Street & Rosewood Drive – First Priority Rosewood Drive & Community Center Path – First Priority Rosewood Drive & W 50th Terrace – Second Priority Rosewood Drive & W 50th Street – Second Priority Rosewood Drive & W 49th Terrace – Second Priority Rosewood Drive & W 49th Street – Second Priority
Listed Projects?	None

DATA COLLECTION

Traffic Volumes & Speed Data

Speed and volume data were obtained along Rosewood Drive on Wednesday August 27, 2025. The weekday daily traffic volume is 814 vehicles per day (vpd); 420 vpd northbound and 394 vpd southbound. This volume is 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 2016 through 2024 for Rosewood Drive from the intersection with W 51st Street to the Community Center.

Three crashes occurred along the study corridor during this 8-year study period. All of the crashes were Property Damage Only crashes, no Injury or Fatality crashes. All three were crashes with parked vehicles that were legally parked on the east side of Rosewood Drive, one involved an intoxicated driver, and one was due to admitted inattention. One was a hit-and-run.

All of the crashes occurred during dark hours, one with street lights off and two with street lights on. Although all the crashes occurred in the dark, the crash reports list no indication of the dark being a contributing factor. 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 west side of Rosewood Drive. A 5' sidewalk that abuts the curb is present from W 51st Street to W 50th Street. A 4' sidewalk is present with a 2' grass buffer from W 50th Street up to the Community Center. 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 project will include 5' sidewalk along the entire corridor.

The curb ramps at the intersection of Rosewood Drive & W 51st Street provide detectible warning panels with compliant slopes and landing areas. The ramp on the northwest corner is located in the middle of the radius. A more desirable design would be to construct directional ramps. However, constructing directional ramps would require significant modification of not only the

sidewalk, but most likely the entire intersection as well, especially with the drainage inlet located just to the west in the sidewalk. **Recommendation: Leave ramps in place.**

The curb ramps at the northwest and southwest corners of the intersection of Rosewood Drive & W 50th Terrace provide detectible warning panels. The southwest corner provides detectable warning panels in the center of the radius. Although a more desirable design is to construct directional ramps, the ramps on the west side of the intersection are in good condition. The curb ramp on the southeast corner does not provide a detectible warning. **Recommendation: Leave ramps in place on the northwest and southwest corners of the intersection and replace curb ramp on southeast corner with an ADA compliant ramp with a detectible warning. The sidewalk on the southeast corner should be extended south along Rosewood drive to provide a directional ramp that would line up with the ramp on the southwest corner.**

The curb ramps at the intersection of Rosewood Drive & W 50th Street provide detectible warning panels in the center of the radius. Although a more desirable design is to construct directional ramps, the ramps are in good condition and would require significant rework of the intersection. **Recommendation: Leave ramps in place.**

The curb ramps at the intersection of Rosewood Drive & W 49th Terrace do not provide detectible warning panels. **Recommendation: Construct new ADA compliant ramps with a detectible warning on the northwest and southwest corners.**

The curb ramp at the southwest corner of the intersection of Rosewood Drive & W 49th Street provides detectible warning panels in the center of the radius. Although a more desirable design is to construct directional ramps, the southwest corner ramp is in good condition. The curb ramps on the northwest and southeast corners do not provide a detectible warning. **Recommendation: Leave ramps in place on the southwest corner of the intersection and replace curb ramps on northwest and southeast corners with ADA compliant ramps with detectible warnings. The sidewalk on the southeast corner should be extended south along Rosewood drive to provide a directional ramp that would line up with the ramp on the southwest corner.**

Street & Sidewalk Lighting

Existing LED street lighting is generally provided on the east side of Rosewood Drive with a pole placed at every public-street intersection. The existing lighting levels are shown on the attached **Exhibit 1. No changes to existing street lighting are recommended.**

Pedestrian & Bicycle Facilities

Existing sidewalk is provided along the west side of Rosewood Drive. There are currently no marked bicycle lanes or share the road markings along Rosewood Drive.

Rosewood Drive is on the City's Priority Sidewalk Network and on the City's Proposed Bicycle Network. The section from W 51st Street to W 50th Terrace was planned for on-street dedicated bicycle lanes, while the remainder was planned for a shared lane in the roadway. The City has determined that dedicated on-street bicycle lanes are not practical along W 51st Street due to right-of-way constraints. Therefore, Rosewood Drive from W 51st Street to the Community Center should all be designed as a Neighborhood Greenway employing sharrows. An anticipated extension of Skyline Drive between Roe Boulevard and the Community Center holds future opportunity for an east/west bicycle route. ***Recommendation: Provide a shared-use bicycle lane within the roadway with appropriate pavement markings and signing.***

The sidewalk along the west side of Rosewood Drive provides a continuous route for pedestrians along the corridor and connects them to the existing cross-street sidewalks at the public-street intersections. ***Recommendation: Update existing sidewalk to a continuous 5' width with ADA compliant grades at driveway crossings and update non-compliant curb ramps to ADA compliance by replacing and/or adding ramps with detectable warnings.***

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 Rosewood Drive from W 51st Street to the Community Center. ***Recommendation: No changes are recommended.***

Context Sensitive Landscaping

The design plans will maintain the existing trees along Rosewood Drive. 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 Rosewood Drive may be necessary for utility relocations.

Recommendation: The plans should be approved by the Director of Public Works to avoid any unnecessary closures or delays.

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: Rosewood Drive		From: W 51st Street To: Community Center
Guidelines	Comments	
Roadway Characteristics and Geometry		
Street Classification	☐ Arterial ☒ Collector ☐ Local	2nd Collector Street
Land Use	☐ Commercial ☒ Residential ☐ Mixed Use ☐ Agricultural	Single-Family homes are present along the corridor. The City Community Center is located at the north end of the corridor.
Design Speed	25 MPH	No Design Speed Limitations
Has a Traffic Study been conducted?	☒ Yes ☐ No	Daily traffic counts and speed data were collected on Wed. 8/27/2025.
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: 23.5'	23.5' travel way, 27.5' back-to-back 23.5' travel way, 27.5' 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 Rosewood Drive.

Existing Intersection Configuration	All-Way Stop Control - Rosewood & W 51st Street Two-Way Stop Control on E/W Approaches - Rosewood Drive with W 50th Terr, W 50th St, W 49th Terr, & W 49th St. No dedicated turn lanes at any intersection.	
Proposed Intersection Configuration	Same as existing	
Motorist Accomodations		
Existing On-Street Parking	☐ Permitted both sides ☒ Permitted one side ☐ Not Permitted	On-Street Parking allowed on east side of Rosewood Drive.
Proposed On-Street Parking	☐ Permitted both sides ☒ Permitted one side ☐ Not Permitted	On-Street Parking allowed on east side of Rosewood Drive.
Existing On-Street Parking Configuration	☒ Parallel Parking ☐ Angled Parking ☐ N/A	
Proposed On-Street Parking Configuration	☒ Parallel Parking ☐ Angled Parking ☐ N/A	
Number of Parking Spaces Provided	Spaces are not marked; estimated 25 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?	☐ N/A Yes ☐ No	
Is the access ADA compliant?	☐ Yes ☐ N/A No	
Pedestrian Accommodations		
Existing Pedestrian Facilities	☒ Sidewalk ☐ Trail ☐ None	Sidewalk located on the west side of Rosewood Drive.
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. Some sidewalk ramps do not have detectable warnings.
Are there gaps in access or other impediments to pedestrians?	☐ Yes ☒ No	
Proposed Pedestrian Facilities	☒ Sidewalk ☐ Trail ☐ None	5' sidewalk located on the west side of Rosewood Drive.

<i>Bicyclist Accommodations</i>		
Is this street on the comprehensive bike plan?	☒ Yes ☐ No	The section on Rosewood Dr. from W 51st St. to W 50th Terr. is shown for dedicated on-street bike lanes in the City's Plan that was a planned continuation of the east/west route from W 51st St. However, right of way on W 51st St. does not allow for on-street lanes. Therefore, a shared lane in the roadway is proposed for Rosewood Dr. from W 51st St. to the Community Center.
Existing Bicyclist Facilities	☐ On Street ☐ Off Street ☒ None	
Proposed Bicyclist Facilities	☒ On Street ☐ Off Street ☐ None	
Proposed On-Street Accommodation (if applicable)	☐ Dedicate Lane ☒ Shared Lane Marking ☒ Signs	
<i>Streetscaping Accommodations</i>		
Is funding available for landscaping?	☐ Yes ☒ No	All landscaping that is disturbed will be replaced.
Is funding for street lighting available?	☐ Yes ☒ No	No changes to existing street lighting are recommended. Existing lighting is adequate.
Does design account for future addition of streetscaping items?	☒ Yes ☐ No	
<i>Utility Coordination</i>		
Are utility conflicts present within the project boundaries?	☐ Yes ☐ No	Undetermined at this time. Utility coordination is ongoing.
Has coordination been made to have conflicts removed before construction?	☒ Yes ☐ No	Undetermined at this time. Utility coordination is ongoing.

EXHIBIT 1



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 Costs for Pedestrian Crossing Improvements at Roe Blvd and Rosewood

Item Type: Action Item

Recommendation:

Staff is seeking direction from Council on installation of a Rapid Flashing Beacon at the pedestrian crossing on Roe Boulevard at Rosewood.

Details:

At the 8/18/25 Council workshop where Merge Midwest reviewed Speed Study results for the section of Roe Blvd south of 52nd Terrace, Council requested cost information for adding a rapid flashing beacon at the pedestrian crossing along with other suggested pavement markings. Attached is a PowerPoint presentation from Merge Midwest which provides some background for rapid flashing beacon installations in our area in similar conditions. The presentation also details the layout of improvements and costs. The speed study is also attached for reference.

There are general street improvement funds budgeted in 2025 that can cover the expense. The project is not reflected in our capital improvement budget. Public Works will install the signs, we will contract for installing the thermo plastic pavement markings. This is reflected in the cost estimate.

Fiscal Impact	
Amount of Request: \$21,500	
Budgeted item? No	Budgeted Amount: \$0.00
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. Rapid Flashing Beacon at Rosewood and Roe Blvd Presentation by Merge Midwest 9-10-25
2. 2025.08.14 Roe Blvd Speed Study

Roe Boulevard & Roseland Drive RRFB

CITY COUNCIL MEETING

MONDAY, SEPTEMBER 15TH, 2025

ROELAND PARK CITY HALL

Research on Other Installations on 4-Lane Roads

Roe Blvd
16,248 vpd
35 MPH

City of Prairie Village
Crossing Nall at Meadowbrook Park
17,900 VPD – 35 MPH



No issues since installed. Have had some complaints and concerns about having both lanes yield. Debated putting in an advance RRFB in but have not had to do that.

Research on Other Installations on 4-Lane Roads

Roe Blvd
16,248 vpd
35 MPH

City of Overland Park
Crossing Santa Fe Drive at Benson
23,000 VPD – 40 MPH



No issues since installed.

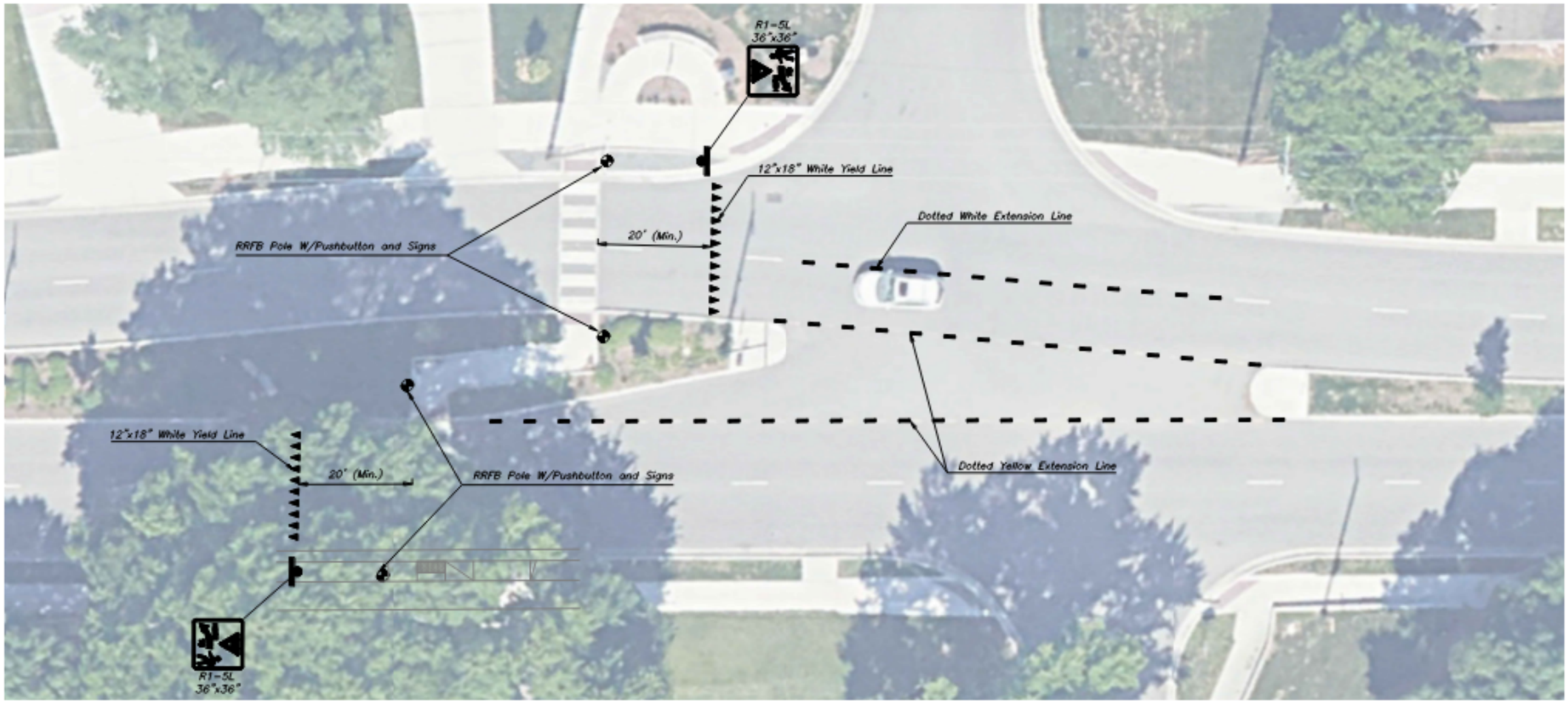
Research on Other Installations on 4-Lane Roads

Roe Blvd
16,248 vpd
35 MPH

City of Olathe
Crossing Santa Fe Drive at Hedge
6,000 VPD – 40 MPH



Had an issue in 2022 where a pedestrian was crossing the east leg (NOT at the RRFB) and a driver in the outside lane yielded for the pedestrian. A second driver saw the first driver stopped, passed the first driver, and didn't see the student crossing the street.



Cost Estimate

Roe Blvd & Rosewood Drive					
RRFB Installation					
City of Roeland Park, Kansas					
Engineer's Opinion of Probable Construction Costs					September 10, 2025
	Description	Quantity	Unit	Unit Price	Extension
1	4" White Lane Extension Line (Thermoplastic)	26	Lin. Ft.	\$ 2.00	\$ 52.00
2	4" Yellow Lane Extension Line (Thermoplastic)	78	Lin. Ft.	\$ 2.00	\$ 156.00
3	12" x 18" White Yield Lane (Preformed Thermoplastic)	22	Each	\$ 75.00	\$ 1,650.00
4	R1-5L Sign & Post (36" x 36")	2	Each	\$ 300.00	\$ 600.00
5	RRFB Installation	1	Lump Sum	\$ 14,000.00	\$ 14,000.00
6	Traffic Control	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
PROJECT TOTAL					\$ 21,458.00

Questions?

ROE BLVD SPEED STUDY

ROELAND PARK, KANSAS

Prepared For:
The City of Roeland Park

Prepared By:
Janelle M. Clayton, PE, PTOE

August 14, 2025



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INTRODUCTION

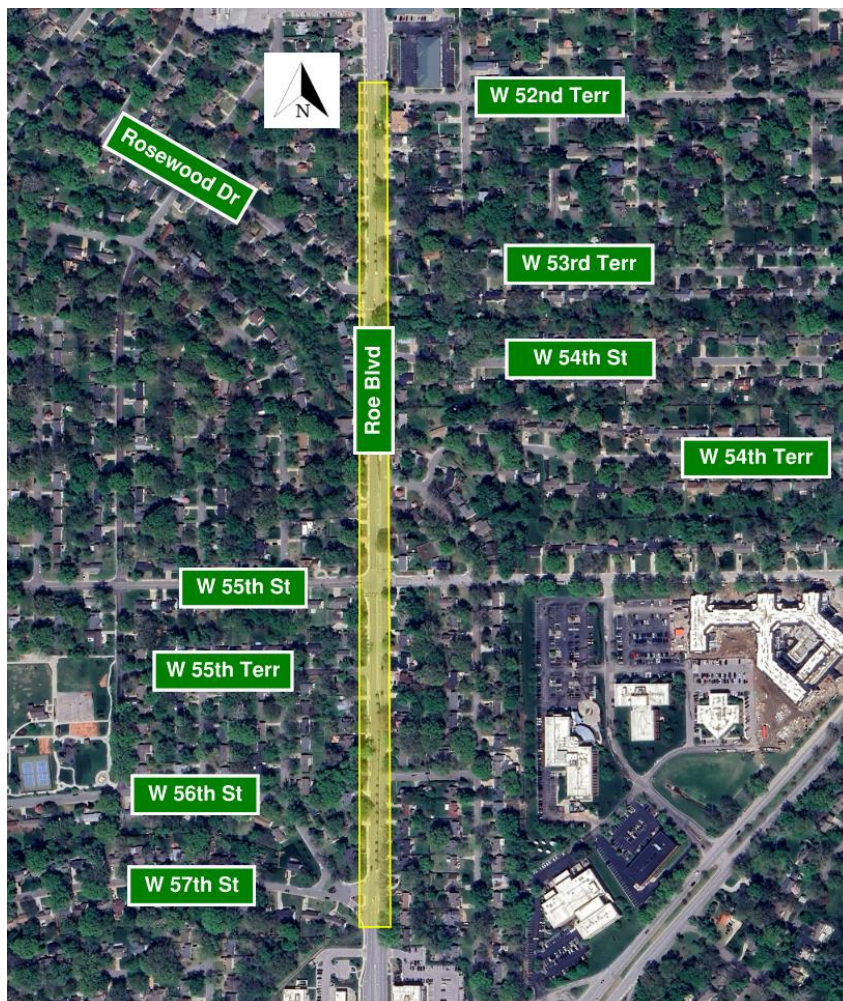
This speed study presents the results of traffic analysis completed along Roe Boulevard in Roeland Park, Kansas through the residential section of roadway from W 52nd Terrace to W 57th Street. Roe Boulevard is classified as an arterial roadway with a speed limit of 35 miles per hour (mph) for both northbound 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

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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
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Olathe KS, 66061

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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:
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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

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Olathe KS, 66061

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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

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Olathe KS, 66061

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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
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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

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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

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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
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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:
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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
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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

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Olathe KS, 66061

Site Code:
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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

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Olathe KS, 66061

Site Code:
Station ID:
Location 1: Roe Blvd. Speed Study - NB
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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
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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
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 Olathe KS, 66061

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 Location 1: Roe Blvd. Speed Study - NB
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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

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
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%

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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
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Olathe KS, 66061

Site Code:
Station ID:
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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

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
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%

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 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%

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

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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

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
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%

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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%

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Comment 3:
Comment 4:
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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%

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Comment 3:
Comment 4:
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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%

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Comment 3:
Comment 4:
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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%

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Comment 4:
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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: II. Discussion
Items



City of Roeland Park
Action Item Summary

Submitted By:

Jennifer Jones-Lacy, Assistant City Administrator Director of Finance

Committee/Department: Administration

Title: Review Chapter 13 - Streets and Sidewalks

Item Type: Presentation

Recommendation:

To review recommended changes to Chapter 13 of the City municipal code - Street, Sidewalks and Other Public Places

Details:

Chapter 13 was reviewed by several parties including the City Engineer, staff, Sustainability and DEI committees, and other experts in the field including the Kansas Forest Service and the County Arboist in charge of the Contain the Rain program. Attached you will find the redline edits of Chapter 13. Dan Miller with Lamp Rynearson will review the sections related to streets and sidewalks. Jennifer Jones-Lacy will review the recommended updates to the Tree Ordinance.

The majority of changes Mr. Miller will review modernizes the code and reflects current APWA design standards. We have also made adjustments to insurance requirements and penalties that will be reviewed. The City Attorney has also reviewed the attached and will be on hand to answer any questions.

The redline and presentation will be included in the packet when it is ready.

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. Chapter 13 Updates presentation
2. Ch. 13. STREETS_AND_SIDEWALKS-redlines FINAL DRAFT



LAMP
RYNEARSON

CODE OF ORDINANCES – CHAPTER 13 UPDATES ROELAND PARK, KS

SEPTEMBER 2025

OVERVIEW

Roland Park staff are reviewing and updating several sections of the Code of Ordinances. The latest section for review is Chapter XIII – Streets, Sidewalks and Other Places.

This section primarily covers the requirements for work to be completed in the public rights-of-way, public utility easements and other public property.

It also includes permits for work in public spaces, restoration requirements, general Streets and Sidewalk regulations including tree maintenance requirements, waterways and drains, right-of-way management and the complete streets policy.



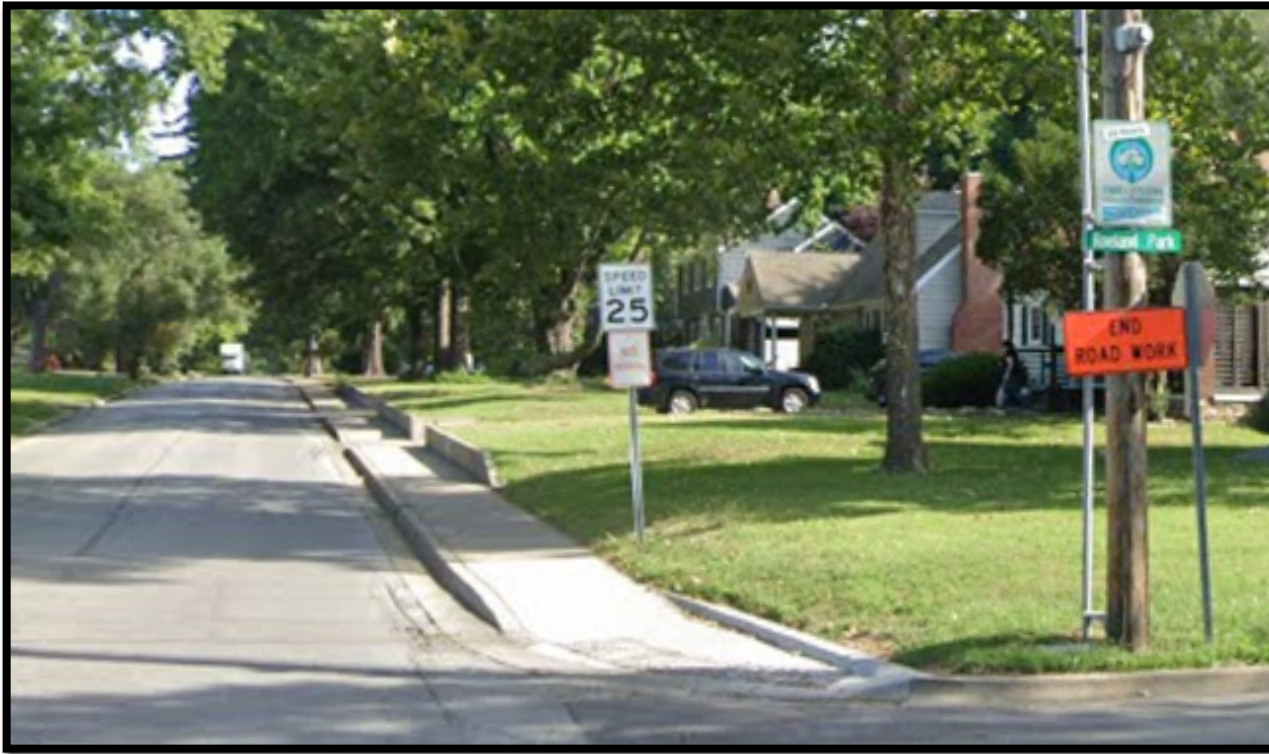
MAJOR UPDATES FOR CONSIDERATION

Major Items Updated



- Placing the permitting authority to the “Public Works Director or their designee” – This was the intent of the original document, but it was listed in multiple formats. This provides consistency on the permitting and standardizes the authority of the permitting.
- Updated KCAPWA using the current date and year – These are the current regional standards. This also allows the City to accept new/updated standards only after they review them to ensure they agree with changes and make a recommendation to City Council adoption.
- Specification for Asphalt, Concrete and Flowable Fill – This provides standard specifications for the major work items. This standardization allows the City to ensure these items are completed at levels that they can accept.

MAJOR UPDATES FOR CONSIDERATION



Major Items Updated

- New pavement restoration requirements – If a contractor cuts or damages pavement that is less than 3 years old, then the contractor will have to repair the entire lane of pavement. There are minor exceptions, and the Public Works Director can waive or modify this requirement at their discretion.
- Maintenance Bond Limits – This has been updated to 2 years throughout the document. This is consistent with other municipalities in the region.
- Permit Penalties for not having a permit – This was increased from double the permit fee to triple the permit fee to be consistent with other municipalities in the area and more completely recover costs of these events.

OTHER CONSIDERATIONS



The City is reviewing the level of bonding that should be required with the City's Risk Management firm, Midwest Public Risk. The intent is to incorporate the bonding requirements that the Risk Manager recommends into the document updates.

The proposed updates did not substantially change the tree policy. Minor adjustments have been recommended by City staff.

The proposed updates did not adjust the "Complete Streets Policy." It is still relatively new and is in its initial stages of implementation. This section will be reviewed by staff in the future after more information is available on the effectiveness of this section.

DISCUSSION AND QUESTIONS



CHAPTER XIII.

STREETS, ~~AND~~ SIDEWALKS AND OTHER PUBLIC PLACES

ARTICLE 1. STREET CONSTRUCTION

Sec. 13-101. Purpose.

In order to provide satisfactory, safe and durable ~~street~~ facilities in the Right-of-Way including, all street improvements, including grading, pavement, curbs, gutters, sidewalks, pedestrian ways, storm drainage facilities, permanent street monuments, trees and other appropriate items shall be designed and constructed to not less than the minimum standards established in this article.

(Code 1986)

Sec. 13-102. Definitions.

For purposes of this ordinance, the following words and phrases shall have the meaning given herein:

- (a) *Abandoned facilities*: Means those facilities owned by the ROW-user that are not in use and are not likely to will not be utilized by the owner in the future.
- (b) *Affiliate*: Means any person controlling, controlled by or under the common control of a "service provider."
- (c) *Applicant*: Means any person requesting permission to occupy, lease or operate facilities using the right-of-way, or to excavate the right-of-way.
- (d) *Area of influence*: Means that area around a street excavation where the pavement and sub-grade is impacted by the excavation and is subject to more rapid deterioration.
- (e) *Building Inspector*: Means the Building Inspector of the City of Roeland Park, Kansas, or the authorized representative.
- (f) *City*: Means the City of Roeland Park, Kansas, a municipal corporation, and any ~~duly~~ authorized representative.
- (g) *City Attorney*: Means the City Attorney of the City of Roeland Park, Kansas, or the authorized representative.
- (h) *City Clerk*: Means the City Clerk of the City of Roeland Park, Kansas, or the authorized representative.

-
- (i) *City Engineer*: Means the City Engineer of the City of Roeland Park, Kansas, or the authorized representative.
 - (j) *Construct*: Means and includes construct, install, erect, build, affix or otherwise place any fixed structure or object, in, on, under, through or above the right-of-way.
 - (k) *Day*: Means calendar day unless otherwise specified.
 - (l) *Emergency*: Means a condition that (a) poses a clear and immediate danger to life or health, or of a significant loss of property; or (b) requires immediate repair or replacement in order to restore service to a user.
 - (m) *Excavate*: Means and includes any cutting, digging, excavating, tunneling, boring, grading or other alteration of the surface or subsurface material or earth in the right-of-way.
 - (n) *Excavation fee*: Means the fee charged by the City for each street or pavement cut which is intended to recover the costs associated with construction and repair activity of the ROW-user and its contractors and/or subcontractors.
 - (o) *FCC*: Means Federal Communications Commission.
 - (p) *Facility*: Means lines, pipes, irrigation systems, wires, cables, conduit facilities, poles, towers, vaults, pedestals, boxes, appliances, antennas, transmitters, gates, meters, appurtenances, or other equipment.
 - (q) *Franchise ordinance*: Means an ordinance passed by the City in accordance with Kansas law and granting a person the right to use the right-of-way or provide service to the City's residents and providing compensation to the City that is in addition to the fees and charges for registering service providers, right-of-way permit fees, inspection fees, building permit fees, excavation fees or other administrative fees.
 - (r) *Governing Body*: Means the Mayor and the City Council of the City of Roeland Park, Kansas.
 - (s) *Governmental entity*: Means any county, township, city, town, village, school district, library district, road district, drainage or levee district, sewer district, water district, fire district or other municipal corporation, quasi-municipal corporation or political subdivision of the State of Kansas or of any other state of the United States and any agency or instrumentality of the State of Kansas or of any other state of the United States or of the United States.
 - (t) *KCC*: Means the Kansas Corporation Commission.
 - (u) *Parkway*: Means the area between a property line and the street curb, sometimes called boulevard, tree-shelf or snow-shelf.
 - (v) *Pavement*: Means and includes Portland cement concrete pavement, asphalt concrete pavement, asphalt treated road surfaces and any aggregate base material.
 - (w) *Pedestrian access route*: Means, as identified and define in the City of Roeland Park, Pedestrian Access Route Criteria, as adopted by the City of Roeland Park, Kansas.

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(Supp. No. 17, Update 2)

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- (x) *Permit and inspection fee*: Means the fee charged by the City to recover its cost incurred for right-of-way management; including, but not limited to, costs associated with registering applicants; issuing, processing, and verifying right-of-way permit applications; inspecting job sites and restoration of improvements; determining the adequacy of right-of-way restoration; revoking right-of-way permits and, other costs the City may incur in managing the provisions of this ordinance.
 - (y) *Permittee*: Means any person to whom a right-of-way permit is issued to excavate a right-of-way.
 - (z) *Person*: Means any natural or corporate person, business association or business entity including, but not limited to, a partnership, a sole proprietorship, a political subdivision, a public or private agency of any kind, a utility, a successor or assign of any of the foregoing, or any other legal entity.
 - (aa) *Public improvement*: Means any project undertaken by the City for the construction, reconstruction, maintenance, or repair of any public infrastructure, and including without limitation, streets, alleys, bridges, bikeways, parkways, sidewalks, sewers, drainage facilities, traffic control devices, street lights, public facilities, public building or public lands.
 - (bb) *Public lands*: Means any real property owned by the City that is not right-of-way.
 - (cc) *Public Works Director*: Means the Public Works Director of the City of Roeland Park, Kansas, their designee, or the authorized representative.
 - (dd) *Registration*: Means the application process of a service provider, the approval of the application by the City, and the authorization of the service provider to use any portion of the right-of-way within the City to provide service both within and beyond the City limits.
 - (ee) *Repair*: Means the temporary construction work necessary to make the right-of-way useable.
 - (ff) *Repair and restoration*: Means those costs associated with repairing and restoring the public right-of-way because of damage caused by the ROW-user and its contractors and/or subcontractors in the right-of-way.
 - (gg) *Restoration*: Means the process by which an excavated right-of-way and surrounding area, including pavement and foundation, is returned to the same condition, or better than, that existed before the commencement of the work.
 - (hh) *Right-of-way*: Means the areas within the City on, below or above public or private property shown as right-of-way for public use on present and future recorded plats or dedicated as right-of-way by deed of dedication. It also includes the area on, below or above City streets, curbs, alleys, bridges, parkways, and public utility easements.
 - (ii) *Right-of-way permit*: Means the authorization to excavate for the construction, installation, repair or maintenance of any type of facility within the right-of-way.

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(Supp. No. 17, Update 2)

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- (jj) *Routine service operation*: Means a work activity that makes no material change to the facilities and does not disrupt traffic.
- (kk) *ROW-user*: Means a person, its successors and assigns, that uses the right-of-way for purposes of work, excavation, provision of services, or to install, construct, maintain, repair facilities thereon, including, but not limited to, landowners and service providers. A ROW-user shall not include ordinary vehicular or pedestrian traffic or any governmental entity that has entered into an agreement pursuant to K.S.A. 12-2901 et seq. with the City regarding the use and occupancy of the City's right-of-way.
- (ll) *Service*: Means a commodity provided to a person by means of a delivery system that is comprised of facilities located or to be located in the right-of-way, including, but not limited to, gas, telephone, cable television, internet services, open video system, alarm systems, steam, electric, water, telegraph, data transmission, petroleum pipelines, or sanitary sewerage.
- (mm) *Service provider*: Means any person owning, possessing or having an interest in facilities in the right-of-way that are used for the provisions of a service for or without a fee; provided, that this definition shall also include persons owning, possessing or having an interest in facilities in the right-of-way that are used by, may be used by or are intended for use by another person, in whole or in part, to provide a service for or without a fee, regardless of whether the actual facility owner provides any service as defined herein.
- (nn) *Street*: Means the pavement and sub-grade of a City residential, collector or arterial roadway.

(Code 2014)

Sec. 13-103. Construction Agency.

Street improvements may be constructed in the City by public contract in accordance with the applicable state statutes or by private contract of the property owners or subdivider, in accordance with the requirements of this article.

(Code 1986)

ARTICLE 1. PERMITS

Sec. 13-104. ~~Permits for Private Construction.~~

The ~~Public Works Director, or their designee~~Public Works Director, or the authorized representative, is authorized to issue ~~special~~ permits, upon request, ~~to owners of private property,~~ to grade, construct, repair or reconstruct street improvements or driveways and walks from curb or gutter to property line at ~~their own expense~~the permit owner's expense in the ~~public streets~~rights-of-way or utility easements ~~adjacent to or running through their property.~~ The plans and specifications therefore

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(Supp. No. 17, Update 2)

shall be first approved by the Public Works Director, or ~~their designee, the authorized representative~~. In cases where the estimated cost of the project exceeds \$300.00 such plans and specifications shall not be approved nor recommendation made to the City Clerk for the issuance of such permit until bonds and certificates of insurance have been filed in accordance with the requirements of sections 13-105 and 13-106.

(Code 2014)

Sec. 13-105. Performance and Maintenance Bonds—Public Liability and Property Damage Insurance.

In all cases of public contracts and of permits for private construction for ~~street~~ improvements in the Right-of-Way (where the estimated cost of the project exceeds ~~\$3001,000.00~~), the contractor or permittee shall be required to file with the City Clerk:

- (a) A performance bond in an amount equal to the estimated cost of such improvement as approved by the Public Works Director, ~~City Engineer, or authorized representative City Engineer~~ their designee, conditioned that such work will be done in accordance with the approved plans and specifications; and
- (b) A maintenance bond as follows: Until final acceptance of the work and for a period of two years from and after the date of final acceptance by the ~~Public Works Director, or their designee~~ Public Works Director, or authorized representative of such ~~street~~ improvements, whether constructed under public contract or under permit for private construction, the contractor or permittee shall make all needed repairs arising out of defective workmanship or materials. The contractor or permittee shall not be responsible for repairing any damage resulting from cuts made in the pavement by ~~plumbers, public utilities, or any~~ other parties.
 1. If, within ten days after ~~the mailing of~~ a notice in writing, signed by the Public Works Director, or ~~authorized representative~~ their designee, to the ~~contractor or~~ permittee, the ~~party~~ permittee shall neglect to make or undertake with due diligence to make the aforesaid repairs, the City shall be authorized to make such repairs at ~~the contractor's or~~ permittee's expense.
 2. However, in case of an emergency where, in the judgment of the City, delay ~~in completing the repairs~~ would cause serious loss or damage to the improvement, or hazard to the public, repairs may be made without notice being sent to the contractor or permittee and the party shall pay the cost thereof. The performance and maintenance bonds and the statutory bond, if any, herein shall remain in full force and effect during the ~~two-year~~ two-year maintenance period herein provided and until all repairs ordered hereunder have been satisfactorily made or paid for by the contractor or permittee; ~~and~~
- (c) Certificates of insurance establishing evidence of workmen's compensation and employer's liability insurance, comprehensive public liability and property damage insurance covering all hazards incident to the work contracted for or permitted under the permit, ~~with minimum~~

Commented [CT1]: May consider increasing this total to \$500 or \$1,000. It will still cover public improvements while keeping from needing permits for basic landscaping and other minor improvements.

limits of \$50,000.00 each person, and \$100,000.00 each accident for bodily injury, and \$5,000.00 each accident and \$25,000.00 policy aggregate for property damage, with the following minimums:

1. Comprehensive General Liability - \$2,000,000 combined single limit for bodily injury and property damage per occurrence
2. Employer's Liability: \$1,000,000 each employee, \$1,000,000 each accident and \$1,000,000 policy limit
3. Worker's Compensation: employers' liability limit equal to the amount required by law

The above coverage and limits shall also include automobiles, owned, non-owned, leased and hired. The form of such bonds and insurance policies shall be subject to the approval of the City Attorney. The sufficiency of the sureties and the insurance coverage shall be subject to the approval of the City Clerk.

(Code 1986)

Sec. 13-106. Alternate Form of Performance and Maintenance Bond for Private Construction of Street Improvements.

In lieu of filing the bonds required in section 13-105, an applicant for a permit for private construction of ~~street~~ improvements may file with the City Clerk his or her written agreement to construct in accordance with the approved plans and specifications and his or her written guarantee of the work against faulty workmanship or materials for a period of two years following certificate of completion as provided in section 13-105. At the time any such agreement is filed, the applicant shall guarantee performance by depositing in escrow with the City Clerk cash or negotiable securities of the United States government (applicant to retain all income therefrom) in the amount of the estimated cost of such improvement as approved by the Public Works Director, or ~~authorized representative City Engineer-Director of Public Works~~ their designee, or in such lesser amount as may be approved by resolution adopted by the City Council, together with written instructions to the City Clerk providing for the return of 90 percent of the deposited funds when the construction requirements of the bond have been complied with and for the return of the remaining ten percent of the deposited funds when the maintenance requirements of the bond have been complied with. This cash, or the proceeds of sale of such securities, may be used by the City to complete the construction and/or maintenance of the improvements specified in the written agreement of the applicant, if the applicant fails to do so.

(Code 2014)

Sec. 13-107. Inspection of Private Construction.

Such work shall not be started until the permit provided in section 13-103 has been issued. The work shall be subject, at all times, to the supervision and inspection of the Public Works Director, or their designee ~~Public Works Director, City Engineer, or authorized representative Director of Public~~

Commented [CT2]: Review the minimum limits with the City's Risk Manager.

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~~Works~~ and to the specific inspection scheduled for various stages of construction of the various types of improvements. Approval of the work by the Public Works Director and/or City Engineer at any stage of construction prior to completion, shall in no way indicate complete approval of prior work, if later inspection discloses any deficiency. Upon completion of the work as planned and specified, the permittee shall request that final inspection be made by the Public Works Director, or their designee~~City Engineer and Public Works Director~~. When the Public Works Director, or their designee~~City representatives~~ shall have made such final inspection and found that the work has been satisfactorily completed in accordance with the plans and specifications and when the permittee shall have filed with the City certificates by his or her suppliers of materials that the materials comply with the specifications, the Public Works Director, or their designee~~City Engineer and Public Works Director~~ shall issue a certificate of final inspection and submit to the City Council with the recommendation for acceptance of the completed work. A two-year maintenance guarantee shall run from the date of the certificate and upon expiration of the ~~two-year~~two-year maintenance period, the permittee shall make such repairs, if any, as the ~~City Engineer and the~~ Public Works Director, or their designee, may require.

(Code 1986)

Sec. 13-108. Standards and Design Criteria for Construction of Streets, ~~Sidewalk~~Storm Sewers and Street Lights.

(a) ~~(a)~~—There is hereby incorporated by reference the "Standard Specifications and Design Criteria," published by the American Public Works Association, Kansas City Metropolitan Chapter, excepting only those portions thereof which are specifically omitted in subsection (b) below:

a. Section 2100, Grading and Site Preparation, as adopted February 2024.

b. Section 2150, Erosion and Sediment Control, as adopted February 2017

c. Section 2200, Paving, as adopted February 2017.

i. Additions and exceptions are listed in this Chapter.

d. Section 2300, Incidental Construction, as adopted February 2017.

e. Section 2400, Seeding and Sodding, as adopted February 2017.

f. Section 2600, Storm Sewers, as adopted March 2020.

g. Section 2700, Structures, as adopted February 2017.

h. Section 5200, Streets, as adopted April 17, 1996.

i. Additions and exceptions are listed in this Chapter.

i. Section 5300, Incidental Construction and Local Bicycle Facility Design Guidance, adopted December 2002

Commented [CT4]: May consider removal of this section to simplify the approval process.

(b) ~~Not less than three copies~~ a copy of the "Standard Specifications and Design Criteria" ~~shall be marked "Official Copy as Adopted by Ordinance No. 810,"~~ with all sections or portions thereof intended to be omitted clearly marked to show any such omission, and to which shall be attached a copy of this incorporating ordinance, and shall be filed with the City Clerk and open to inspection and available to the public at all reasonable business hours.

- (b) The following sections of the "Standard Specifications and Design Criteria" are hereby declared to be omitted in their entirety: Section 2500, Division II, Section 2900, Division II, Section 5100 and Section 5600.

(Ord. No. 810, § 1)

Sec. 13-109. Acceptance of Streets.

No street, avenue, alley or public highway which has been improved shall be accepted by ~~the City Engineer, the of Public Works Director, or their designee~~ ~~Public Works Director, or by any other officer, or officers of the City~~, unless such improvements were constructed according to the plans and specifications then in force for the doing of such work or making such improvement at the time the work or making of such improvement was begun, and unless such improvements were constructed under the supervision and inspection of the City. Any deviations must be approved by the City Council.

(Code 1986)

Sec. 13-110. Fees.

For the issuance of the permit provided in section 13-103 hereof, for the grading, constructing, repairing or reconstructing street improvements or driveways and walks from curb or gutter to property line the City shall charge a fee in an amount established by resolution adopted by the Governing Body, and, in addition, the applicant shall pay the cost to the City of making such inspections as the City Engineer deems necessary considering the scope of the work.

(Code 2014)

Sec. 13-111. Penalty; Permit Fee.

Any person failing to make application for and obtain a permit pursuant to the provisions of this article prior to commencement of the work shall be required to obtain a permit and, in addition to the other penalties which may be imposed, shall pay ~~twice-triple~~ the permit fee which would otherwise be required.

(Code 1986)

ARTICLE 2. CUTTING PAVEMENT AND EXCAVATION

Sec. 13-201. Permit Required.

No person shall make or cause to be made any cut or excavation in, through, or under any street, street right-of-way, sidewalk, alley or other public place in the City for any purpose whatsoever without a permit therefore first being obtained from the City.

(Ord. No. 455, § 1)

Sec. 13-201a. Prior Notification Required.

Any utility or any other person proposing to make a cut or excavation in, through or under any street, street right-of-way, sidewalk, alley or other public place in the City for any purpose whatsoever shall notify the ~~City Clerk~~ Director of Public Works, or their designee, of the City of the location, the extent and the estimated date of the proposed cut or excavation as soon as the utility or other person has determined that such a cut or excavation appears to be necessary. Such notification shall be made prior to directing any employee or authorizing any contractor to perform such cut or excavation on behalf of the utility or other person. Except for emergency cuts as authorized by section 13-216 hereof, the City shall not be required to issue a permit prior to receiving sufficient advance notification, and not less than two weeks advanced notification, to enable the City to consider the impact of such cut or excavation on the residents of the City, the traffic flow on the streets of the City and such other factors as the City may deem appropriate.

(Ord. No. 570, § 12)

Sec. 13-202. Application.

- (a) No permit shall be issued unless an application is made in writing by the person desiring to make the cut or excavation, accompanied by a map or diagram showing the location of the proposed cut or excavation in such manner that the house number or lot number in front of which the excavation is to be made shall be plainly indicated. The map or diagram shall also show the dimensions and character of the proposed cut or excavation. The application shall set forth the purpose for which the cut is made and any other information demonstrating the need for such cut.
- (b) The application for permit shall also be accompanied by a certificate of insurance demonstrating that the applicant or his or her contractor carries general liability insurance covering both property damage and bodily injury in a minimum amount of \$2,0500,000.00 per occurrence, permit on account of damage to persons or property occurring by reason of any such excavation, backfilling, or construction within the public right-of-way. The certificate of insurance shall show the City as an additional named insured and the insurance required pursuant to this section shall cover the City for liability in the amounts indicated above. Such insurance shall be maintained throughout the period of time the work is to be performed and until satisfactory completion thereof.
- (c) The permit application shall contain a provision whereby the applicant agrees to pay the cost of repairs to or replacement of the street, curb, landscaping, and sidewalk in the event the applicant

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fails to comply with the provisions of this article, and the issuance of the permit pursuant to section 13-207 hereof shall be conditioned upon the applicant's agreement to do so.

(Ord. No. 570, § 1)

Sec. 13-203. Permit Fee and Deposit for Street ~~s Cuts Without Non-Woven Fabric.~~

The City shall charge a fee in an amount established by resolution adopted by the Governing Body for each and every permit for cut for excavation of a street ~~without non-woven fabric~~. The further sum of the greater of (1) \$500.00 or (2) \$100.00 for each 100 square feet or fractions thereof in excess of 100 square feet of street surface that is to be cut, excavated or damaged shall be placed on deposit with the City Clerk to cover the cost of refilling or repaving by the City as hereinafter set forth.

(Ord. No. 455, § 3(a))

~~Sec. 13-204. Permit Fee and Deposit for Streets Containing Non-Woven Fabric.~~

~~When a permit is requested to make a cut or excavation on a street containing non-woven fabric the permit fee shall be \$250.00 plus \$50.00 for each 50 square feet or fraction thereof in excess of 100 square feet of street surface that is to be cut, excavated or damaged as a result of such cut or excavation.~~

~~The further sum of the greater of (1) \$500.00 or (2) \$100.00 for each ten square feet or fraction thereof of street surface area that is to be cut, excavated or damaged as a result of such cut or excavation shall be placed on deposit with the City Clerk to cover the cost of refilling or repaving by the City as hereinafter set forth.~~

(Ord. No. 455, § 3(b))

Sec. 13-205. Option of Performance Bond in Lieu of Deposit.

At the option of the person making the cut, excavation or tunnel, and with the approval of the ~~Public Works Director, or their designee, Public Works Director, City Engineer, or authorized representative,~~ a performance bond in an amount equal to the deposit otherwise required under sections 13-203—13-204, but in no event less than \$1,000.00, may be submitted as a substitute for the cash deposit to guarantee the cost of repairing the affected areas for a period of at least one year after completion of the work. In lieu of providing a cash deposit or performance bond for each street cut, excavation or tunnel undertaken by a person on behalf of any utility operating within the City, the utility may provide a blanket performance bond in the minimum amount of ~~\$10,000.00~~ or for the total of the work to be performed, whichever is greater, covering all street cuts, excavations and tunneling to be performed by the utility within the City for the calendar year. The form and substance of the performance bond shall be subject to the approval of the Public Works Director, ~~City Engineer and City Attorney, or their designee.~~ In the event the individual deposits or performance bonds required under the provisions of sections 13-203—13-204 hereof would, in the aggregate, exceed \$10,000.00, the utility, prior to making any additional street cuts, excavations or tunnels, shall either increase the

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amount of the performance bond provided in this section by a sufficient amount to comply with the requirements of sections 13-203:204, or shall make the deposits or provide the performance bond required by such sections for such individual street cut, excavation or tunnel. The performance bond provided in this section shall be used for the purposes set forth in section 13-206 hereof.

(Ord. No. 570, § 2)

Sec. 13-206. Use of Fees, Deposits and Bonds.

- (a) Permit fees required under sections 13-203—13-204 shall be used to reimburse the City for its costs of administration, supervision and inspection of the work involved and shall be nonrefundable.
- (b) Cash deposits submitted pursuant to sections 13-203—13-204, or performance bonds submitted in lieu thereof pursuant to section 13-205, shall be used to pay the costs of repair and construction of refilling and repaving, including administration of the repairs, in the event the applicant or his or her contractor fails to perform as required under the provisions hereof. Nothing herein shall be interpreted as limiting the applicant's responsibility for the repair of a street or the liability for non-performance of the requirements hereof. Upon approval by the Public Works Director, or their designee, and City Engineer, the portion of the deposit or performance bond remaining after reimbursement of any costs paid by the City shall be returned to the applicant by the City Clerk no sooner than 12 24 months after the date of the last resurfacing act for which the permit was issued.
- (c) The applicant is responsible for the backfilling and total restoration to the current City standards of all cuts or excavations, and in the event such backfilling or total restoration does not take place, or in the event the surface of any public right-of-way or any improvement thereon shall settle, break or otherwise fail wholly or partly as a result of a prior excavation, then the person who made such excavation shall be notified and requested-required to repair the samedamaged areas to the current City standards. Such notice shall be deemed given if properly mailed to the last known address of such person. If such person shall fail or refuse to make necessary repairs within five normal working days thereafter, then the Public Works Director, and/or City Engineer or their designee, shall either have the work performed by City forces or privately contract the work for the making of such repairs and in either case, such person or his or her surety shall pay the costs thereof. Where City forces are used to perform the work, the applicant, or his or her surety, shall pay the reasonable-total cost of the time of City personnel and for the materials used repair.

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(Ord. No. 570, § 3)

Sec. 13-207. Issuance of Permit.

The Public Works Director, and/or City Clerk or their designee, shall issue the permit upon the applicant's compliance with the requirements of this article provided no permit shall be issued to a party

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who is not in compliance with the requirements of this article on any other street cut or excavation until such applicant complies with the provisions of this article for such other street cut or excavation. ;hn0;
(Ord. No. 455, § 3(c))

Sec. 13-208. Excavation.

The parties making the cut or excavation in any street, right-of way, sidewalk, alley or public place, shall cause the same to be done with the least possible injury to streets, right-of-ways, alleys, sidewalks, or public places and shall excavate earth and pavement therefrom in such a manner as to cause the least inconvenience to the public, and to permit uninterrupted passage of water along the gutters. Broken pavement, earth and debris, removed by excavation, shall be cleaned up and removed at the end of each day and all debris shall be completely removed from the site of the work at the completion of such work. The excavation or trench shall have straight vertical sides and shoring, siding and bracing shall be employed where necessary to prevent cave-ins. Police, fire and street officials shall be noticed 24 hours in advance whenever a road is to be blocked or opened to traffic.

(Ord. No. 455, § 4)

Sec. 13-209. Backfilling and Resurfacing.

The filling of all cuts or excavations made in any street, right-of-way, sidewalk, alley or other public place in the City shall be made by persons making the cut or excavation by the following methods:

- (a) *Tunneling.* Installation of utilities may be made in tunnels where the method of tunneling, the materials to be used and the extent of the tunnel have been approved by the Public Works Director, ~~or their designee, and/or City Engineer.~~
- (b) *Boring.* Street crossings may be made by boring when approved by the Public Works Director, ~~or their designee, and/or City Engineer.~~
- (c) *Trench Backfill.* Backfill of excavated trench, beneath or outside of paved areas in the immediate region of the trench or utility installed shall be accomplished utilizing materials selected and specified by the serving utility or the utility's engineer and approved by the Public Works Director, ~~or their designee and/or City Engineer.~~ In no case, however, shall inundated sand backfill, dry sand backfill or uncompacted earth backfill be employed. From a point six inches above the top of the pipe or utility casing installed, the following specifications for backfill material and backfill operations shall be required:
 - (1) *Backfilling outside of pavement areas.* Backfilling of all trenches excavated outside of a point measured from one foot behind existing concrete curb and gutter or one foot from the edge of an existing pavement surface in uncurbed areas shall be accomplished using earth tamped backfill. Material excavated from the trench may be used. No backfill materials may be used which contain rock in excess of six inches in their greatest dimension, cinders, ashes, refuse, vegetable or organic matter, or earth of a type and moisture content in mass form that cannot uniformly fill the trench or be compacted. In

the event the amount of suitable material excavated from the trench is not in sufficient quantity, as determined by the Public Works Director, or their designee, and/or City Engineer, the parties making the excavation shall furnish the required amount and type of material required and approved by the Public Works Director, or their designee and/or City Engineer.

Trenches that lie within sidewalks, or beneath entrances/driveways, side roads, and other intersecting travel ways, or areas which are so designated by the Public Works Director, or their designee ~~Public Works Director and/or City Engineer~~, shall be backfilled ~~to the required grade in layers not to exceed six inches in compacted thickness and each layer compacted to 95 percent of standard density as obtained at optimum moisture content with flowable fill as defined in this section.~~

On all trenches to which the requirements of the preceding paragraphs do not apply, the material shall be carefully deposited in layers not to exceed 12 inches in compacted thickness and each layer compacted to 90 percent of standard density as obtained at optimum moisture content.

When approved by the Public Works Director, or their designee ~~Public Works Director and/or City Engineer~~, an approved granular material may be used for backfill purposes. The material shall be of satisfactory moisture content and adequately rolled or tamped in place. The granular material shall be placed in uniform layers not exceeding 12 inches in thickness. When deemed necessary by the Public Works Director, or their designee ~~Public Works Director and/or City Engineer~~, the granular backfill material shall be terminated a minimum of eight inches below the subgrade or ground level and a suitable soil used to backfill the remaining portion.

Excess material shall be disposed of and the area involved shall be left in a neat and presentable condition.

- (2) *Backfilling within paved areas.* Backfilling of all trenches excavated beneath pavement areas and to a point measured from one foot behind existing concrete curb and gutter or one foot from the edge of an existing paved surface in uncurbed areas shall be accomplished using granular tamped flowable fill backfill. ~~Materials excavated from the trench may not be used or reused in trench backfilling operations. No backfill materials may be used which do not conform to the gradation and specifications set forth below unless previously approved by the Public Works Director, or their designee~~ Public Works Director and/or City Engineer following the applicant's written request.

~~Granular materials for trench backfill beneath and adjacent to paved areas shall be crushed limestone rock produced by the mechanical crushing of limestone.~~

~~The gradation and plasticity of granular shall be as follows:~~

~~Retained on a 2 inch sieve—0%;~~

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~~Retained on 1½ inch sieve—0—5%;~~

~~Retained on ¾ inch sieve—5—30%;~~

~~Retained on No. 4 sieve—35—60%;~~

~~Retained on No. 8 sieve—45—70%;~~

~~Retained on No. 40 sieve—60—84%;~~

~~Retained on No. 200 sieve—80—92%;~~

~~Plasticity Index—2—8;~~

~~Liquid Limit, not more than—30.~~

~~The fraction passing the No. 200 sieve shall not exceed ¾ of the fraction passing the No. 40 sieve.~~

~~The granular material shall be combined with water in a mechanical mixing plant to assure the proper moisture required for compaction.~~

~~A gradation certification must be finished to the Public Works Director and/or City Engineer prior to commencement of backfill.~~

~~Tamping shall be accomplished to the standard of density and by using the equipment as set forth above under the section specifying outside paved areas.~~

Flowable Fill will meet the following requirements:

PART 1 - GENERAL

GENERAL

Contractor shall furnish and place Controlled Low-Strength Material (CLSM) backfill bedding where shown in the drawings. The pipeline trench shall be excavated to the proper lines, grades, and dimensions, and CLSM placed under, along the sides, and on top of the pipe. Unless otherwise shown in the drawings, a minimum of 1 foot of CLSM shall be placed over the crown of the pipe.

The Contractor shall use low-strength flowable fill as shown in the Plans and Standard Specifications except as otherwise modified herein.

RELATED SECTIONS

Section 31 23 17 - Trenching, Backfilling, and Compaction

PART 2 – MATERIALS

GENERAL

Provide materials that comply with the applicable requirements.

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Fine Aggregate

Cement and Fly Ash (approved for stabilization & cold recycle)

Water

The Public Works Director, or their designee will approve of the use of admixtures to achieve flowability and acceptable set time, based on performance.

PART 3 - EXECUTION

CONSTRUCTION

A flowable fill mix design shall be submitted to the Public Works Director, or their designee, for approval and shall be such that it can be pumped. The contractor shall submit a laboratory mix design that shows compliance with the Low-Strength Mixture compressive strength and unit weight requirements shown in the following table:

REQUIREMENTS FOR FLOWABLE FILL MIXTURE

LOW-STRENGTH MIXTURE/HIGH-STRENGTH MIXTURE

7 Day Compressive Strength (minimum) - 50 psi

28 Day Compressive Strength 50-125 psi (Low) 1000-2500 psi (High)

Unit Weight (maximum) 125 pcf- Unit weight testing will be performed at a frequency in accordance with the City Material Testing in these specifications.

The Public Works Director, or their designee will accept the flowable fill based on the visual inspection of the mixture placed on the project. Compressive strength tests will not be performed unless ordered by the Public Works Director, or their designee to confirm compliance with the approved mix design. Mix designs may be approved for all projects and will remain in effect unless material sources or batch weights change. Flowable fill that fails tests will be removed and replaced at Contractor's expense as directed by the Public Works Director, or their designee.

(Ord. No. 570, § 4)

Sec. 13-210. Restoration of Pavement.

Any person, company or utility a trench cut in existing pavement of streets, rights-of-way, sidewalks, alleys, or other public place in the City, where such trench length exceeds one City block, shall restore the surface as follows:

- (a) All streets within the City, with a trench cut as stated above, shall be milled at least two inches thick and surfaced with an Asphaltic Concrete Surface Course ~~or Slurry Sealed~~, the

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width of the street, which shall be from edge of curb to the edge of curb, or from the edge of existing pavement to the edge of existing pavement. The Public Works Director, or their designee ~~Governing Body~~ reserves the right to choose which Surface Restoration will be utilized. The person, company or utility responsible for making such trench cut shall coordinate with the Public Works Director, or their designee ~~Public Works Director and/or City Engineer~~ to see what surface restoration the City requires.

- (b) Cold Milling and Surfacing ~~or Slurry Seal~~ shall conform to the requirements of the latest version of the Standard Specifications of State Road and Bridge Construction of the Kansas Department of Transportation.

Sec. 13-210.1 Excavating in Street Pavements within Three Years of Construction or Resurfacing

The City will make available its proposed schedule of street construction and resurfacing as soon as it is finalized to businesses that may require making street cuts. If a street cut is made, within 5-3 years after a street is constructed or resurfaced, the following requirements will apply:

The Public Works Director, or their designee may waive this requirement based on an emergency as defined by the Public Works Director, or their designee.

i. Asphalted Surfaced Streets

a. The width and length of the surfaced area shall be as follows:

i. WIDTH - two lane widths (parking lanes and bicycle lanes are considered part of the adjacent vehicle travel lane width and not ~~seperateseparate~~ lanes).

ii. LENGTH - The area described above shall be milled to a depth of 2 inches and a two-inch thick asphalt surface course shall be placed. All lanes affected by the cut shall be milled and resurfaced as stated above.

For Concrete Streets - The entire slab shall be removed and replaced to the existing joints.

ii. In asphalt streets, when multiple street cuts are separated by less than 10 feet, the lane shall be resurfaced with a single, continuous and continuous patch.

Sec. 13-210.2 9-Excavating in Paved Area Adjacent to a Manhole ~~EXCAVATING IN PAVED AREA ADJACENT TO A MANHOLE:~~

If pavement is removed adjacent to a casting with a clear opening of 30 inches or less and it does not match the slope and grade of the surrounding pavement, the manhole ring must be replaced with an adjustable manhole ring. All adjustable manhole rings must be adjustable to meet the slope and grade of the pavement from 0 to 17%, and shall be able to be raised and lowered in 1/4 inch increments up to 2 3/4 inches.

The ring and lid shall be rated for H-20 traffic. Any casting with a diameter larger than 30 inches must be approved by the Director of Public Works, or their designee, prior to being installed. These casting requirements do not apply to valve castings.

~~(Ord. No. 570, § 5)~~

Sec. 13-211. Installation of Concrete Base or Cap.

After backfill under paved areas has been accomplished within eight inches of the existing pavement surface, or on streets within the City where the existing pavement thickness exceeds eight inches, then the concrete base or cap shall be increased to the thickness required to have a two inch surface course Asphaltic Concrete and the concrete base shall be the remainder thickness to match the existing pavement thickness. Meter backfill has been accomplished in the manner set forth in section 13-209, Concrete materials as specified in Sec. 13-215.02 Manner of Installation and Specifications for Concrete Streets or Overlay, a Portland Cement Concrete Class "A—AE" or High Early Strength Concrete, meeting the requirements of section 13-212, having a minimum depth of six inches, or a thickness as stated above, shall be installed over an area extending a minimum of 12 inches on either side of the cut, excavation or trench. If the existing pavement is Portland Cement concrete, then the street shall be replaced with concrete materials as specified in Sec. 13-215.02 Manner of Installation and Specifications for Concrete Streets or Overlay, Class "A—AE" or High Early Strength Concrete for the total thickness of the existing pavement to the limits stated above.

~~(Ord. No. 570, § 6)~~

Sec. 13-212. Specifications for Base or Cap.

The concrete used for the base or cap described in section 13-211 shall consist of materials as specified in Sec. 13-215.02 Manner of Installation and Specifications for Concrete Streets or Overlay.

~~a mixture of Air Entrained Portland Cement, water and mixed aggregate and shall have the following characteristics:~~

~~Minimum allowable compressive strength, lbs./sq. in., 28 days—4,110;~~

~~Maximum allowable pounds of water per pound of cement—0.49;~~

~~Minimum allowable pounds of cement per cu. yd. of concrete—620;~~

~~Percent of air by volume—6 + 2 percent;~~

~~Slump Range—3 inches + ¾ inches.~~

~~High early strength concrete shall be proportioned in the same manner as specified for Portland cement concrete stated above, except Type III cement shall be required.~~

The concrete mix shall be so designed as to produce a concrete of such consistency, density and distribution of aggregate, that it can be properly placed by the aid of devices, labor, or other proper means that may be available or required on the work. The concrete shall be mixed until there is a uniform distribution of the materials and shall be discharged completely before the mixer is recharged. For job mixed concrete, the mixer shall be rotated at a speed recommended by the manufacturer and shall be continued for at least one minute after all materials are in the mixer. Ready mixed concrete shall be mixed and delivered in accordance with the requirements set forth in the latest version of the Standard Specifications for State Road and Bridge Construction, Kansas Department of Transportation.

The concrete shall be subject to such tests as the Director of Public Works, or their designee, Public Works Director and/or City Engineer may determine necessary to establish that it meets the afore described specifications. The cost of such test shall be at the expense of the permit holder.

(Ord. No. 570, § 7)

Sec. 13-213. Preparation and Resurfacing of Street ~~Without Non-Woven Fabric.~~

Preparation for resurfacing the cut or excavation in any street or alley in the City not containing non-woven fabric shall be made by the person making the cut or excavation in the following manner:

- (a) The cut through the wearing surface material shall be removed 12 inches beyond the edge of the cut of the excavation in such manner as to leave the subgrade undisturbed.
- (b) All cuts shall be vertical and shall be made with equipment which will produce straight, vertical lines.
- (c) Prior to placing the bituminous mixture in the area, the exposed edges of the existing pavement and the concrete cap shall be cleaned of dirt and other foreign matter and shall be painted or sprayed with a thin coat of asphalt cement, emulsified asphalt, or cut back asphalt.
- (d) Hot-mix asphaltic concrete overlay meeting the specifications of section 13-215 shall be installed over the entire affected area in the manner provided in section 13-215.

(Ord. 570, § 8)

Sec. 13-214. Preparation and Resurfacing of Street Containing Non-Woven Fabric.

The resurfacing of the street in which a non-woven fabric such as petromat has been installed shall be made in the following manner:

The asphaltic concrete overlay shall be saw cut a minimum of six inches on either side of the concrete cap provided in section 13-212 to a depth which will permit removal of the asphaltic concrete overlay without cutting or otherwise disrupting the non-woven fabric.

Sealant material shall be applied to the pavement area affected prior to the installation of non-woven fabric. Such sealant shall be uncut asphalt cement of either penetration grade conforming

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to AASHTO M-20 or Viscosity Graded conforming to AASHTO M-226. The asphaltic sealant shall be uniformly applied to the affected area at the rate of .25 gallons per square yard.

Petromat or other comparable material approved in writing by the Public Works Director and/or City Engineer shall be applied over the area between the cuts hereinbefore described. The fabric shall be placed in the asphaltic sealant in a wrinkle free condition prior to the time the asphalt sealant has lot tackiness. The boarded side of the fabric shall be installed on the sealant.

Hot-mix asphaltic concrete overlay shall immediately follow the installation of the non-woven fabric and shall be accomplished according to the specifications as provided in section 13-215.

(Ord. No. 455, § 10)

Sec. 13-215.01 Manner of Installation and Specifications for Asphaltic Concrete Streets or Overlay.

PART 1 – ASPHALTIC CONCRETE GENERAL

I. GENERAL

All work of producing and placing asphaltic concrete surface and base for street pavement shall conform to Sections 2204 and 2205 of the APWA Standard Specifications.

B. PART 2 - MATERIALS

I. ASPHALTIC CONCRETE PAVEMENT

1. Asphaltic concrete mixes shall be in conformance Section 2205.3 of the APWA Standard Specifications as modified herein. Base course and surface course shall be Type 5-01 except as noted below. Performance Graded Asphalt binder grade PG 64-22 shall be used in all mixes.
2. The contractor may use Fractionated Reclaimed Asphalt Pavement (FRAP) as an aggregate source. FRAP is defined as having two or more stockpiles, where Reclaimed Asphalt Pavement (RAP) is processed into coarse and fine fractions. The fine FRAP stockpile will contain only material passing the ¾ inch screen. The coarse FRAP stockpile will contain milled material retained on the ¾ inch screen and passing the ¾ inch screen. The maximum combined FRAP is 30% of the total mix by weight. FRAP may be comprised of coarse or fine FRAP or a combination thereof. Utilize a separate cold feed bin for each stockpile of FRAP used. Do not blend coarse and fine FRAP either in the stockpile or in a cold feed bin. Add FRAP to the mix through the RAP collar. **Recycled Asphalt Shingles (RAS) are not allowed.**
3. Anti-Stripping Agent - All bituminous mixtures shall contain an anti-stripping agent. AD-here® LOF 65-00 LS as manufactured by ARR-MAZ Products, L.P. shall be added to the asphalt cement at the rate of 0.75% by weight of the total added asphalt cement. Other asphalt anti-stripping additives and their application rate may be used when proven equal after testing as specified in paragraph "Resistance of Compacted Bituminous Mixture to Moisture Induced Damage" and approved by the Public Works Director, or their designee. Copies of the bill of lading shall be submitted to the Public Works Director, or their designee.

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4. Resistance of Compacted Bituminous Mixture to Moisture Induced Damage - The index of retained strength must be greater than 80% as determined by AASHTO T 283-03 (using a 4 inch nominal size mold). Specimens shall be conditioned by freezing and thawing. When the index of retained strength is less than 80 the amount of anti-strip may have to be adjusted. No additional payment will be made to the Contractor for addition of anti-stripping agent required. The mix shall contain the anti-stripping agent specified in paragraph "Anti-Stripping Agent" and tested by AASHTO T 283.

a. Method of determining the retained strength of plant-produced mixtures. Sample the plant produced mixture at the plant site in accordance with ASTM D979 or behind the paver using the procedure specified herein. Transport the mixture to the laboratory and determine the theoretical specific gravity as specified in paragraph "Asphaltic Concrete Mix Design Method." Prepare the specimens for the AASHTO T 283 test using the same 4 hour cured material and compact to $7 \pm 0.5\%$ air voids. Allow the samples to cool and cure overnight at room temperature and proceed with testing by determining the thickness and bulk specific gravity, then separating the specimens into subsets and preconditioning as specified herein. Then proceed with the testing as specified in AASHTO T 283.

II. TACK COAT

1. Tack coat (CSS-1h) shall be in accordance with the plans and Section 2204 of the APWA Standard Specifications.
2. Tack coat shall be applied between each layer of new asphaltic concrete, as well as those surfaces specified in the plans, including curb faces.
3. Tack coat application temperature shall be between 150°F and 225°F.
4. The rate of application shall be 0.05 gal/sy to 0.12 gal/sy or as otherwise directed by the Public Works Director, or their designee.

C. PART 3 - EXECUTION

I. ASPHALTIC CONCRETE PLACEMENT

1. Asphalt mixing plants shall conform to Section 2205.5 of the APWA Standard Specifications.
2. Transportation of the asphaltic concrete mix shall conform to Section 2205.6 of the APWA Standard Specifications.
3. Asphalt paving equipment shall conform to Section 2205.8 of the APWA Standard Specifications.
4. The Contractor shall make any adjustments necessary to ensure neat joints where multiple asphalt lay downs join. This effort may require cutting previous lay down passes edges to provide a neat butt joint.
5. The Contractor shall deliver tickets to the Public Works Director, or their designee as each truckload is delivered to the job. The delivery tickets shall be numbered consecutively, stating the project number, origin of the load, time loaded, temperature

and weight of the load, truck number, type of mix, and approved job mix formula report number.

II. CONSTRUCTION REQUIREMENTS

Section 2205.8 of the APWA Standard Specifications shall be amended to require that the lift of base course immediately preceding the surface course be laid in a continuous operation and that this lift provide a finished surface that deviates no more than $\frac{3}{8}$ inch from the grades shown on the Plans. Such deviations will be allowed only if they are roughly compensating in extent and direction.

1. Weather Limitations

When the moisture of the aggregate in the stockpile or from the dryer interferes with the quality of mix production, or with normal plan operations, the mixing and placing of hot-mix asphalt will not be permitted without permission of the Public Works Director, or their designee. No mixture shall be placed on wet or frozen surface.

Hot Mix asphalt paving shall not be mixed or placed when the ambient air or base temperature is below temperatures shown in the following table, when there is frost in the subgrade, or any other time when weather conditions are unsuitable for the type of material being placed without expressed approval of the Public Works Director, or their designee.

Asphalt Placement Temperature Limitations			
Paving Course	Compacted Thickness (inches)	Air Temperature (Degrees F)	Road Surface Temperature (Degrees F)
Surface	All	50	55
Base	Less than 3	40	45
Base	3 or more	30	35

III. SURFACE REQUIREMENTS

Tolerances for street pavement construction shall be as follows:

1. Finished grade of centerline of street pavements shall be within the tolerance range of minus 0.0 to plus $\frac{1}{2}$ inch with respect to concrete gutter lip.
2. Finished grade of asphaltic concrete surface shall match concrete gutter lip within the tolerances of $\frac{1}{4}$ inch to $\frac{3}{8}$ inch above gutter lip.
3. Total compacted thickness of base and asphaltic concrete surface at any point shall be not less than the thickness shown on the plans by more than $\frac{3}{8}$ inch and the average of points checked for total thickness shall not be less than shown on the Plans.
4. Thickness of asphaltic concrete surface shall be within the tolerance range of minus $\frac{1}{4}$ inch to plus $\frac{1}{2}$ inch with respect to the thickness shown on the plans.
5. Straight-Edge Requirements: Maximum variation from a 10-foot straight-edge shall be not more than $\frac{1}{4}$ inch, with the provision that allowance shall be made for short vertical curves in the application of these requirements.
6. If the Public Works Director, or their designee finds the pavement is not in the tolerances, they will then make a determination if the pavement will be accepted and remain in place. The Public Works Director, or their designee will document the basis

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of acceptance which may provide for an appropriate adjustment in the contract unit price for the asphaltic concrete items as they deem necessary, based on their engineering judgement.

If the Public Works Director, or their designee finds the work to be unacceptable, the asphaltic concrete shall be replaced or otherwise corrected by and at the expense of the Contractor.

The area of the street requiring an asphaltic concrete overlay shall be filled with a bituminous mixture meeting the standards hereinafter stated. All bituminous mixtures shall be delivered and installed at a temperature between 250°F and 325°F.

Immediately after the placement of the bituminous mixture, density shall be compacted thoroughly and uniformly to a density not less than 96 percent of standard established by the "Marshall Density" procedure using a 50 blow method.

Rollers shall be of the steel wheel and pneumatic tire on vibrator type and shall be in good condition, capable of reversing without backlash, and shall be operated at speeds slow enough to avoid displacement of the bituminous mixture. The number and weight of rollers shall be sufficient to compact the mixture to the required density while it is still in a workable condition. The use of equipment which results in excessive crushing of the aggregate will not be permitted. A minimum of two rollers, one steel wheel and one pneumatic tire type, shall be used with each spreading operation. The selection of the type of roller to be used on the breakdown rolling may be varied to suit mix characteristics. The final rolling of the top or surface course shall be accomplished with a steel roller unless otherwise designated. When the specified density is not obtained, changes in size and/or number of rollers shall be made as corrective measures to satisfy the density requirement. The bituminous mixture shall be spread and finished reasonably true to crown and grade of the existing roadway and shall provide a finish true to crown and grade of the existing roadway and shall provide a finish that is smooth, true to cross section, uniform in density and texture and free from hollow transverse corrugations and other irregularities.

Any mixture that becomes loose, broken, mixed with foreign material, or which is in any way defective in finish or density, or which does not comply in all other respects with the requirements of the specifications shall be removed, replaced with suitable material, and finished in accordance with these specifications. All materials used in the repair of street surface shall conform to the Standard Specifications for State Road and Bridge Construction, Kansas Department of Transportation, 1990 edition, as follows:

Plant Mix Bituminous Construction—Section 603;

Aggregates for Bituminous Mixtures—Section 1100;

Bituminous Materials—Section 1200.

Sec. 13-215.02 Manner of Installation and Specifications for Concrete Streets or Overlay.

PART 1 – CONCRETE GENERAL

I. SECTION INCLUDES

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1. This specification covers all cast-in-place plain and reinforced concrete construction required by the plans and specifications in the performance of this Contract, including all materials, labor, equipment, and appliances.

II. GENERAL CONCRETE CONTROL AND QUALITY

1. All producing and placing of concrete shall conform to the Kansas Department of Transportation testing requirements.

E. PART 2 - MATERIALS

I. MATERIALS

Materials shall conform to the requirements of the Kansas City Metropolitan Materials Board (KCMMB).

1. Cement. Cementitious materials shall meet the requirements of the KCMMB.
2. Fine Aggregate. Aggregate for concrete shall meet the requirements of the KCMMB.
3. Coarse Aggregate. Aggregate for concrete shall meet the requirements of the KCMMB.
4. Mixing water. Mixing water for concrete shall be potable and shall meet the requirements of the KCMMB.
5. Air-Entraining Agent. Air-entraining agents used to produce specified amounts of air entrainment shall meet the requirements of the KCMMB.
6. Admixtures. Admixtures listed in the KCMMB mix design as "optional" will be used only with prior approval of the engineer.
7. Reinforcing Steel.
 - a. General: All reinforcing steel shall be deformed bars and shall comply with ASTM A615/A615M, Grade 40 or 60. Epoxy coatings for reinforcing steel and bar supports shall be required when required by the Public Works Director, or their designee.
 - b. Bar Supports: All bolsters and chairs shall be in accordance with ACI Standard 513, and those used in the underside of the top slabs shall be pre-galvanized. On subgrade, support on continuous chairs.
 - c. Fabrication:

Fabrication of reinforcing steel shall be in accordance with ACI Standard 315. Requirements for laps, spacing, edge distance, length, and bending of bars are given on the Plans. Reinforcing steel shall be protected from damage at all times. The bars shall be firmly tied at the alternate crossings, or closer. The steel shall be tied in correct position, positively secured against displacement, and inspected before any concrete is placed. Care shall be exercised to maintain proper clearance between the forms and the reinforcement. Bars at the top of lifts shall be held securely in correct position by means of approved metal bar supports. Before any concrete is placed, any dried mortar, loose rust, or mud shall be cleaned from the reinforcing steel.

8. Welded Wire Fabric: ASTM A1064/A1064M.

9. Expansion Joint Filler: AASHTO M 213.

II. READY-MIXED CONCRETE

1. Ready-mixed concrete, in accordance with ASTM C94/C94M, shall be used unless otherwise authorized by the Engineer. Any concrete that is not plastic and workable when placed on the subgrade or in the forms shall be rejected.
2. Concrete shall be completely placed and consolidated in the forms in accordance with 3.02 B of this Section.

III. CONCRETE MIX

1. KCMMB4K Concrete Construction: All concrete used in construction of curb and gutters, retaining walls, culvert aprons, inlets, junction boxes, yard inlets, manholes, ditch liners, sidewalks, and integral sidewalk retaining walls shall be classified as Class KCMMB4K unless otherwise stated in the plans.
2. Structural Concrete Construction: All concrete used in construction of reinforced box culverts, concrete bridges, retaining walls, and headwalls shall be classified as KCMMB 5K.

F. PART 3 - EXECUTION

I. CONCRETE EQUIPMENT AND PLACING

1. The Contractor's attention is called to the size of concrete pours required. They shall have sufficient crews, vibrators, and other equipment to properly handle same so that no cold joints will be created and that concrete surfaces will be kept "alive." The Engineer shall be advised in advance of the equipment to be used.
2. Before delivery of concrete, the Contractor shall have made all necessary preparations and shall have all necessary items on hand not only for proper placing but for covering, curing, heating, finishing, rubbing, and/or as required to perform in accordance with the Plans and Specifications. Failure to be properly prepared may result in an inability to perform properly and consequent rejection of the work.
3. Any concrete damaged by the Contractor's equipment, or by other means during construction shall be replaced at the Contractor's expense.

II. JOINTS

1. Joints shall be constructed as shown on the Plans. Unless shown on the plans, joints shall not be constructed unless approved by the Engineer.
2. All construction joints shall be made with canted 2x4 at least 2 inches from wall face. All construction joint contact surfaces shall be finished with wood float finish.
3. Normal Grout

Furnish and install normal cement grout where called for on the plans. Mix to be one part sand to two parts cement by volume. Use minimum water required for workability.

4. Expanding Grout

Proportion by weight one part normal Portland cement, one part sand, and one part Ironite compound similar and equal to Embeco (Master Builders Co.). Thoroughly dry mix and add a minimum amount of water to a stiff consistency as limited by placing conditions. Firmly pack mortar into the hole or joint and moist cure for 3 days.

III. FORMS - WALL

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1. Forms shall be constructed from surface finished plywood and 2x4 studs or approved manufactured forming system. All form material shall be in first class condition and with mortar tight joints. Provide cleanouts at bottom and remove debris.
2. Forms shall be erected true and rigid with adequate bracing to ensure alignment. Provide chamfer for all exposed corners.

IV. CONCRETE FINISH

1. All concrete shall be finished monolithically. No "topping" or "plastering." Walls exposed to view shall be rubbed to produce uniform sandy texture without air voids, fins, form marks, or offsets. Tops of all walls shall be hard trowel finish with chamfered corners.
2. Pavement slab, slope paving, inlet tops, sidewalk, and exposed slabs of structures shall receive a light broom finish.

V. CURING CONCRETE

Maintain continuously for 5 days after placing:

1. Concrete temperature at least 50°F and not over 100°F.
2. Concrete Moisture:
 - a. Walls & Structures: Cover with 6 mil polyethylene film and leave forms on 5 days, except as required for rubbing.
 - b. Slabs: Polyethylene membrane 4 mil thick; lap joints 6 inches. Hold down with 1x4 at laps and at 6 foot centers. Membrane to be translucent or white in hot weather; black in cold weather.
 - c. Pavement, Walks, Channels, and other Approved Structures: Spray approved membrane - One gallon to 200 square feet.

VI. SPECIAL WEATHER CONDITIONS

1. Cold Weather. The Contractor shall comply fully with the provisions of ACI 306.1-90 as modified below:
 - a. Average daily temperatures as defined in ACI 306.1-90 will be determined and recorded by the City.
 - b. Concrete temperatures will be determined through the use of high-low thermometers placed and operated by the contractor below insulated blankets, or where the concrete is uncovered, by checking air temperatures.

Uncovered concrete, which has been subjected to freezing temperatures of any duration during the first 24 hours will be considered "frozen," and shall be rejected.

- c. The months of December, January, and February will be considered "Cold Weather" and will require concrete protection, regardless of temperature.
- d. Concrete shall reach 75% of its design strength prior to backfilling. This strength can be determined through the use of field-cured cylinders, made and tested at Contractor's expense. Concrete must have 5 days where the average daily temperature is above 50°F prior to backfilling unless field cured cylinders are taken. These days do not need to be consecutive.
- e. All coverings and heating equipment shall be on hand prior to beginning placement of the concrete.

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2. Hot Weather. Concrete operations in hot weather shall conform to the following requirements:

a. Place concrete within the time and temperature conditions shown in Table below.

Ambient Air Temperature and Agitated Concrete Placement Time

<u>T = Ambient Air</u> <u>Temperature at Time of</u> <u>Batching (F)</u>	<u>Specimen Age Time limited</u> <u>agitated concrete must be</u> <u>placed within, after</u> <u>addition of cement to water</u> <u>(hours)</u>	<u>Admixtures</u>
<u>T<75</u>	<u>1½</u>	<u>None</u>
<u>75≤</u>	<u>1</u>	<u>None</u>
<u>75≤T<90</u>	<u>1½</u>	<u>Set Retarder</u>

b. In all cases, if the concrete temperature at time of placement is 90°F or above, or under conditions contributing to quick stiffening of the concrete, place the concrete within 45 minutes of adding the cement to the water. Do not use concrete that has developed its initial set. Regardless of the speed of delivery and placement, the Engineer will suspend the concreting operations until corrective measures are taken if there is evidence that the concrete cannot be adequately consolidated.

Sec. 13-215.03 Notification and Acceptance of Streets or Overlay.

In all cases where a cut or excavation is made on a street ~~containing non-woven fabric~~, the Director of Public Works, or their designee, Public Works Director and/or City Engineer shall be notified two weeks in advance of the schedule for the filling of the excavation, the installation of concrete cap, the patching of the non-woven fabric, and the installation of the asphalt overlay, so the Director of Public Works, or their designee, Public Works Director and/or City Engineer or his or her representative may be present to verify compliance with this section. If the ambient temperature is below 40°F, the Director of Public Works, or their designee, Public Works Director and/or City Engineer may direct that a temporary patch be installed over the concrete cap, and that the resurfacing be completed when the weather permits. If completion is delayed because of weather conditions, the permit holder shall be responsible for completion of the resurfacing and any additional area that may be damaged as a result of such cut or excavation.

In the event of subsequent deterioration of the surface due to inferior refilling or resurfacing, the Director of Public Works, or their designee, Public Works Director and/or City Engineer shall request the person having made the cut to repair the defective cut, and if action is not taken within a reasonable time, the City shall repair the cut and levy the cost of the repairs against the person causing the cut to be made, and, after application of the deposit required in this article, the excess costs, if any, shall be paid by the person or persons against whom the levy has been made.

(Ord. No. 570, § 9)

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Sec. 13-216. Emergency Cuts.

In the event a public utility is required to make a cut or excavation in a street because of a condition likely to cause immediate injury to the public or property at a time when a permit could not otherwise be acquired from the, such utility, upon notification to the police department, may proceed to make such street cut or excavation for the purpose of making necessary repairs. In the event such cut or excavation is made pursuant to this section, the person making such cut shall make application for a permit by noon on the first available date that ~~City-ha~~City Hall is open after such cut is made and shall otherwise comply with the provisions of this article.

The Director of Public Works, or their designee, will determine if the cut meets the requirements of being an emergency cut.

(Ord. No. 455, § 13-216)

Sec. 13-217. Public Protection.

Every person who shall for any purpose make or cause to be made any excavation in, upon, under, or adjoining any street, right-of way, sidewalk, alley, or other public place, and shall leave any part or portion thereof open, or shall leave any part or portion thereof obstructed with rubbish, building or other material during the nighttime shall cause the same to be enclosed with good, substantial and sufficient barriers not less than three feet high and shall cause one red light, or pot torch to be securely and conspicuously posted in or near such excavation, building material, or obstruction; provided that such obstruction does not extend more than ten feet in length and if over ten feet and less than 50 feet in length, two red lights or pot torches, one at each end, shall be placed, and one additional light for each additional 50 feet or part thereof, and shall keep such lights burning from sunset to sunrise.

Whenever a person shall excavate the full width of any street, alley, right-of way, sidewalk or public place, it shall be his or her duty to maintain a substantial walkway or driveway across the excavation until it is completely refilled in accordance with the requirements of this article.

(Ord. No. 455, § 13)

Sec. 13-218. Time of Completion.

- (a) The replacement of all pavement and resurfacing including the backfilling and base course replacement shall be performed by the person making the cut as expeditiously as possible considering the circumstances but in any event within seven days of the installation of the pipe or line for which the cut was made.
- (b) When weather conditions prevent the completion of pavement replacement for a period in excess of seven calendar days, a temporary patch shall be installed until weather conditions permit the placing of a permanent surface, at which time the person performing the cut shall complete the permanent replacement.

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- (c) Within two working days after completion of pavement repairs or any portion thereof, all equipment, debris, and surplus excavated material shall be completely removed from the site in order to minimize the damage to pavement and inconvenience to the public and adjoining property owners.

(Ord. No. 570, § 10)

Sec. 13-219. Sodding.

Sodding and re-sodding shall be required in all disturbed areas outside of pavement areas whether disturbed by actual excavation or by equipment operations during the construction activity. Sodding shall be accomplished in accordance with the latest applicable requirements as set forth in the "Standard Specifications for State Road and Bridge Construction," issued by the Kansas Department of Transportation.

No deviation from this sodding requirement will be allowed without the express written permission of the Director of Public Works, or their designee, Public Works Director and/or City Engineer acting upon a written request by the parties responsible for the construction activity.

The parties to the construction shall be responsible for maintaining the newly applied sod until self-sustaining growth is achieved.

The Director of Public Works, or their designee, Public Works Director and/or City Engineer, at their discretion, may consider as part of the construction documents furnished and approved for the construction activity, the furnishing of a performance bond, or other financial instrument deemed acceptable by the City, by the applicant(s). The amount to be sufficient to guarantee the cost of re-sodding the affected areas for a period of at least one year after completion of the work.

(Ord. No. 455, § 15)

Sec. 13-220. Curbs.

If concrete curbs are cut, they shall be removed to the next joint, or a new joint created by cutting the curb in a neat straight line. All concrete work shall ~~withstand a 28-day compression test of 4,000 pounds per square inch.~~ meet City standards.

(Ord. No. 455, § 16)

Sec. 13-221. Warning Barricades, Lights.

Every person who shall cut any pavement, or make any excavation, or obstruction in, or near the public thoroughfares and public grounds, as to be dangerous to those traveling upon such streets and grounds, shall establish and maintain sufficient substantial barricades about such cutting or excavation or obstruction, to warn the public and protect users of the sidewalk and public thoroughfares meeting the Manual on Uniform Traffic Control Devices (MUTCD) standards. During the nighttime, such persons

shall, in addition to such barricades and warning signs, maintain a sufficient number of warning lights and fencing to effectively warn the users of the sidewalk and public thoroughfares of the existence of danger. In appropriate circumstances, upon the direction of Director of Public Works, or their designee, ~~the City Engineer, or Public Works Director,~~ such person shall install metal embedded plates over the excavated area.

(Ord. No. 570, § 10)

Sec. 13-222. Removal of Barricades.

It shall be unlawful for any person to move or remove barricades or protective devices placed in accordance with section 13-221 without proper authority.

(Ord. No. 455, § 18)

Sec. 13-223. Cleated or Flanged Wheels on Pavement Prohibited.

It shall be unlawful for any person to drive or operate any vehicle equipped with cleated or flanged wheels upon any of the paved streets or alleys of the City in such manner as to cause injury or damage to such paved street or alley.

(Ord. No. 455, § 19)

Sec. 13-224. Damage to Paving or Curbs.

It shall be unlawful for any person to break, damage or injury any paving or curb on any street or alley of the City.

(Ord. No. 455, § 20)

Sec. 13-225. Storage on Public Property.

It shall be unlawful for any person, firm, or corporation to place, leave or store or cause to be placed, left or stored any implements, dead automobiles or vehicles, tools, boxes, merchandise, goods, trash, cans, crates, or junk upon public property except for the purpose of loading or unloading the same.

(Ord. No. 455, § 21)

Sec. 13-226. Applicability.

The provisions of this article shall apply to all surface and tunneling within the areas of the streets, alleys and boulevards.

(Ord. No. 455, § 22)

Sec. 13-227. Corporations; Responsibility.

The company or corporation for which the street cut or excavation is required shall be responsible for the acts committed or omitted by its agents when acting within the scope of their authority. As used herein "agent" means any director, officer, servant, employee, contractor or subcontractor hired by the corporation or company, who is authorized to act on behalf of the corporation.

(Ord. No. 455, § 23)

Sec. 13-227a. Cease and Desist Order.

Except for emergencies as provided in section 13-216 hereof, any person making any cut or excavation in, through or under any street, street right-of-way, sidewalk, alley or other public place without a permit therefore being first obtained from the City, or any person making any such cut or excavation which is not in compliance with this article, shall, upon notification by the Director of Public Works, or their designee, City Engineer or any law enforcement officer of the City, cease and desist work on such cut or excavation and shall immediately restore the premises to a safe condition and work shall not again be commenced until such person has obtained the permit required by this article. Any person relying upon the provisions of section 13-216 hereof shall have the burden of proving that the cut or excavation qualifies under the provisions of said section.

(Ord. No. 570, § 13)

Sec. 13-228. Penalties.

- (a) Any person failing to make application for and obtain a permit pursuant to the provisions of this article prior to making a cut or excavation in any street shall be required to obtain a permit and, in addition to the other penalties which may be imposed, shall pay twice the permit fee which would otherwise be required.
- (b) Any person violating any of the provisions of this article shall be deemed guilty of a violation of this Code and upon conviction thereof shall be punished by a fine of not more than \$499.00 or confinement in the county jail for a period not to exceed 30 days, or both such fine and confinement.

(Ord. No. 455, § 24)

ARTICLE 3. GENERAL STREET AND SIDEWALK REGULATIONS

Sec. 13-301. Sidewalks Kept Clean and Safe.

All persons owning or occupying property abutting upon any sidewalk shall keep such sidewalk in a safe condition and free from grass, overhanging trees or shrubs or other debris. Anyone found in violation of this article will be subject to enforcement measures as described in Article 9 of Chapter 8 of the City Code.

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(Code 1977, § 13-301; Ord. No. 958, § 9, 11-20-2017)

Sec. 13-302. Sidewalks; Draining Water Out.

It shall be unlawful for any person, firm or corporation to cause, allow or permit any water from roof drains or otherwise to run upon any sidewalk.

(Code 1977, § 13-301)

Sec. 13-303. Driving Over Curbs.

It shall be unlawful for any person to drive any vehicle over, or across any curb, or curb and gutter, or sidewalk, where there is no established or improved driveway entrance, or drive, across any sidewalk when the same is not constructed as a part of the driveway entrance unless such curb, or curb and gutter, or sidewalk, is temporarily bridged by the use of planks of sufficient size and number so that no weight shall be imposed upon the curb or curb and gutter: provided, that such bridging shall not obstruct drainage in the streets.

(Code 1977, § 13-303)

Sec. 13-304. Dangerous Places in Sidewalks.

It shall be unlawful for any person to construct or maintain or cause or permit to be constructed or maintained any scuttle hole, stairway, trap door, window or other aperture in any sidewalk in the City unless the same be properly protected by grating, banister or other proper means, so as not to endanger passers by. ;hn0; (Code 1977, § 13-304)

Sec. 13-305. Accumulating, Burning Combustibles in Streets.

It shall be unlawful for any person or persons to accumulate or burn, any leaves, trash or any other combustibles in, or upon streets, alleys, street intersections, sidewalks, public rights-of-ways, within the City which shall have been improved by any concrete, or asphalt pavement, or other permanent pavement of any kind.

(Code 1977, § 13-305)

Sec. 13-306. Cutting, Excavating or Tunneling of Public Right-of-Way.

No person shall make or cause to be made any cut, excavation or tunnel in, through or under any street, sidewalk, alley or other public place or public rights-of-way in the city for any purpose whatsoever, except for as provided by Article 8 of this chapter re: Right-of-Way Management.

Sec. 13-307. Building Materials in Public Right-of-Way.

Any person(s) desiring to use the sidewalk, street or any other part of the public right-of-way for the temporary deposit of building material(s) during the construction, or repair of any building, or during the temporary use of the same while excavating any cellar, shall apply to the Public Works Director, or their designee, for permission for such use. Upon such an application, the Public Works Director may grant permission to use the street, sidewalk and/or right-of-way temporarily for the purpose to be described. In no case can the requested use encroach into the public right-of-way, or road, so as to obstruct, block, or otherwise prevent, any vehicle, or public safety apparatus, from use of public right-of-way. If the sidewalk is obstructed, a temporary walkway shall be provided around such obstruction, and the gutter shall be kept open for flow of water. No person shall use, or temporarily appropriate any street, sidewalk and/or right-of-way, or any material part thereof, without the consent and approval of the Public Works Director. In cases, when it is requested the obstruction is to remain within the public right-of-ways, or roads overnight, the Public Works Director, may, at their discretion, approve the requested encroachment. However, if the requested use and encroachment are approved, the Public Works Director shall require, as part of the request, a plan to adequately warn drivers of vehicles of the encroachment. The plan, if approved, must be in place no later than one-half hour after sunset, and remain in place one-half hour before sunrise.

Sec. 13-308. Commercial Use of Public Right-of-Way.

No person(s) may use any portion of any sidewalk, street or any other part of the public right-of-way for the purpose of displaying or offering for sale wares, goods, merchandise or other items. Nothing in this article, however, shall be construed as prohibiting the governing body from waiving the prohibition of this section in connection with community promotions, or community-wide celebrations, when such waiver is considered to be in the best interest of the City.

Sec. 13-309. Dangerous Objects in Public Right-of-Way.

It shall be unlawful for any person to place, throw, or cause to be placed, or thrown, in or on, any sidewalk, street, alley, public right-of-way, or other public grounds of the city, any glass, tacks, nails, bottles, wire or other dangerous objects that might wound any person or animal, or cut or puncture any pneumatic tire while passing over the same.

Sec. 13-310. Harmful Products in Public Right-of-Way.

It shall be unlawful for any person(s) to deposit, or throw any waste oil, fuel oil, kerosene, gasoline or other products of petroleum, or anti-freeze, or any acids into, or upon any sidewalk, street, alley, public right-of-way, or other public grounds of the City, or willfully to permit the same to be spilled, dripped, or otherwise to come into contact with the surface of the same.

Sec. 13-311. Obstructing Sidewalks.

It shall be unlawful for any person to build or construct any step, or other obstruction, whether temporary, or permanent, or to store, leave, or allow to be left, any implements, tools, merchandise, goods, containers, benches, display, or showcases, on any sidewalks, or other public ways in the City, or to obstruct the same longer than is necessary for loading or unloading any such article or object.

Sec. 13-312. Same; Exception.

The Public Works Director may authorize the granting of temporary permits in connection with a building, or moving permit, for limited times only to the owner of property abutting on any sidewalk to use, or encumber such sidewalk, or public way the City during the construction of any building or improvement thereon. No permit shall be issued for such purpose until plans for warning and safeguarding the public during such use of sidewalks shall have been submitted by the owner, their contractor and approved by the City Council.

Sec. 13-313. Sidewalks Covered With Earth.

No lot or piece of land abutting on any sidewalk shall be allowed to become or remain in such condition that earth or other substance therefrom shall accumulate on the sidewalk and it shall be the duty of the owner of such lot or piece of land to place the same in such condition as to prevent the accumulation of such earth or other substance on such sidewalk.

Sec. 13-314. Violation.

For the violation of sections 13-301 and 13-313 of this article each day that the work is left in a condition unsatisfactory to the City Building Inspector, Public Works Director, or their designee, shall be considered a separate violation under this article, with the exception that each such day shall not be considered a separate violation where repair work in accordance with City specifications and requirements, has been commenced.

Sec. 13-315. Snow and Ice to Be Removed.

It is hereby made the duty of the owner and/or the occupant of any lots abutting upon any sidewalks to cause all snow and ice to be removed from such sidewalks within 48 hours after the end of a snow or ice event. If ice has accumulated of such character as to make removal thereof impossible, the sprinkling or placement of sand, ash, or other noncorrosive material thereon, within the time specified for removal in such a manner as to make such sidewalk safe for travel of pedestrians shall be deemed in compliance with the provisions of this chapter. The provisions of this section shall not apply to the residential property owners abutting the sidewalk on the West side of Roe Boulevard between, and including, street addresses 5208 Roe Boulevard to 4701 West 57th Street.

(Ord. No. 1006, § 1, 2-1-2021)

Commented [JJ11]: Do you want to make adjustments? The following cities require removal within 24 - 48 hrs: Leawood, Mission (no penalty), Olathe PV (24 hrs), RP and Shawnee.

Lenexa, OPK and Fairway do not require removal.

Sec. 13-316. Same; Removal by City.

If any owner or occupant of any lot, or lots shall refuse, or neglect to clean, or remove all snow and ice from the sidewalk abutting said lot or lots, within the time specified, the City may, at their discretion, remove the snow and ice from sidewalks, and the costs of the removal shall be assessed against such abutting lot, or lots, and such cost shall be collected in the same manner as other taxes.

Sec. 13-317. Dumping Prohibited.

No person, firm, or corporation shall dump, or deposit, or cause to be dumped, or deposited, any dirt, gravel, rubbish, leaves or other debris including but not limited to lumber, paper, trash concrete, or metal in any street, right-of-way, gutter, storm sewer, waterway, or drainage way. Erosion of soil which flows onto any street, right-of-way, gutter, storm sewer, waterway, or drainage way, from property before, or during construction shall be considered as depositing dirt, gravel or other construction debris.

If upon inspection by the Building Inspector, Public Works Director, or any of their designated representatives, it is determined that dirt, gravel, rubbish, leaves, or other debris has been dumped, or deposited in any street, right-of-way, gutter, storm sewer, waterway or drainage way in violation of the provisions of this article, they shall then notify the responsible permittee(s) and provide notice of violations. Upon notice, the permittee(s) have four (4) hours to abate the violation(s).

In the case of streets, or street right-of-ways, if the City, or their representative(s) cannot reasonably determine which permittee(s) is, or are, responsible for cleaning the street's right-of-way, the developer of the land shall be given four (4) hours notice to abate the violation(s). If within the four (4) hour period the said area is not clear, the Building Inspector, or Public Works Director, or their designate may authorize the city to take necessary action to abate the violations and assess all charges at an established hourly rate, but in no case will the charges be less than two hours for labor, materials and equipment.

The Public Works Director shall provide a fee structure for charges to be assessed for abatement activities required by this section. The permittee(s), and/or developer(s) shall be given 30 days to make payment to the City for any costs incurred to abate violation(s). In the event the permittee(s), and/or developer(s) does not make payment within the 30 days, all costs including administrative cost, will be assessed to the performance bond provided by sections 13-105 and 13-106.

Sec. 13-318. Altering Drainage.

No person, firm, or corporation shall change, alter, or modify any gutter, storm sewer, drain, drainage structure, drainage way, or waterway which has been, or is being constructed, or is being lawfully maintained, or controlled by the City unless such change or alteration has been authorized or directed by the Public Works Director, or their designee.

Sec. 13-319. Special Street Fund.

There is hereby created a special fund to be known as the special street fund. Money received as a result of the implementation and collection of the retailers' sales tax of one-half percent as provided in Ordinance No. 445 of the City of Roeland Park, Kansas shall be deposited to and accounted through the special street fund, which shall be maintained as a separate fund of the City. Expenditures of the money received as a result of the implementation and collection of the retailers' sales tax and deposited to the special street fund shall be made only for the purpose of paying for the repair, maintenance and improvement of streets, curbs and sidewalks located within the City.

(Ord. No. 449, §§ 1—3)

Sec. 13-320. Pedestrian Access Route Criteria.

The City of Roeland Park has established, by defining and adopting, a Mission Statement, and Pedestrian Access Route Criteria, as specific items to be evaluated and considered when establishing pedestrian access routes within the City.

While these standards were developed and adopted in 2013, they may, from time to time, at the City's discretion, be modified, changed, or otherwise amended.

ARTICLE 5. TREES, SHRUBS AND GROWTHS

Sec. 13-501. Maintenance.

The City shall have the right to plant, maintain, treat and remove trees and shrubbery within the right-of-way abutting streets, alleys, avenues and boulevards within the City. It shall be the duty of the owners of property abutting any sidewalk, street, avenue, alley or parking to cut and trim the branches and limits of any trees or shrubbery as provided in section 8-904 of this Code. It shall also be the duty of the owner or occupant of any property abutting any street, avenue, alley or parking to cut and remove any dead tree, dead branches, dead limbs or dead shrubbery upon their property which extends over any street, avenue or alley.

(Ord. No. 904, §§ 3, 6, 2-16-2015; Ord. No. 1062, § 1, 9-16-2024)

Editor's note(s)—Ord. No. 904, §§ 3, 6, adopted Feb. 16, 2015, repealed the former § 13-501, and enacted a new § 13-501 as set out herein. The former § 13-501 pertained to trimming and derived from the Code of 1977, § 13-604.

Sec. 13-502. Traffic Hazard.

If the Chief of Police, Public Works Director, or their designee, determines that any tree or shrubbery located on any private property abutting any sidewalk, street, avenue, alley or parking constitutes a traffic or pedestrian hazard, by dangerously obstructing the view of drivers of vehicles or traffic entering a street from an intersecting street, they shall notify the owner of such abutting property

Commented [JJ12]: @Keith - is this an area where we should add a caveat that the City will trim street trees in emergency situations? I'm thinking about the situation on Roe Lane where there were some low hanging trees abutting the street but they were behind residential properties.

to remove the same, and it shall be the duty of the owner to remove the same. [The Chief of Police, Public Works Director, or one of their designees may cause the traffic hazard to be removed in emergency situations.](#)

(Code 1977, § 13-605; Ord. No. 1062, § 1, 9-16-2024)

State law reference(s)—K.S.A. 12-3201.

[Sec. 13-503. Trimming or Removal by City.](#)

If the Governing Body determines that the owner of property abutting any sidewalk, street, avenue, alley or parking has failed to comply with the requirements of Sections 13-501 and 13-502, the City may proceed to order abatement of the nuisance in accordance with Article 3 of Chapter 8 of the Code.

(Ord. No. 904, §§ 4, 6, 2-16-2015; Ord. No. 1062, § 1, 9-16-2024)

Editor's note(s)—Ord. No. 904, §§ 4, 6, adopted Feb. 16, 2015, repealed the former § 13-503, and enacted a new § 13-503 as set out herein. The former § 13-503 pertained to similar subject matter and derived from the Code of 1977, § 13-606.

[Sec. 13-504. Diseased or Infected Trees Upon Private Property.](#)

It shall be unlawful to harbor any tree or plant or shrubs infected or infested with disease or insect pest or larvae. It shall also be unlawful to store or otherwise harbor on any property in the City, the material from any diseased or infected trees. Upon failure of the owner to remove such infected, infested or diseased trees, shrubs or other growth, the City may order abatement of the nuisance in accordance with Article 3 of Chapter 8 of the Code.

(Ord. No. 904, §§ 5, 6, 2-16-2015; Ord. No. 1062, § 1, 9-16-2024)

Editor's note(s)—Ord. No. 904, §§ 5, 6, adopted Feb. 16, 2015, repealed the former § 13-504, and enacted a new § 13-504 as set out herein. The former § 13-504 pertained to similar subject matter and derived from the Code of 1977, § 13-507.

[Sec. 13-505. Saving Clause.](#)

Nothing contained in this chapter shall prevent the trimming, cutting or removal of any tree, shrub or growth which endangers persons or property and nothing herein contained shall interfere with the suppression of pests or disease, including the Dutch Elm disease.

(Code 1977, § 13-608; Ord. No. 1062, § 1, 9-16-2024)

Sec. 13-506. Public and Private Tree Protection Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in Section 13-506 et seq., except where the context clearly indicates a different meaning:

City Arborist means a professional certified by the International Society of Arboriculture (ISA), or registered with the American Society for Consulting Arborists (ASCA) or their qualified designee.

Condition Rating means a value from 0 to 100 rated in accordance with the 9th Edition of the Council of Tree and Landscape Appraisers (CTLA) Guide to Plant Appraisal. The value assigned indicates the observed condition of a tree according to factors such as wounds, decay, storm damage, or insect or disease damage.

Covered property means the front yard of privately owned lots or parcels as well as all rights-of-way, parkland, green space and City owned property within the incorporated boundaries of the City.

Diameter at breast height (DBH) means the diameter in inches of a tree as measured through the main trunk at a point four and one-half feet above the natural grade level.

Drip line means a vertical line run through the outermost portion of the canopy of a tree and extending down to the ground.

Front Yard means the portion of privately owned land running the full width of a lot or parcel between the public street right-of-way line and the exterior elevation of the main building.

Hazardous Tree means a tree that has a structural defect that makes it likely to fail in whole or in part.

High Risk Tree means the potential for a tree or one of its parts to fail and, in so doing, injure people or damage property.

Invasive Species Tree means a [Pyrus calleryana, commonly referred to as a callery pear, or an Ailanthus altissima tree, commonly referred to as tree of heaven.](#)

Mitigation fee means the fee, as determined by the Governing Body and established in the City's Fee Schedule, in lieu of planting a Replacement tree.

Owner means the person who has the legal title to the property or lessee, agent or other person acting on behalf of the titleholder with authorization to do so.

Protected tree means any tree that has a DBH of 12 inches or more located on Covered Property. Trees that have received special care provided by the City for the treatment or prevention of disease or infestation may also be considered protected.

Protective/temporary fencing means a snow fence, chain-link fence, orange vinyl construction fence or other similar fencing with a minimum four-foot height.

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(Supp. No. 17, Update 2)

Replacement tree means a tree from the replacement tree list with a preferred caliper size of two and ~~one-half~~ inches but a minimum of ~~one and one-half~~ two inches, measured 12 inches from the ground ~~and having a total height of not less than seven feet when planted. The replacement tree should be within 15 feet at maturity of the tree removed. Exceptions may be granted by the~~ Public Works Director or his designee on a case-by-case basis.

Tree removal authorization means permission granted by the City to remove a protected tree.

Qualifying Property Owner means a resident of the City that meets the requirements of participating in the Tree Fund as set forth in this article.

(Ord. No. 1062, § 1, 9-16-2024)

Sec. 13-507. Enforcement and Penalty.

The Public Works Director, or their designee, shall have the authority to enforce the terms and conditions of this article. Any person, firm, corporation, agent, or employee thereof who violates any provision of this article shall be notified in writing, sent via U.S. Mail, prepaid, and assessed ~~a~~ an ~~administrative~~ fine of not more than \$500.00 for each incident. The unlawful injury, destruction or removal of each protected tree shall be considered a separate incident. In addition, all violations shall be required to meet the requirements outlined under tree replacement provisions of this article, or the Roeland Park Tree Fund. If any ~~administrative~~ fine or assessment to the Roeland Park Tree Fund shall remain unpaid 30 days after receipt of notice of the imposition or assessment, the City may use any and all reasonable means available to collect the funds, including, but limited to, imposing a lien on the property for the amount of the fine or assessment. The ~~administrative~~ fine stated herein shall not be imposed in special circumstances, including, but not limited to, emergency tree removal and removal by a utility.

(Ord. No. 1062, § 1, 9-16-2024)

Sec. 13-508. Appeal Process.

Any person, firm, corporation, agent, or employee thereof may submit a written appeal of a decision of the City Arborist or their designee to the Roeland Park Municipal Judge via the City Administrator's Office within 30 days of receipt of notice of the imposition or assessment. The City Administrator's Office shall notify the Court Clerk of the appeal, and ~~the~~ appellant shall appear at a hearing before the Roeland Park Municipal Judge at a date provided by the Court. The Judge has the final determination whether the tree at issue is a protected tree and if so, whether unlawful injury, destruction or removal has ~~occurred. the next regularly scheduled municipal court date.~~ Any imposition or assessment affirmed or amended shall be paid to the City within 14 days to prevent the City from taking any and all reasonable means available to collect the funds, including, but not limited to, stop work orders or imposing a lien on the property for the unpaid portion of the fine or assessment.

Commented [JJ13]: Recommendations from the Kansas Forest Service, sustainability committee and arborist (Leslee Rigney) to reduce the caliper size as younger trees have a higher survival rate and inevitably do better than more mature planted trees.

Rather than having a minimum height at planting, have a regulation that essentially speaks to replacing the canopy based on pre-existing trees.

Commented [JJ14]: These changes are incorporated at the behest of the judge. She said this section was unclear on what the appeal was intended to be for. This would indicate that the appeal is based on whether the removed tree is a protected tree or not and that would be where she would find one way or the other.

(Ord. No. 1062, § 1, 9-16-2024)

Sec. 13-509. Applicability of Section.

The terms and provisions of this Section shall apply to all Covered Property.

(Ord. No. 1062, § 1, 9-16-2024)

Sec. 13-510. Roeland Park Tree Fund.

There is established a Roeland Park Tree Fund, which shall be a special account administered by the City. The Roeland Park Tree Fund shall be used only for purchasing, planting, maintaining, ~~removal,~~ replacement, and trimming of trees on covered property. The amount of payment for the required Mitigation Fee shall be established by the City Council and set in the City's Fee Schedule.

If approved by the City Arborist, an applicant or owner may make the payment as established in the City's Fee Schedule into the Roeland Park Tree Fund in lieu of planting replacement trees, this would be an exception to the norm as the intent of the policy is to encourage the preservation of the tree canopy within the City by adding Replacement trees when mature trees are removed.

Any tree that is authorized for removal due to disease or health of the tree, ~~removal of an invasive species,~~ or other public safety reason(s), shall have the Mitigation fee waived. ~~The property owner may request reimbursement of the cost of removing said tree from the City Council. The decision to use Tree Fund resources to cover the removal costs of said tree shall be based upon the property owner's ability to pay.~~

(Ord. No. 1062, § 1, 9-16-2024)

Sec. 13-511. Tree Protection.

Prior to demolition or construction, the following procedures shall be followed on all types of construction projects. It is the responsibility of the developer and/or contractor and their subcontractors to take appropriate action to preserve all protected trees and feature trees during all phases of construction.

- (1) *Protective/temporary fencing.* Protective/temporary fencing shall be required for all protected trees and feature trees to prevent infringement on the root system from any construction-related activities. The protective fencing shall be installed according to tree diameter at breast height (DBH) as follows:
 - (a) Trees greater than 28-inch DBH must have a fence to encompass a perimeter 20 feet from center or 75 percent of drip line (whichever is lesser);
 - (b) Trees between 20-inch and 28-inch DBH must have a fence to encompass a perimeter 15 feet from center of tree or 75 percent of drip line (whichever is lesser);

Commented [JJ15]: This would include the removal of a callery pear tree or tree of heaven. According to the Kansas Forest Service, these are the only trees he would include. This is a recommendation by Sustainability. The definition is included in the definitions section of this section, chapter.

Commented [JJ16]: Recommend removal of this section or possibly referring to the Neighbors Helping Neighbors Program as the Tree Fund does not cover removal.

(Supp. No. 17, Update 2)

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- (c) Trees less than 20-inch DBH must have a fence to encompass a perimeter ten feet from the center of the tree or 75 percent of the drip line (whichever is lesser).

Fencing shall exclude any preexisting structures, foundations, slabs, roadways, highways, and driveways. The fencing is to be installed along the edge of the driveways/roadways encompassing the tree to restrict access from the street side. All fencing must appear on construction documents and shall be installed prior to any other construction-related activity. The fencing shall remain in place at all times until all other construction-related activity has been completed or final grade achieved.

(2) *Prohibited activities.* Prohibited activities adjacent to trees shall include the following:

- (a) *Material storage.* No materials for construction or waste accumulated due to excavation, demolition, or construction shall be placed under the canopy of any protected tree or feature tree.
- (b) *Equipment cleaning/liquid disposal.* No equipment shall be cleaned or other materials or liquids deposited or allowed to flow over land within the limits of the canopy of a protected tree or a feature tree. This includes, without limitation, paint, old solvents, asphalt, concrete, mortar or similar materials.
- (c) *Tree attachments.* No signs, wires or other attachments other than those of a protective nature shall be attached to any protected tree or feature tree.
- (d) *Vehicular traffic.* No vehicular and/or construction equipment traffic or parking shall take place within the limits of the protective fencing.
- (e) *Grade changes.* No grade changes in excess of two inches (cut or fill) shall be allowed within the limits of the drip line of any protected tree or feature tree.
- (f) *New impervious paving.* No new paving with asphalt, concrete or other impervious materials in a manner which may, in the reasonable discretion of the City Arborist, reasonably be expected to severely damage or kill a tree shall be placed within the limits of the drip line of a protected tree or a feature tree.
- (g) *Exceptions.* Notwithstanding anything contained in this Section shall not prohibit work that is necessary to install, maintain, repair, replace or remove utility lines or activity that merely disrupts the surface of the ground.

(Ord. No. 1062, § 1, 9-16-2024)

[Sec. 13-512. Tree Removal.](#)

Authorization. No person, directly or indirectly, shall cut down, destroy, move or remove, or effectively destroy, any protected tree located on covered property without first obtaining tree removal authorization. Generally, if a tree removal authorization is granted, the applicant shall replace each protected tree removed with a replacement tree unless an exception is afforded in Section 13-510

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above. If, for whatever reason, planting replacement tree(s) is deemed infeasible, the owner shall make payment to the Roeland Park Tree Fund subject to the provisions of Section 13-510.

Process. Owners must request tree removal authorization in writing to the City Arborist. If the removal is in conjunction with a construction project, the written request must be submitted at the same time as the building permit application.

Authority to review; approval. The City Arborist shall be responsible for the review and approval of all requests for tree removal authorizations submitted in accordance with the requirements specified in this article. Upon receipt of a completed application, the City Arborist may take one of the following actions:

- (1) *Deferral of decision.* The City Arborist may defer the approval of a tree removal authorization to the Board of Zoning Appeals for any reason. All decisions made by the Board of Zoning Appeals shall be final.
- (2) *Approval.* The City Arborist shall issue tree removal authorization provided the owner has agreed in writing to either meet the tree replacement criteria or make payment to the Roeland Park Tree Fund.
- (3) *Replacement Tree List.* The City Arborist shall determine which species are eligible as replacement trees based on size at maturity, appropriateness for this region, and the context of a specific site. The City Arborist may maintain a list of required or preferred species based on any reputable or professional tree resources applicable to this region.

Authorization expiration. Tree removal authorization issued in connection with an approved building permit or site plan shall be valid for the period of that building permit's or site plan's validity. A tree removal authorization not issued in connection with an approved building permit or site plan shall become void after 180 days after the date of approval.

Authorization for removal of a protected tree with DBH greater than 30 inches. Unless the arborist deems the tree dead, dying, diseased, or is an invasive species as defined in this chapter A protected tree with a DBH greater than 30 inches may only be removed with approval from the City Council provided that at least one of the following criteria is met. The burden of proof that a criteria has been met falls upon the applicant:

- ~~(1) The tree is dead. Commonly an expert such as a licensed arborist would provide confirmation to satisfy these criteria.~~
- ~~(2) The tree is diseased or dying and constitutes a threat to healthy trees, to property, or to public safety. Commonly an expert such as a licensed arborist would provide confirmation to satisfy these criteria.~~
- (31) Removal of the tree is necessary for construction, development, or redevelopment, and:
 - (a) All reasonable efforts have been made to avoid removing the tree for construction/development and removal cannot be avoided.

Commented [JJ17]: If a tree is deemed dead, diseased or dying by an arborist, getting approval from council seems like an unnecessary burden that could potentially delay removal.

(b) The presence of the tree places undue financial burden on the applicant.

(c) No other reasonable accommodations can be made to preserve the tree.

(Ord. No. 1062, § 1, 9-16-2024)

ARTICLE 6. WATERWAYS AND DRAINS

Sec. 13-601. Dumping Trash in Waterways Prohibited.

No person shall dump, deposit or cause to be deposited any dirt, earth, cans, garbage, debris, leaves, lawn and shrubbery trimmings or any other materials in or upon any ditch, waterway, drainage structure or storm sewer including, but not limited to such waterways as may be located upon their property.

(Code 1977, 13-701)

Sec. 13-602. Maintaining Ditches, Waterways, Drainage Structures and Storm Sewers.

It shall be unlawful for the owner or occupant of any real property owned or occupied by such person to permit to exist on such property any earth, trash, garbage, debris, leaves, lawn and shrubbery trimmings, vegetation or other materials which impede or restrain the free flow of water in any open ditch or waterway or at the entranceway of or exit of any enclosed drainage structure or storm sewer located on such property.

(Ord. No. 459, § 1)

Sec. 13-603. Abatement of Obstructions; Notice.

- (a) The Governing Body may cause any earth, trash, garbage, debris, leaves, lawn and shrubbery trimmings, vegetation or other materials which impede or restrain the free flow of water in any open ditch or waterway, or at the entranceway or exit of any enclosed drainage structure or storm sewer located on property within the City to be removed or abated from such property.
- (b) Before the Governing Body shall cause such condition to be abated or removed, the Governing Body shall by resolution describe the condition and its location and shall determine that such condition is a menace and dangerous to the health of the inhabitants of the City, or of any neighborhood, family or resident of the City.
- (c) Upon such determination by the Governing Body, the City Clerk shall forthwith issue notice requiring the owner or agent of the owner to remove and abate from the property the thing or things therein described as the condition within seven days. The notice shall be served by personal service, by delivering a copy thereof to the owner, occupant or agent of such property, or if the same be unoccupied and the owner is a nonresident, then by mailing a notice to his or her last known address.

(Supp. No. 17, Update 2)

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- (d) If the owner, occupant or agent shall fail to comply with the requirement of the notice for a period longer than seven days, then the Mayor, on behalf of the City, may proceed to have the things described in the notice removed and abated from the property and the cost of such removal or abatement shall be assessed against the lot or parcel of ground on which the condition was located.
 - (e) The City Clerk shall, at the time of certifying other City taxes to the county clerk, certify the aforesaid costs and request the county clerk, pursuant to K.S.A. 12-1617e., to extend the same on the tax roll of the county against the lot or parcel of ground and to be collected by the county treasurer and paid to the City as other City taxes are collected and paid.

(Ord. No. 459, § 1)

Sec. 13-604. Drainage of Water Toward Streets.

All water draining from private property and toward a street right-of-way shall be discharged or caused to flow upon the surface of the street, gutter or drainage ditch; provided, that such water may be discharged or caused to flow under the surface of a street, gutter or drainage ditch where adequate underground conduits are installed, and the conduits are approved by the Governing Body.

(Code 1977, § 13-702)

Sec. 13-605. Gutter Fillets.

It shall be unlawful for any person to construct or maintain an obstruction in the gutters of any street in the City which obstructs or prevents the free flow of water in the gutters or diverts water from the temporary obstructions created in the court of street maintenance and repair. Asphaltic concrete gutter fillets may be constructed and maintained at and near points where private driveways connect with gutters and streets in accordance with the specifications set forth in this article and issuance of a permit as provided in section 13-606.

(Code 1977, § 13-703)

Sec. 13-606. Application for Permit.

No permit shall be issued unless an application be made in writing by the person desiring to construct and maintain an asphaltic concrete gutter fillet accompanied by a map or diagram showing the specific location of the proposed gutter fillet, and the house number or legal description of the real estate in front of which the gutter fillet is proposed to be made, and accompanied by a fee as set forth by the Governing Body. The diagram or map accompanying the application shall show the dimensions and character of the proposed gutter fillet.

(Code 1977, § 13-704)

Sec. 13-607. Issuance of Permit.

Upon the filing of the written application for such permit, the City Clerk shall notify the Director of Public Works, or their designee, ~~Public Works Director~~ who shall cause the written application with attached map or diagram and the proposed site to be examined to ascertain that the proposed gutter fillet complies with specifications of this article. Director of Public Works, or their designee, is the sole determiner of the approval of the permit.

(Code 1977, § 13-705)

ARTICLE 8. RIGHT-OF-WAY MANAGEMENT

Sec. 13-801. Purpose.

(a) This ordinance [article] is adopted for the following purposes:

- (1) To recognize the City's primary role as chief steward of the right-of-way and its duty to its citizens to recover the costs of managing the right-of-way and incursions into it;
- (2) To clarify and regulate conditions of occupancy and construction for those ROW-users occupying space within the City's right-of-way given the anticipated increased use of the right-of-way by various ROW-users throughout the country;
- (3) To recognize the necessity for sound management practices in light of the increased use of the right-of-way and the fact that the right-of-way is a limited resource;
- (4) To treat each ROW-user equitably and in a competitively neutral and nondiscriminatory manner with considerations that may be unique to the technologies and situation of each particular ROW-user;
- (5) To minimize disruption, visual impact or inconvenience to the public, and to preserve the public health, safety and welfare; and
- (6) To comply with state and federal legislation.

Sec. 13-802. General.

No person shall excavate the right-of-way, construct, or use the facilities within the right-of-way of the City except as provided herein.

Sec. 13-803. Definitions.

(a) For purposes of this article, the following words and phrases shall have the meaning given herein:

- (1) *Abandoned facilities*: Means those facilities owned by the ROW-user that are not in use and are not likely to will not be utilized by the owner in the future.

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- (2) *Affiliate*: Means any person controlling, controlled by or under the common control of a "service provider."
 - (3) *Applicant*: Means any person requesting permission to occupy, lease or operate facilities using the right-of-way, or to excavate the right-of-way.
 - (4) *Area of influence*: Means that area around a street excavation where the pavement and sub-grade is impacted by the excavation and is subject to more rapid deterioration.
 - (5) *City*: Means the City of Roeland Park, Kansas, a municipal corporation, and any duly authorized representative.
 - (6) *City Clerk*: Means the City Clerk of the City of Roeland Park, Kansas, or the authorized representative.
 - (7) *Construct*: Means and includes construct, install, erect, build, affix or otherwise place any fixed structure or object, in, on, under, through or above the right-of-way.
 - (8) *Day*: Means calendar day unless otherwise specified.
 - (9) *Emergency*: Means a condition that (a) poses a clear and immediate danger to life or health, or of a significant loss of property; or (b) requires immediate repair or replacement in order to restore service to a user.
 - (10) *Excavate*: Means and includes any cutting, digging, excavating, tunneling, boring, grading or other alteration of the surface or subsurface material or earth in the right-of-way.
 - (11) *Excavation fee*: Means the fee charged by the City for each street or pavement cut which is intended to recover the costs associated with construction and repair activity of the ROW-user and its contractors and/or subcontractors.
 - (12) *FCC*: Means Federal Communications Commission.
 - (13) *Facility*: Means lines, pipes, irrigation systems, wires, cables, conduit facilities, poles, towers, vaults, pedestals, boxes, appliances, antennas, transmitters, gates, meters, appurtenances, or other equipment.
 - (14) *Franchise ordinance*: Means an ordinance passed by the City in accordance with Kansas law and granting a person the right to use the right-of-way or provide service to the City's residents and providing compensation to the City that is in addition to the fees and charges for registering service providers, right-of-way permit fees, inspection fees, building permit fees, excavation fees or other administrative fees.
 - (15) *Governing body*: Means the Mayor and the City Council of the City of Roeland Park, Kansas.
 - (16) *Governmental entity*: Means any county, township, city, town, village, school district, library district, road district, drainage or levee district, sewer district, water district, fire district or other municipal corporation, quasi-municipal corporation or political subdivision of the State

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of Kansas or of any other state of the United States and any agency or instrumentality of the State of Kansas or of any other state of the United States or of the United States.

- (17) *KCC*: Means the Kansas Corporation Commission.
- (18) *Parkway*: Means the area between a property line and the street curb, sometimes called boulevard, tree-shelf or snow-shelf.
- (19) *Pavement*: Means and includes Portland cement concrete pavement, asphalt concrete pavement, asphalt treated road surfaces and any aggregate base material.
- (20) *Permit and inspection fee*: Means the fee charged by the City to recover its cost incurred for right-of-way management; including, but not limited to, costs associated with registering applicants; issuing, processing, and verifying right-of-way permit applications; inspecting job sites and restoration of improvements; determining the adequacy of right-of-way restoration; revoking right-of-way permits and, other costs the City may incur in managing the provisions of this ordinance.
- (21) *Permittee*: Means any person to whom a right-of-way permit is issued to excavate a right-of-way.
- (22) *Person*: Means any natural or corporate person, business association or business entity including, but not limited to, a partnership, a sole proprietorship, a political subdivision, a public or private agency of any kind, a utility, a successor or assign of any of the foregoing, or any other legal entity.
- (23) *Public improvement*: Means any project undertaken by the City for the construction, reconstruction, maintenance, or repair of any public infrastructure, and including without limitation, streets, alleys, bridges, bikeways, parkways, sidewalks, sewers, drainage facilities, traffic control devices, street lights, public facilities, public building or public lands.
- (24) *Public lands*: Means any real property owned by the City that is not right-of-way.
- (25) *Public Works Director*: Means the Public Works Director of the City of Roeland Park, Kansas, or such other official designated by the City Administrator.
- (26) *Registration*: Means the application process of a service provider, the approval of the application by the City, and the authorization of the service provider to use any portion of the right-of-way within the City to provide service both within and beyond the City limits.
- (27) *Repair*: Means the temporary construction work necessary to make the right-of-way useable.
- (28) *Repair and restoration*: Means those costs associated with repairing and restoring the public right-of-way because of damage caused by the ROW-user and its contractors and/or subcontractors in the right-of-way.

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- (29) *Restoration*: Means the process by which an excavated right-of-way and surrounding area, including pavement and foundation, is returned to the same condition, or better than, that existed before the commencement of the work.
- (30) *Right-of-way*: Means the areas within the City on, below or above public or private property shown as right-of-way for public use on present and future recorded plats or dedicated as right-of-way by deed of dedication. It also includes the area on, below or above City streets, curbs, alleys, bridges, parkways, and public utility easements.
- (31) *Right-of-way permit*: Means the authorization to excavate for the construction, installation, repair or maintenance of any type of facility within the right-of-way.
- (32) *Routine service operation*: Means a work activity that makes no material change to the facilities and does not disrupt traffic.
- (33) *ROW-user*: Means a person, its successors and assigns, that uses the right-of-way for purposes of work, excavation, provision of services, or to install, construct, maintain, repair facilities thereon, including, but not limited to, landowners and service providers. A ROW-user shall not include ordinary vehicular or pedestrian traffic or any governmental entity that has entered into an agreement pursuant to K.S.A. 12-2901 et seq. with the City regarding the use and occupancy of the City's right-of-way.
- (34) *Service*: Means a commodity provided to a person by means of a delivery system that is comprised of facilities located or to be located in the right-of-way, including, but not limited to, gas, telephone, cable television, internet services, open video system, alarm systems, steam, electric, water, telegraph, data transmission, petroleum pipelines, or sanitary sewerage.
- (35) *Service provider*: Means any person owning, possessing or having an interest in facilities in the right-of-way that are used for the provisions of a service for or without a fee; provided, that this definition shall also include persons owning, possessing or having an interest in facilities in the right-of-way that are used by, may be used by or are intended for use by another person, in whole or in part, to provide a service for or without a fee, regardless of whether the actual facility owner provides any service as defined herein.
- (36) *Street*: Means the pavement and sub-grade of a City residential, collector or arterial roadway.

(Ord. No. 906, §§ 1, 15, 3-2-2015)

Editor's note(s)—Ord. No. 906, §§ 1, 15, adopted Mar. 2, 2015, repealed the former § 13-803, and enacted a new § 13-803 as set out herein. The former § 13-803 pertained to similar subject matter and derived from the original codification.

[Sec. 13-804. Policy.](#)

- (a) It is the policy of the City to authorize any ROW-user to utilize the right-of-way in a competitively neutral, non-discriminatory manner that maximizes the efficient use of and conserves the right-of-

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way and minimizes the burden on the right-of-way, physically and aesthetically. Any use of the right-of-way by a ROW-user shall be subject to the terms and conditions hereof, in addition to other applicable federal, state or local requirements.

- (b) The right granted to the ROW-user to use the right-of-way is limited to the use that the ROW-user has filed with the City in accordance with this article. These rights are for the exclusive use of the ROW-user except where otherwise provided herein, or when authorized by the City.
- (c) This article also is designed to regulate occupancy and excavations in the right-of-way by providing, among other things, for the issuance of permits which grant the authority to utilize and occupy the right-of-way within the City.
- (d) All ROW-users shall be subject to all rules, regulations, policies, resolutions, and articles now or hereafter adopted or promulgated by the City in the reasonable exercise of its police power and are subject to all applicable laws, orders, rules and regulations adopted by governmental entities now or hereafter having jurisdiction. In addition, the ROW-users shall be subject to all technical specifications, design criteria, policies, resolutions and ordinances now or hereafter adopted or promulgated by the City in the reasonable exercise of its police power relating to permits and fees, sidewalk and pavement cuts, utility location, construction coordination, surface restoration, and other requirements on the use of the right-of-way.

Sec. 13-805. Administration.

- (a) The Public Works Director is the principal City official for administration of right-of-way permits for work and excavations made in the right-of-way. The Public Works Director may delegate any or all of the duties hereunder.
- (b) The City Clerk is the principal City official responsible for administration of the registering of a service provider. The City Clerk may delegate any or all of the duties hereunder.

(Ord. No. 906, §§ 2, 15, 3-2-2015)

Editor's note(s)—Ord. No. 906, §§ 2, 15, adopted Mar. 2, 2015, repealed the former § 13-805, and enacted a new § 13-805 as set out herein. The former § 13-805 pertained to similar subject matter and derived from the original codification.

Sec. 13-806. Requirements of Service Provider.

- (a) All service providers within the City, including existing service providers, shall register and thereafter maintain current registration after the effective date of this ordinance. Current registration means that all information and status requirements of this section shall be current at least as recently as of the end of the previous calendar year.
- (b) Any person who is not an existing service provider prior to the effective date of this ordinance and who wishes to become a service provider must first register with the City.
- (c) The service provider shall report any changes in its registration information within 30 days.

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- (d) No service provider shall be authorized to utilize the right-of-way in any capacity or manner without registering and obtaining the necessary right-of-way permit from the City.
- (e) The information required for registration includes the following:
- (1) Identity and legal status of service provider, including related affiliates.
 - (2) Name, address, telephone number, fax number and email address of officer, agent or employee responsible for the accuracy of the registration statement.
 - (3) Name, address, telephone number, fax number and email address of the local representative of the service provider who shall be available at all times to act on behalf of the service provider in the event of an emergency.
 - (4) Proof of any necessary permit, license, certification, grant, registration, franchise agreement or any other authorization required by any appropriate governmental entity, including, but not limited to, the City, the FCC or the KCC.
 - (5) Description of the service provider's intended use of the right-of-way.
 - (6) Information sufficient to determine whether the service provider is or is not subject to franchising by Kansas law.
 - (7) Information sufficient to determine whether the service provider has applied for and received any certificate of authority required by the KCC.
 - (8) Information sufficient to determine that the service provider has applied for and received any permit or other approvals required by the FCC.
 - (9) Such other information as may be reasonably required by the City to complete the registration statement.
- (f) Each service provider shall designate a local person familiar with the facilities who will act as a local agent for the service provider and will be responsible for satisfying information requirements of this ordinance. The service provider shall present to the City the agent's name, address, telephone number, fax number and email address. The agent shall be the person to whom relocation notices and other such notices shall be sent, and with whom rests the responsibility to facilitate all necessary communications. The service provider shall be responsible for all costs incurred by the City due to the failure to provide such information to the City.
- (g) Prior to construction, reconstruction, repair, maintenance, or relocation of facilities owned by the service provider in the right-of-way, the service provider shall first obtain the necessary right-of-way permit as provided hereafter. The service provider shall make a good faith effort to notify any adjacent property owners of work to be completed.
- (h) Prior to providing service to the City and its residents, the service provider shall first obtain the necessary franchise agreement, if any, from the City.

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- (i) The service provider shall participate in any joint planning, construction and advance notification of right-of-way work, including coordination and consolidation of street cut work as directed by the Public Works Director, or their designee~~Public Works Director~~. In addition, the service provider shall cooperate with other service providers and the City for the best, most efficient, most aesthetic and least obtrusive use of the right-of-way, consistent with safety, and to minimize traffic and other disruptions, including street cuts.
 - (j) The service provider shall furnish maps showing the location of facilities of the service provider within the City as provided hereafter.
 - (k) The City shall not exercise its authority under this provision to in any way deter competition or discriminate against any service provider.

(Ord. No. 906, §§ 3, 15, 3-2-2015)

Editor's note(s)—Ord. No. 906, §§ 3, 15, adopted Mar. 2, 2015, repealed the former § 13-806, and enacted a new § 13-806 as set out herein. The former § 13-806 pertained to similar subject matter and derived from the original codification.

Sec. 13-807. Mapping Requirement of Service Provider.

- (a) The service provider shall keep and maintain accurate records and as-built drawings depicting accurate location of all its facilities constructed, reconstructed and/or relocated in the right-of-way.
- (b) Within ten days of a request by the City, the service provider will provide to the City information concerning such facilities as may be reasonably requested, including but not limited to number, size and/or locations of existing facilities.
- (c) When available to the service provider, such information will be submitted electronically in an AutoCad format to the extent compatible with the City's Geographical Information Systems (GIS) and Johnson County Automated Integrated Mapping Systems (AIMS) provided, however, that nothing herein shall be construed to require the service provider to acquire or modify any electronic mapping system. Service providers shall maintain a legend on a map that shows any equipment on more than one foot in any direction.
- (d) Underground facilities shall be differentiated from overhead facilities and surface mounted facilities.
- (e) Such mapping and identification shall be at the sole expense of the service provider.

Sec. 13-808. Service Provider's Right to Sell, Transfer, Lease, Assign, Sublet or Dispose.

Except as provided hereafter, the service provider shall not sell, transfer, lease, assign, sublet or dispose of its facilities, or any portion thereof, that is located in City right-of-way, or any right, title or interest in the same, or the transfer of any rights granted by the City to any person either by forced or involuntary sale, or by ordinary sale, consolidation or otherwise, without notice to the City. This

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provision shall not apply to the sale of property or equipment in the normal course of business or to the sale or lease of facilities to reseller service providers. No notice to the City shall be required for a transfer in trust, mortgage, or other similar instrument, in whole or in part to secure an indebtedness, or for a pro forma transfer to a corporation, partnership, or other entity controlling, controlled by or under common control with the service provider.

Sec. 13-809. Use of the Right-of-Way.

- (a) The ROW-user's use of the right-of-way shall in all matters be subordinate to the City's use or occupation of the right-of-way. The City may reserve sufficient space within the right-of-way for future public improvements. Without limitation of its rights, the City expressly reserves the right to exercise its governmental powers now and hereafter vested in or granted to the City.
- (b) The ROW-user shall coordinate the placement of facilities in a manner which minimizes adverse impact on any public improvement, as reasonably determined by the City. Where placement is not regulated, the facilities shall be placed with adequate clearance from such public improvements so as not to impact or be impacted by such public improvement as defined in American Public Works Association (APWA) standards.
- (c) The ROW-user shall consider any request made by the City concerning placement of facilities in private easements in order to limit or eliminate future street improvement relocation expenses or to address aesthetic concerns.
- (d) All facilities shall be located and laid so as not to disrupt or interfere with any pipes, drains, sewers, irrigation systems, or other structures or public improvements already installed. In addition, the ROW-user shall, in doing work in connection with its facilities, avoid, so far as may be practicable, disrupting or interfering with the lawful use of the right-of-way or other public lands of the City.
- (e) All facilities of the ROW-user shall be placed so that they do not interfere with the use of right-of-way and public lands. The City, through its Public Works Director, or their designee, shall have the right to consult and review the location, design and nature of the facility prior to its being installed. The designer is responsible for complying with the stipulations noted in this ordinance.
- (f) Whenever reasonably possible, all newly constructed facilities shall be located underground and concealed. The ROW-user shall comply with all requirements of the City relating to underground facilities. This requirement may be waived by the Public Works Director, or their designee, Public Works Director at his/her discretion for safety concerns, or some other good cause under the condition that does not cause discrimination among ROW-users. If this requirement is waived, the facilities shall be located as directed by the Public Works Director, or their designee, Public Works Director, including, but not limited to, requirements regarding location and height.
- (g) The ROW-user shall not interfere with the facilities of the other ROW-users without their permission. If and when the City requires or negotiates to have a service provider cease using its existing poles and to relocate its facilities underground, all other service providers using the same

poles shall also relocate their facilities underground at the same time, subject to the appeal process contained in section 13-827, as amended.

- (h) The Public Works Director, or their designee, ~~Public Works Director~~ may assign specific corridors within the right-of-way, or any particular segment thereof as may be necessary, for each type of facility that is currently or, pursuant to current technology, the Public Works Director, or their designee, ~~Public Works Director~~ expects will someday be located within the right-of-way. All right-of-way permits issued by Public Works Director, or their designee, ~~Public Works Director~~ shall indicate the proper corridor for the ROW-user's facilities. Any ROW-user whose facilities are currently in the right-of-way in a position at a variance with the designated corridors shall, no later than at the time of next reconstruction or excavation of the area where its facilities are located, move the facilities to its assigned position within the right-of-way, unless this requirement is waived by Public Works Director, or their designee, ~~Public Works Director~~ for good cause shown, upon consideration of such factors as the remaining economic life of the facilities, public safety, user service needs and hardship to the ROW-user.
- (i) If, in the preparation and planning of a right-of-way project, the Public Works Director, or their designee, ~~Public Works Director~~ deems it appropriate for a conduit to be constructed along, across or under the right-of-way, the Public Works Director, or their designee, ~~Public Works Director~~ shall contact all appropriate ROW-users for their input on the planning and design of such conduit. If a ROW-user desires to construct, maintain or operate facilities along such right-of-way, the Public Works Director, or their designee, ~~Public Works Director~~ may require the ROW-user to use such conduit, and to contribute to the expense of such conduit, provided, however, the ROW-user use of the conduit is reasonable and appropriate under the circumstances.
- (j) All earth, materials, sidewalks, paving, crossings, utilities, other public improvements or improvements of any kind damaged or removed by the ROW-user shall be fully repaired or replaced promptly by the ROW-user at its sole expense and to the reasonable satisfaction of the City. Upon determination by the Public Works Director, or their designee, ~~Public Works Director~~ that such repair or replacement is a public safety matter, all such repair or replacement shall be commenced within twenty-four (24) hours of notice from the City, or the Public Works Director, or their designee, ~~Public Works Director~~ may direct the City to make such repair or replacement and bill the ROW-user for the City cost. The Public Works Director, or their designee, ~~Public Works Director~~ has the authority to inspect the repair or replacement of the damage, and if necessary, to require the ROW-user to do any necessary additional work.
- (k) All technical standards governing construction, reconstruction, installation, operation, testing, use, maintenance, and dismantling of a ROW-user's facilities in the right-of-way shall be in accordance with applicable federal, state and local law and regulations, including those promulgated by national trade associations commonly associated with the service provided by the ROW-user. It is understood that the standards established in this paragraph are minimum standards and the requirements established or referenced in this ordinance may be in addition to or stricter than such minimum standards. A ROW-user shall not construct or reconstruct any of its facilities located upon, over, under or within the City right-of-way without first having submitted in writing a

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description of its planned improvement to the Public Works Director, or their designee, Public Works Director and having received a permit for such improvement. The Public Works Director, or their designee~~Public Works Director~~ may require that any drawings, plans and/or specifications submitted be certified by a Kansas registered professional engineer stating that such drawings, plans and/or specifications comply with all applicable technical codes, rules and regulations, unless such plans are based directly on nationally recognized codes, which are appropriately cited, and attested to on the plans by the signature of an authorized official of the organization applying for the permit.

- (l) The ROW-user shall cooperate promptly and fully with the City and take all reasonable measures necessary to provide accurate and complete on-site information regarding the nature and horizontal and vertical location of its facilities located within the right-of-way, both underground and overhead, when requested by the City or its authorized agent for a public improvement. Such location and identification shall be at the sole expense of the ROW-user without any expense to the City, its employees, agents, or authorized contractors.
- (m) The City shall have the authority to prohibit the use or occupancy of a specific portion of the right-of-way by a ROW-user due to public health, safety or welfare considerations.
- (n) At no location shall any flush or ground surface-mounted fixtures be located more than five feet from a property line that abuts other private property unless agreed upon by the City.
- (o) Unless otherwise approved by Public Works Director, or their designee, City Council, the following shall govern: No flush or above ground boxes or similar elements larger, wider, taller, or more numerous than existing service provider installation unless agreed upon by the City through an alternative arrangement; provided, however, no above ground box or similar element shall be larger than ten inches wide by ten inches deep by 28 inches high in the Right of Way. Further, that above ground boxes no larger than 34 inches wide by 34 inches high by 16 inches deep may be allowed in public utility easements located at the side or rear property lines of any lot so long as the box is located no closer to the street than within five feet of a building setback line (either platted or required by the zoning regulations); and provided further, that in approving a right-of-way permit, the Public Works Director, or their designee, City Clerk shall require that the box be located in a public utility easement located in the rear yard whenever possible or, when not possible and with the approval of the City, on public property that is within five feet from a property line that abuts private property.

(Ord. No. 906, §§ 4, 15, 3-2-2015)

Editor's note(s)—Ord. No. 906, §§ 4, 15, adopted Mar. 2, 2015, repealed the former § 13-809, and enacted a new § 13-809 as set out herein. The former § 13-809 pertained to similar subject matter and derived from the original codification.

Sec. 13-810. Facility Relocation.

- (a) The ROW-user shall promptly remove, relocate or adjust any facilities located in the right-of-way as directed by the City for a public improvement or when reasonably required by the City by reason of public health, safety and welfare. Such removal, relocation, or adjustment shall be performed by the ROW-user at the ROW-user's expense without expense to the City, its employees, agents, or authorized contractors and shall be specifically subject to rules, regulations and schedules of the City pertaining to such. The ROW-user shall proceed with relocations at due diligence upon notice by the City to begin relocation.
- (b) The ROW-user shall promptly remove, relocate or adjust any facilities located in a private easement, as directed by the City, for a public improvement, at City expense, by moving such facilities to areas within the expanded right-of-way or within remaining private easements or remaining portions of such easements not condemned by nor disclaimed to the City to avoid conflict with City construction and improvements. The ROW-user shall disclaim those parts of its easements which lie within the expanded right-of-way. Should the City, in the future, elect to require the ROW-user to again relocate its facilities to other areas within the expanded right-of-way, the cost of any such future relocation shall be borne by the City.
- (c) As soon as working drawings are available for public improvements which will require the ROW-user to relocate its facilities, the City shall provide the ROW-user with written notice of relocations and the anticipated bid letting date of said improvement. The ROW-user shall respond with any conflicts and a proposed construction schedule within 30 days.
- (d) Following notice by the City in the form of the delivery of final design plans for such public improvements, the ROW-user shall remove, and relocate its facilities in accordance with the mutually agreed upon schedule, provided the project is not delayed by adverse weather conditions and other factors beyond the control of the ROW-user. The ROW-user shall certify to the City, in writing, that its facilities have been relocated or adjusted to clear construction in accordance with project plans provided by the City.
- (e) Any damages suffered by the City, its agents or its contractors to the extent caused by ROW-user's failure to timely relocate or adjust its facilities, or failure to properly relocate or adjust such facilities, shall be borne by the ROW-user.
- (f) In the event the ROW-user is required to move its facilities in accordance with this section, any ordinary right-of-way permit fee shall be waived.
- (g) It is the intent of this section for both the City and the ROW-user to cooperate with one another so that the need for facility relocation is minimized and, when required and feasible, relocations may be completed prior to receipt of bids by the City for a public improvement.

Sec. 13-811. Protection of the Public.

- (a) It shall be the responsibility of the ROW-user to take adequate measures to protect and defend its facilities in the right-of-way from harm and damage, and shall maintain its facilities in good condition.
- (b) The City shall not be liable for any damage to or loss of any of the ROW-user's facilities within the right-of-way as a result of or in connection with any construction, excavation, grading, filling or work of any kind, including public improvements by or on the behalf of the City, except to the extent allowed under Kansas law.
- (c) The ROW-user shall be responsible to the City and its agents, representatives, and authorized contractors for all damages suffered by them including, but not limited to, delay damages, repair costs, construction delays, penalties or other expenses of any kind arising out of the failure of the ROW-user to timely perform any of its obligations under this ordinance to the extent caused by the acts or omissions of the ROW-user.
- (d) The City or its authorized contractors shall be responsible for taking reasonable precautionary measures including calling for facility locations when constructing its public improvements.
- (e) Any ROW-user who for any purpose makes or causes to be made any excavation in, upon, under, through or adjoining any street, sidewalk, alley or other right-of-way, and shall leave any part or portion thereof open, or shall leave any part or portion thereof disrupted with rubbish, building or other material during construction and/or the night time, shall cause the same to be enclosed with good substantial and sufficient barricades or drums equipped with the appropriate type warning lights and orange safety fencing material which is properly secured around the excavation or the disruption.
- (f) Whenever a ROW-user shall excavate the full width of any street, sidewalk, alley, driveway approach or other right-of-way, it shall be its duty to maintain an adequate passage for vehicles and pedestrians across or around the excavation until it is refilled as specified.
- (g) Any excavation left open overnight on any thoroughfare or collector type street shall be securely covered. The ROW-user assumes the sole responsibility for maintaining proper barricades, plates, safety fencing and/or lights as required from the time of opening of the excavation until the excavation is surfaced and opened for travel.
- (h) The ~~Public Works Director, or their designee,~~Public Works Director, upon the review and approval of a plan and details for trimming trees in the right-of-way, may grant permission by permit to any ROW-user to trim trees upon and overhanging the right-of-way so as to prevent the branches of such trees from coming in contact with the facilities of the ROW-user.
- (i) In the event the ROW-user severely disturbs or damages the root structure of any tree in the right-of-way to the detriment of the health and safety of the tree, the ROW-user will be required to remove and replace the tree at the ROW-user's cost. Further, in review of the ROW-user's plan, the

Public Works Director, or their designee~~Public Works Director~~ may require the ROW-user to directionally bore around any tree in the right-of-way.

- (j) Upon the appropriate request of any person having satisfied City procedure and ordinances, the ROW-user shall remove, raise, or lower its facilities temporarily to permit the moving of houses or other structures. The expense of such temporary removal, raising or lowering shall be paid by the person requesting the same, and the ROW-user may require such payment in advance. The ROW-user must be given not less than 15 days' written notice from the person detailing the time and location of the moving operations, and not less than 24 hours' advance notice from the person advising of the actual operation.

(Ord. No. 906, §§ 5, 15, 3-2-2015)

Editor's note(s)—Ord. No. 906, §§ 5, 15, adopted Mar. 2, 2015, repealed the former § 13-811, and enacted a new § 13-811 as set out herein. The former § 13-811 pertained to similar subject matter and derived from the original codification.

Sec. 13-812. Right-of-Way Vacation.

- (a) If the City vacates a right-of-way which contains the facilities of the service provider, and if the vacation does not require the relocation of the service provider's facilities, the City shall reserve, to and for itself and all service providers having facilities in the vacated right-of-way, an easement for the right to install, maintain and operate any facilities in the vacated right-of-way and to enter upon such vacated right-of-way at any time for the purpose of reconstructing, inspecting, maintaining or repairing the same.
- (b) If the vacation requires the relocation of facilities; and
- (1) If the vacation proceedings are initiated by the service provider, the service provider must pay the relocation costs.
 - (2) If the vacation proceedings are initiated by the City, the service provider must pay the relocation costs unless otherwise agreed to by the City and the service provider.
 - (3) If the vacation proceedings are initiated by a person other than the service provider or the City, such other person must pay the relocation costs.

Sec. 13-813. Abandoned and Unusable Facilities.

- (a) A ROW-user owning abandoned facilities in the right-of-way must either:
- (1) Remove its facilities and replace or restore any damage or disturbance caused by the removal at its own expense. The Public Works Director, or their designee~~Public Works Director~~ may allow underground facilities or portions thereof to remain in place if the Public Works Director, or their designee~~Public Works Director~~ determines that it is in the best interest of public safety to do so. At such time, the City may take ownership and responsibility of such vacated facilities left in place;

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- (2) Provide information satisfactory to the City that the ROW-user's obligations for its facilities in the right-of-way have been lawfully assumed by another authorized ROW-user; or
 - (3) Submit to the City a proposal and instruments for transferring ownership of its facilities to the City. If the ROW-user proceeds under this section, the City may, at its option, purchase the equipment, require the ROW-user, at its own expense, to remove it, or require the ROW-user to post a bond in an amount sufficient to reimburse the City for reasonable anticipated costs to be incurred to remove the facilities.
- (b) Facilities of a ROW-user who fails to comply with this section, and whose facilities remain unused for two (2) years, shall be deemed to be abandoned after the City has made a good faith effort to contact the ROW-user, unless the City receives confirmation that the ROW-user intends to use the facilities. Abandoned facilities are deemed to be a nuisance. The City may exercise any remedies or rights it has at law or in equity, including, but not limited to, (a) abating the nuisance, (b) taking possession and ownership of the facility and restoring it to a useable function, or (c) requiring the removal of the facility by the ROW-user.

(Ord. No. 906, §§ 6, 15, 3-2-2015)

Editor's note(s)—Ord. No. 906, §§ 6, 15, adopted Mar. 2, 2015, repealed the former § 13-813, and enacted a new § 13-813 as set out herein. The former § 13-813 pertained to similar subject matter and derived from the original codification.

[Sec. 13-814. Permit Requirement.](#)

- (a) Except as otherwise provided, no ROW-user may excavate any right-of-way or conduct any repair, construction, or reconstruction of facilities located within the right-of-way without first having obtained the appropriate right-of-way permit. Failure to obtain the appropriate right-of-way permit shall result in the assessment of a penalty equal to the amount of the permit fee.
- (b) There are two exemptions to this provision:
 - (1) Contractors working on the construction or reconstruction of public improvements; and
 - (2) ROW-users performing routine service operations which do not require excavation in the right-of-way and do not disrupt traffic for more than four hours.
- (c) No person owning or occupying any land abutting on a public right-of-way shall construct, maintain, or permit in or on the portion of the public right-of-way to which such land is adjacent, any fixed structure, material or object without having obtained the appropriate right-of-way permit.
- (d) A right-of-way permit is required for emergency situations. If due to an emergency it is necessary for the ROW-user to immediately perform work in the right-of-way, and it is impractical for the ROW-user to first get the appropriate permit, the work may be performed, and the required permit shall be obtained as soon as possible during the next City working day.

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- (e) No permittee may excavate the right-of-way beyond the date or dates specified in the right-of-way permit unless the permittee:
 - (1) Makes a supplementary application for another right-of-way permit before the expiration of the initial permit; and
 - (2) A new right-of-way permit or permit extension is granted.
 - (f) Right-of-way permits issued shall be conspicuously displayed by the permittee at all times at the indicated work site and shall be available for inspection by the Public Works Director, or their designee~~Public Works Director~~, other City employees and the public.
 - (g) Prior to the commencement of excavation, the permittee shall identify and locate any buried facilities to be spray painted according to the Uniform Color Code required by the Kansas One Call.
 - (h) All excavations by the permittee shall have a metal marker inserted into the excavation of the restored pavement, which shall identify the ROW-user.
 - (i) Before receiving a right-of-way permit, the applicant must show proof of any necessary permit, license, certification, grant, registration, franchise ordinance or any other authorization required by any appropriate governmental entity, including, but not limited to, the City, the FCC or the KCC.
 - (j) Any ROW-user who is found to be working in the public right-of-way without a permit will be directed to stop work until a permit is acquired and properly posted at the work site. The only exception allowed is for emergency repair work.
 - (k) Any permittee found to be working without providing for required safety and traffic control will be directed to stop work until the appropriate measures are implemented in accordance with the current edition of the Manual on Uniform Traffic Control Devices.

(Ord. No. 906, §§ 7, 15, 3-2-2015)

Editor's note(s)—Ord. No. 906, §§ 7, 15, adopted Mar. 2, 2015, repealed the former § 13-814, and enacted a new § 13-814 as set out herein. The former § 13-814 pertained to similar subject matter and derived from the original codification.

Sec. 13-815. Permit Applications.

- (a) Application for a right-of-way permit shall be submitted to the City Clerk by either the ROW-user or by the person who will do the work and/or excavation in the right-of-way.
- (b) Right-of-way applications shall contain and be considered complete only upon receipt of the following:
 - (1) Compliance with verification of registration;
 - (2) Submission of a completed permit application form, including all required attachments and scaled drawings showing the location and area of the proposed project including all items

specified in section 13-807 and the location of all existing and proposed facilities at such location;

- (3) A traffic control plan; and
- (4) Payment of all money due to the City for permit fees and costs, for prior excavation costs, for any loss, damage or expense suffered by the City because of the applicant's prior excavations of the right-of-way or for any emergency actions taken by the City, unless the payment of such money is in dispute and timely appealed as provided hereafter.

Sec. 13-816. Liability Insurance, Performance and Maintenance Bond Requirement.

- (a) The permittee shall obtain and maintain insurance coverage at its sole expense, with financially reputable insurers that are licensed to do business in the State of Kansas. Should grantee elect to use the services of an affiliated captive insurance company for this purpose, that company shall possess a certificate of authority from the Kansas Insurance Commissioner. Grantee shall provide not less than the following insurance:
 - (1) Workers compensation as provided for under any workers compensation or similar law in the jurisdiction where any work is performed with an employers' liability limit equal to the amount required by law.
 - (2) Commercial general liability, including coverage for contractual liability and products completed operations liability on an occurrence basis and not a claims made basis, with a limit of not less than \$2,000,000.00 combined single limit per occurrence for bodily injury, personal injury, and property damage liability. The City shall be included as an additional insured with respect to liability arising from grantee's operations under this agreement.
 - (3) Commercial automobile liability, in the amount of no less than \$1,000,000.00 combined single limit, bodily injury and property, including all owned, hired and non-owned vehicles. The City shall be included as an additional insured with respect to liability arising from grantee's operations under this agreement.
- (b) As an alternative to the requirements of section 816 subsection 13-816(a), grantee may demonstrate to the satisfaction of the City that it is self-insured and as such grantee has the ability to provide coverage in an amount not less than \$1,000,000.00 per occurrence and \$2,000,000.00 in aggregate, to protect the City from and against all claims by any person whatsoever for loss or damage from personal injury, bodily injury, death or property damage occasioned by grantee, or alleged to so have been caused or occurred.
- (c) The permittee shall at all times during the term of the permit maintain a performance bond in a form approved by the City Attorney. The amount of the bond will be \$5,000.00 cash bond or the value of the restoration, whichever is greater, for a term consistent with the term of the permit, conditioned upon the permittee's faithful performance of the provisions, terms and conditions conferred by this article. If work is not completed to an acceptable level in the timeframe established in the permit issuance, the City may require an annual bond in an amount of

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\$50,000.00 be automatically renewed yearly during this period to satisfy the requirement of this section. In the event the City shall exercise its right to revoke the permit as granted herein, then the City shall be entitled to recover under the terms of said bond the full amount of any loss occasioned.

- (d) A copy of the liability insurance certificate and performance and maintenance bond must be on file with the City Clerk.
- (e) No performance and maintenance bond or liability insurance will be required of any governmental entity, or of any residential property owner working in the right-of-way adjacent to his/her residence, who does not utilize a contractor to perform the excavation.

(Ord. No. 1007, § 1, 2-15-2021)

Sec. 13-817. Right-of-Way Permit Fees and Costs.

- (a) The right-of-way permit fee shall be recommended by the City Clerk, approved by the Governing Body and listed in the Schedule of Fees maintained in the City Clerk's office.
- (b) The right-of-way permit fee may include a permit and inspection fee and an excavation fee.
- (c) Fees paid for a right-of-way permit which is subsequently revoked by the City are not refundable.
- (d) Except as provided for in an emergency situation, when a ROW-user is found to have worked or is working in the right-of-way without having obtained a permit, the fee for the permit will be double the amount had the ROW-user obtained a permit prior to beginning work.

Sec. 13-818. Issuance of Permit.

- (a) If the City Clerk determines that the applicant has satisfied the requirements of this ordinance, the Public Works Director, or their designee, ~~Public Works Director~~ shall issue a right-of-way permit.
- (b) The Public Works Director, or their designee, ~~City Clerk~~ may impose reasonable conditions upon the issuance of a right-of-way permit and the performance of the permittee in order to protect the public health, safety and welfare, to ensure the structural integrity of the right-of-way, to protect the property and safety of other users of the right-of-way, and to minimize the disruption and inconvenience to the traveling public.
- (c) When a right-of-way permit is requested for purposes of installing additional facilities and the performance and maintenance bond for additional facilities is reasonably determined to be insufficient, the posting of an additional or larger performance and maintenance bond for the additional facilities may be required.
- (d) Issued permits are not transferable.

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- (e) If work is being done for the ROW-user by another person, a subcontractor or otherwise, the person doing the work and the ROW-user shall be liable and responsible for all damages, obligations, and warranties herein described.

(Ord. No. 906, §§ 8, 15, 3-2-2015)

Editor's note(s)—Ord. No. 906, §§ 8, 15, adopted Mar. 2, 2015, repealed the former § 13-818, and enacted a new § 13-818 as set out herein. The former § 13-818 pertained to similar subject matter and derived from the original codification.

Sec. 13-819. Permitted Work.

- (a) The permittee shall not make any cut, excavation or grading of right-of-way other than excavations necessary for emergency repairs without first securing a right-of-way permit.
- (b) The permittee shall not at any one time open or encumber more of the right-of-way than shall be reasonably necessary to enable the permittee to complete the project in the most expeditious manner.
- (c) The permittee shall, in the performance of any work required for the installation, repair, maintenance, relocation and/or removal of any of its facilities, limit all excavations to those excavations that are necessary for efficient operation.
- (d) The permittee shall not permit such an excavation to remain open longer than is necessary to complete the repair or installation.
- (e) The permittee shall notify the City no less than three working days in advance of any construction, reconstruction, repair, location or relocation of facilities which would require any street closure or which reduces traffic flow to less than two lanes of moving traffic for more than four hours. Except in the event of an emergency as reasonably determined by the permittee, no such closure shall take place without notice and prior authorization from the City.
- (f) Non-emergency work on arterial and collector streets may not be accomplished during the hours of 7:00 a.m. to 8:30 a.m. and 4:00 p.m. to 6:00 p.m., in order to minimize disruption of traffic flow.
- (g) All work performed in the right-of-way or which in any way impacts vehicular or pedestrian traffic shall be properly signed, barricaded, and otherwise protected at the permittee's expense. Such signage shall be in conformance with the latest edition of the Administration's Manual on Uniform Traffic Control Devices, unless otherwise agreed to by the City.
- (h) The permittee shall identify and locate any underground facilities in conformance with the Kansas Underground Utility Damage Prevention Act "Kansas One Call" system, and notice shall be provided directly to Water District No. 1 and either to Kansas City Power and Light (KCPL) and the Public Works Director, or their designee~~Director of Public Works~~.
- (i) The permittee shall be liable for any damages to underground facilities due to excavation work prior to obtaining location of such facilities, or for any damage to underground facilities that have

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been properly identified prior to excavation. The permittee shall not make or attempt to make repairs, relocation or replacement of damaged or disturbed underground facilities without the approval of the owner of the facilities.

- (j) Whenever there is an excavation by the permittee, the permittee shall be responsible for providing adequate traffic control to the surrounding area as found in the Administration's Manual on Uniform Traffic Control Device. The permittee shall perform work on the right-of-way at such times that will allow the least interference with the normal flow of traffic and the peace and quiet of the neighborhood. In the event the excavation is not completed in a reasonable period of time, the permittee may be liable for actual damages to the City for delay caused by the permittee pursuant to this ordinance.
- (k) All facilities and other appurtenances laid, constructed and maintained by the permittee shall be laid, constructed and maintained in accordance with acceptable engineering practice and in full accord with any and all applicable engineering codes adopted or approved by the parties and in accordance with applicable statutes of the State of Kansas, as well as the rules and regulations of the Kansas Corporation Commission or any other local, state or federal agency having jurisdiction over the parties.
- (l) Following completion of permitted work for new construction, the permittee shall keep, maintain and provide to the City accurate records and as-built drawings, drawn to scale and certified to the City as accurately depicting the location of all utility facilities constructed pursuant to the permit. When available to the permittee, maps and drawings provided will be submitted in AUTOCAD.DNT or AUTOCAD.DWG automated formats, if available, or in hard copy otherwise. The Public Works Director, or their designee~~Public Works Director~~ may waive this requirement. Such information shall be subject in all respects and shall have the benefit of protection as set forth in the section entitled "Mapping Requirements of Service Provider" contained herein.
- (m) The City may use the as-built records of the service provider's facilities in connection with public improvements.

(Ord. No. 906, §§ 9, 15, 3-2-2015)

Editor's note(s)—Ord. No. 906, §§ 9, 15, adopted Mar. 2, 2015, repealed the former § 13-819, and enacted a new § 13-819 as set out herein. The former § 13-819 pertained to similar subject matter and derived from the original codification.

Sec. 13-820. Right-of-Way Repair and Restoration.

- (a) The work to be done under the right-of-way permit and the repair and restoration of the right-of-way as required herein must be completed within the dates as specified in the permit. However, in the event of circumstances beyond the control of the permittee or when work was prohibited by unseasonable or unreasonable conditions, ~~the Public Works Director~~ Public Works Director, or their designee, may extend the date for completion of the project upon receipt of a supplementary application for a permit extension.

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- (b) All earth, materials, sidewalks, curbs, paving, crossing, utilities, public improvement or improvements of any kind damaged or removed by the permittee shall be fully repaired or replaced promptly by the permittee at its sole expense and the reasonable satisfaction of the City. The Public Works Director, or their designee, Public Works Director has the authority to inspect the repair or replacement of the damage and, if necessary, to require the permittee to do the additional necessary work. Notice of the unsatisfactory restoration and the deficiencies found will be provided to the permittee and a reasonable time not to exceed 15 days will be provided to allow for the deficiencies to be corrected.
- (c) After any excavation, the permittee shall, at its expense, restore all portions of the right-of-way to the same condition or better condition than it was prior, to the excavation thereof.
- (d) In addition to repairing its own street cuts, the permittee must restore any area within five feet of the new street cut that has previously been excavated, including the paving and its aggregate foundations.
- (e) If the permittee fails to restore the right-of-way in the manner and to the condition required by the Public Works Director, or their designee, Public Works Director, or fails to satisfactorily and timely complete all restoration, the City may, at its option, serve written notice upon the permittee and its surety that, unless within five days after serving of such notice, a satisfactory arrangement can be made for the proper restoration of the right-of-way, the City shall immediately serve notice of failure to comply upon the surety and the permittee, and the surety shall have the right to take over and complete the work, provided, however, that if the surety does not commence performance thereof within ten days from the date of notice, the City may take over the work and prosecute same to completion, by contract or otherwise, at the expense of the permittee, and the permittee and its surety shall be liable to the City for any and all excess cost assumed by the City by reason of such prosecution and completion.
- (f) The permittee responsible for the excavation who leaves any debris in the right-of-way shall be responsible for providing safety protection in accordance with the latest edition of the Manual of Uniform Traffic Control Devices and any applicable federal or state requirement.
- (g) If an excavation cannot be back-filled immediately and left unattended, the permittee shall securely and adequately cover the unfilled excavation. The permittee has sole responsibility for maintaining proper barricades, safety fencing and/or lights as required, from the time of the opening of the excavation until the excavation is surfaced and opened for travel.
- (h) In restoring the right-of-way, the permittee guarantees its work and shall maintain it for 24 months following its completion. During the 24 months, the permittee shall, upon notification from the Public Works Director, or their designee, Public Works Director, correct all restoration work to the extent necessary, using any method as required by the Public Works Director, or their designee, Public Works Director. Said work shall be completed within a reasonable time, not to exceed 30 calendar days, of the receipt of notice from the Public Works Director, or their designee, Public Works Director (not including days during which work cannot be done because of circumstances constituting Force Majeure or days when work is prohibited as unseasonable or

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unreasonable). In the event the permittee is required to perform new restoration pursuant to the foregoing guarantee, the ~~Public Works Director, or their designee, Public Works Director~~ shall have the authority to extend the guarantee period for such new restoration for up to an additional 24 months from the date of the new restoration, if the ~~Public Works Director, or their designee, Public Works Director~~ determines any overt action by the permittee not to comply with the conditions of the right-of-way permit and any restoration requirements.

- (i) The 24 month guarantee period shall be applicable to failure of the pavement surface as well as failure below the pavement surface.
- (j) Payment of an excavation fee shall not relieve the permittee of the obligation to complete the necessary right-of-way restoration.

(Ord. No. 906, §§ 10, 15, 3-2-2015)

Editor's note(s)—Ord. No. 906, §§ 10, 15, adopted Mar. 2, 2015, repealed the former § 13-820, and enacted a new § 13-820 as set out herein. The former § 13-820 pertained to similar subject matter and derived from the original codification.

Sec. 13-821. Joint Applications.

- (a) Applicants may apply jointly for permits to excavate the right-of-way at the same time and place.
- (b) Applicants who apply jointly for a right-of-way permit may share in the payment of the permit fee. Applicants must agree among themselves as to the portion each shall pay.

Sec. 13-822. Supplementary Applications.

- (a) A right-of-way permit shall only be valid for the area of the right-of-way specified within the permit. No permittee may cause any work to be done outside the area specified in the permit, except as provided herein. Any permittee who determines that an area greater than that which is specified in the permit must be excavated must do the following prior to the commencement of work in that greater area: (a) make application for a permit extension and pay any additional fees required thereby; and (b) receive a new right-of-way permit or permit extension.
- (b) A right-of-way permit shall be valid only for the dates specified in the permit. No permittee may commence work before the permit start date or, except as provided herein, may continue working after the end date. If a permittee does not complete the work by the permit end date, the permittee must apply for and receive a new right-of-way permit or a permit extension for additional time. This supplementary application must be submitted to the City prior to the permit end date.

Sec. 13-823. Other Obligations.

- (a) Obtaining a right-of-way permit under this ordinance shall not relieve the permittee of its duty to obtain any necessary permit, license, certification, grant, registration, franchise ordinance or any

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other authorization required by any appropriate governmental entity, including, but not limited to, the City, the FCC or the KCC, and to pay any fees required by any other city, county, state, or federal rules, laws, or regulations. A permittee shall perform all work in full accord with any and all applicable engineering codes adopted or approved by the parties and in accordance with applicable statutes of the State of Kansas, and the rules and regulations of the KCC or any other local, state or federal agency having jurisdiction over the parties. A permittee shall perform all work in conformance with all applicable codes and established rules and regulations and shall be responsible for all work done in the right-of-way pursuant to its permit, regardless by whom the work is done by.

- (b) Except in cases of an emergency or with approval of the ~~Public Works Director, or their designee, Public Works Director~~, no right-of-way work may be done when conditions are unreasonable for such work.
- (c) A permittee shall not disrupt a right-of-way such that the natural free and clear passage of water through the gutters or other waterways is interfered with. Private vehicles may not be parked within or next to the permit area.

(Ord. No. 906, §§ 11, 15, 3-2-2015)

Editor's note(s)—Ord. No. 906, §§ 11, 15, adopted Mar. 2, 2015, repealed the former § 13-823, and enacted a new § 13-823 as set out herein. The former § 13-823 pertained to similar subject matter and derived from the original codification.

Sec. 13-824. Denial of Permit.

- (a) The City Clerk may deny a permit or prohibit the use or occupancy of a specific portion of the right-of-way to protect the public health, safety and welfare, to prevent interference with the safety and convenience of ordinary travel over the right-of-way, or when necessary to protect the right-of-way and its users. The City Clerk, in his/her discretion, may consider all relevant factors including but not limited to:
 - (1) The extent to which the right-of-way space where the permit is sought is available;
 - (2) The competing demands for the particular space in the right-of-way;
 - (3) The availability of other locations in the right-of-way or in other right-of-way for the facilities of the applicant;
 - (4) The applicability of any ordinance or other regulations that affect location of facilities in the right-of-way;
 - (5) The degree of compliance of the applicant with the terms and conditions of its franchise ordinance, this ordinance, and other applicable ordinances and regulations;
 - (6) The degree of disruption to surrounding communities and businesses that will result from the use of that part of the right-of-way;

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- (7) The balancing of costs of disruption to the public and damage to the right-of-way, against the benefits to that part of the public served by the construction in the right-of-way;
 - (8) Whether the applicant maintains a current registration with the City; or
 - (9) Whether the issuance of a right-of-way permit for the particular dates and/or time requested would cause a conflict or interferes with an exhibition, celebration, festival, or any other event. In exercising this discretion, the Public Works Director, or their designee~~Public Works Director~~ shall be guided by the safety and convenience of anticipated travel of the public over the right-of-way.
- (b) Notwithstanding the above provisions, the City Clerk may in his/her discretion issue a right-of-way permit in any case where the permit is necessary to:
- (1) Prevent substantial economic hardship to a user of the applicant's service; or
 - (2) Allow such user to materially improve the service provided by the applicant.

(Ord. No. 906, §§ 12, 15, 3-2-2015)

Editor's note(s)—Ord. No. 906, §§ 12, 15, adopted Mar. 2, 2015, repealed the former § 13-824, and enacted a new § 13-824 as set out herein. The former § 13-824 pertained to similar subject matter and derived from the original codification.

Sec. 13-825. Revocation of Permit.

- (a) Permittees hold right-of-way permits issued pursuant to this ordinance as a privilege and not as a right. The City reserves its right, as provided herein, to revoke any right-of-way permit, without refund of the permit fee, in the event of a substantial breach of the terms and conditions of any law or the right-of-way permit. A substantial breach shall include, but not be limited to, the following:
 - (1) The violation of any material provision of the right-of-way permit;
 - (2) An evasion or attempt to evade any material provision of the right-of-way permit, or the perpetration or attempt to perpetrate any fraud or deceit upon the City or its citizens;
 - (3) Any material misrepresentation of any fact in the permit application;
 - (4) The failure to maintain the required bond or insurance;
 - (5) The failure to complete the work in a timely manner;
 - (6) The failure to correct a condition indicated on an order issued pursuant to this article;
 - (7) Repeated traffic control violations; or
 - (8) Failure to repair facilities damaged in the right-of-way.

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- (b) If the City Clerk determines that the permittee has committed a substantial breach of any law or condition placed on the right-of-way permit, the City Clerk shall make a written demand upon the permittee to remedy such violation. The demand shall state that the continued violation may be cause for revocation of the permit, or legal action, if applicable. Further, a substantial breach as stated above, will allow the City Clerk, in his/her discretion, to place additional or revised conditions on the right-of-way permit, specifically related to the manner in which the breach is cured by the permittee. Within five calendar days of receiving notification of the breach, permittee shall contact the City Clerk with a plan, acceptable to the City Clerk, for correction of the breach. Permittee's failure to contact the City Clerk, permittee's failure to submit an acceptable plan, or permittee's failure to reasonably implement the approved plan shall be cause for immediate revocation of the right-of-way permit.
 - (c) If a right-of-way permit is revoked, the permittee shall also reimburse the City for the City's reasonable costs, including administrative costs, restoration costs and the costs of collection and reasonable attorneys' fees incurred in connection with such revocation.

Sec. 13-826. Work Requirements and Inspections.

- (a) Any excavation, back filling, repair and restoration, and all other work performed in the right-of-way shall be done in conformance with the by the APWA standard.
- (b) The permittee shall employ a testing laboratory as approved by the Public Works Director, or their designee, Public Works Director, which shall certify the proper back-filling on any street cut. The permittee shall pay all costs associated with such testing. This provision shall be waived when flowable fill is used as backfill or with the permission of the Public Works Director, or their designee, Public Works Director.
- (c) The permittee shall notify the Public Works Director, or their designee, Public Works Director upon completion of the authorized work permit.
- (d) The permittee will notify the Public Works Director, or their designee, Public Works Director to schedule an inspection at the start of back filling. Upon completion of all right-of-way restoration activities, the permittee will schedule a closeout inspection.
- (e) When any corrective actions required have been completed and inspected to the Public Works Director's satisfaction, the two year maintenance period will begin.
- (f) In addition to the required scheduled inspections, the Public Works Director, or their designee, Public Works Director may choose to inspect the ongoing permitted work in the right-of-way at any time to ensure that all requirements of the approved permit are being met by the permittee.
- (g) At the time of any inspection, the Public Works Director, or their designee, Public Works Director may order the immediate cessation of any work, which poses a serious threat to the life, health, safety, or well being of the public. The Public Works Director, or their designee, Public Works Director may issue a citation to the permittee for any work which does not conform to the

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applicable standards, conditions, code or terms of the permit. The citation shall state that failure to correct the violation will be cause for revocation of the permit.

(Ord. No. 906, §§ 13, 15, 3-2-2015)

Editor's note(s)—Ord. No. 906, §§ 13, 15, adopted Mar. 2, 2015, repealed the former § 13-826, and enacted a new § 13-826 as set out herein. The former § 13-826 pertained to similar subject matter and derived from the original codification.

[Sec. 13-827. Appeals Process.](#)

- (a) Whenever a person shall deem themselves aggrieved by any decision or action taken by the City Clerk or Public Works Director, the person may file an appeal to the Governing Body within ten calendar days of the date of notice of such decision or action.
- (b) The person shall be afforded a hearing on the matter before the Governing Body within 30 days of filing the appeal.
- (c) In cases of applicability or interpretation of the rules, the Governing Body may revoke such decision or action taken by the City Clerk or Public Works Director.
- (d) In cases where compliance with such decision or action taken by the City Clerk or Public Works Director would cause undue hardship, the Governing Body may extend the time limit of such decision or action, or may grant exceptions to, or waive requirements of, or grant a variance from the specific provisions of rules. The Governing Body shall give due consideration to the purposes of the rules in preserving public safety and convenience, integrity of public infrastructure, and the operational safety and function of the public right-of-way.
- (e) Pending a decision of the Governing Body, the order of the City Clerk or Public Works Director shall be stayed, unless the City Clerk or Public Works Director determines that such action will pose a threat to public safety or the integrity of the public infrastructure.

(Ord. No. 906, §§ 14, 15, 3-2-2015)

Editor's note(s)—Ord. No. 906, §§ 14, 15, adopted Mar. 2, 2015, repealed the former § 13-827, and enacted a new § 13-827 as set out herein. The former § 13-827 pertained to similar subject matter and derived from the original codification.

[Sec. 13-828. Indemnification.](#)

A ROW-user shall indemnify and hold the City and its officers and employees harmless against any and all claims, lawsuits, judgments, costs, liens, losses, expenses, fees (including reasonable attorney fees and costs of defense), proceedings, actions, demands, causes of action, liability and suits of any kind and nature, including personal or bodily injury (including death), property damage or other harm for which recovery of damages is sought, to the extent that it is found by a court of competent jurisdiction to be caused by the negligence of the ROW-user, any agent, officer, director, or their

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respective officers, agents, employees, directors or representatives, while installing, repairing or maintaining facilities in a public right-of-way. Nothing herein shall be deemed to prevent the City, or any agent from participating in the defense of any litigation by their own counsel at their own expense. Such participation shall not under any circumstances relieve the ROW-user from its duty to defend against liability or its duty to pay and judgment entered against the City, or its agents.

- (a) If a ROW-user and the City are found jointly liable by a court of competent jurisdiction, liability shall be apportioned comparatively in accordance with the laws of this state without, however, waiving any governmental immunity available to the City under state or federal law. This section is solely for the benefit of the City and ROW-user and does not create or grant any rights, contractual or otherwise, to any other person or entity.

Sec. 13-829. Force Majeure.

Each and every provision hereof shall be subject to acts of God, fires, strikes, riots, floods, war and other circumstances beyond the ROW-user's or the City's control.

Sec. 13-830. Federal, State and City Jurisdiction.

This article shall be construed in a manner consistent with all applicable federal, state, and local laws. Notwithstanding any other provisions of this article to the contrary, the construction, operation and maintenance of the ROW-user's facilities shall be in accordance with all laws and regulations of the United States, the state and any political subdivision thereof, or any administrative agency thereof, having jurisdiction. In addition, the ROW-user shall meet or exceed the most stringent technical standards set by regulatory bodies, including the City, now or hereafter having jurisdiction. The ROW-user's rights are subject to the police powers of the City to adopt and enforce ordinances necessary to the health, safety and welfare of the public. The ROW-user shall comply with all applicable laws and ordinances enacted pursuant to that power. Finally, failure of the ROW-user to comply with any applicable law or regulation may result in a forfeiture of any permit, registration or authorization granted in accordance with this article.

Sec. 13-831. Franchise Ordinance.

- (a) *Franchise ordinance required.* Whenever under Kansas law a person is required to obtain a franchise ordinance to enter upon or otherwise use the City's right-of-way or to provide service to the City's residents, no person shall in any manner construct any facilities or otherwise use the right-of-way of the City without obtaining such a franchise ordinance. Before a telecommunications local exchange service provider provides local exchange service in the City, it must enter into a valid franchise ordinance with the City. The requirements of this ordinance are in addition to any provisions of a franchise ordinance.
- (b) *Applications, fees, regulations, notices, procedures for franchise ordinances.* The City Clerk shall: (a) develop appropriate application requirements and forms for franchise ordinances and require that such applications be completed by all persons who are required to obtain a franchise ordinance;

(b) establish and require the payment of a one-time non-refundable application fee to offset the City's costs associated with the review and approval of a franchise ordinance provided that such fee reimburses the City for its reasonable, actual and verifiable costs of reviewing and approving the franchise; and (c) implement such other procedures as the City Clerk deems appropriate under the circumstances to accomplish the purposes of this article.

- (c) *Stop work order.* In addition to any other remedies provided for in this article, the City Clerk may issue a stop work order to any person who is required to have a franchise ordinance and who attempts to use the right-of-way without having obtained authorization to do so under the terms of such an ordinance or who is authorized by such an ordinance to use the right-of-way, but who does not comply with the terms of such ordinance or this article. Upon receipt of such an order, all work shall immediately cease until the City Clerk issues an order allowing work to commence in accordance with the terms of the applicable ordinance.

Sec. 13-832. Severability.

If any section, subsection, sentence, clause, phrase, or portion of this article is for any reason held invalid or unconstitutional by any court or administrative agency of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions hereof.

Sec. 13-833. City's Failure to Enforce.

The City's failure to enforce or remedy any noncompliance of the terms and conditions of this ordinance or of any permit granted hereunder shall not constitute a waiver of the City's rights nor a waiver of any person's obligation as herein provided.

Sec. 13-834. Penalties.

- (a) Any person or entity violating any provision of this article is guilty of a public offense, and upon conviction thereof shall be fined in a sum of not less than \$200.00 nor more than \$1,000.00. Every day that this ordinance is violated shall constitute a separate offense.
- (b) The violation of any provision of this article is hereby deemed to be grounds for revocation of the permit and registration to operate with the City.
- (c) The City shall have the authority to maintain civil suits or actions in any court of competent jurisdiction for the purpose of enforcing the provisions of this article and shall be entitled to recover all costs including legal fees incurred in enforcing this ordinance plus all costs associated with reasonable, necessary restorative work. In addition to any other remedies, the City Attorney may institute injunction, mandamus or other appropriate action or proceeding to prevent violation of this article.

Sec. 13-835. Reservation of Rights.

- (a) In addition to any rights specifically reserved to the City by this article, the City reserves unto itself every right and power which is required to be reserved by a provision of any ordinance under any registration, permit or other authorization granted under this ordinance. The City shall have the right to waive any provision of this article or any registration, permit or other authorization granted thereunder, except those required by federal or state law, if the City determines as follows: (a) that it is in the public interest to do so; and (b) that the enforcement of such provision will impose an undue hardship on the person. To be effective, such waiver shall be evidenced by a statement in writing signed by a duly authorized representative of the City. Further, the City hereby reserves to itself the right to intervene in any suit, action or proceeding involving the provisions herein.
- (b) Notwithstanding anything to the contrary set forth herein, the provisions of this article shall not infringe upon the rights of any person pursuant to any applicable state or federal statutes, including, but not limited to the right to occupy the right-of-way.

ARTICLE 9. "COMPLETE STREETS" POLICY

Sec. 13-901. Purpose (Vision and Intent).

The City of Roeland Park, Kansas shall utilize a Complete Streets approach to developing, improving, and maintaining a complete, connected transportation network of streets, sidewalks, shared use paths, and public transit facilities. This shall provide connection and transportation mode choice options for residents and visitors of all ages and abilities. This will be accomplished through the enhancement of City policies, infrastructure and community development practices, and decision making for City operations and public expenditures. The City's Complete Streets policy shall lead to an institutional approach to City operations and shall result in the following outcomes and benefits to the Roeland Park community and adjacent communities:

- (a) A complete, connected transportation network, for all ages and abilities, provided along roadways with an emphasis on an overall travel network to commercial destinations, to community spaces and to residential neighborhoods.
- (b) Equitable mobility choices, for all residents, regardless of age, income level, color, race, or ethnicity, to facilitate walking, biking, rolling, driving, public transit, and ridesharing on City streets and within the overall transportation network.
- (c) Maintenance of a transportation network that focuses on delivery and connection of goods and services to residents, that accommodates each individual and allows for efficient emergency response to all parts of the City.
- (d) Efficient and effective connectivity between existing residential neighborhoods, and City service operations to maximize potential growth for existing businesses, and foster future economic development.

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- (e) Efficient and effective use of City funds in public works and City services to reconstruct, rehabilitate, maintain, and improve the transportation network.
 - (f) Preservation and conservation of environmental resources such as greenspaces, habitats, tree canopies, and effective stormwater systems along and adjacent to the transportation network.
 - (g) Establish dialog and effective education, communications, and interactions between City staff, residents, commercial enterprises, and elected officials, regarding the balance of priorities in the planning, design, construction, and operations of Complete Streets.

The City of Roeland Park acknowledges Complete Streets must play an active role in the development, operations, and management of the transportation network to achieve high quality City services, quality of life, and administrative leadership, for its community.

(Ord. No. 1024, § 1, 2-7-2022)

Sec. 13-902. Definitions.

For purposes of this Article the following words and phrases shall have the meaning given herein:

- (a) *Complete Streets* - Designed and operated to enable safe accessible travel for all users—including pedestrians, bicyclists, and public transit users—with a goal towards creating a complete, connected network of streets. Transportation improvements, facilities and amenities that shall contribute to Complete Streets and that are considered as elements of Complete Streets are: Americans with Disabilities Act (ADA) compliant pedestrian access routes, street and sidewalk lighting, pedestrian and bicycle facilities; access management; ADA compliant public transit stops and stations; context sensitive landscaping, utility relocations and street amenities allowing for efficient levels of service.
- (b) *Pedestrian and Bicycle Implementation Strategy* - The Pedestrian and Bicycle Implementation Strategy is defined as the Complete Streets network implementation plan for the purposes of providing the direction and prioritization of developing a walking and biking network, in the City of Roeland Park. This strategy was adopted by the City Council in August of 2017.
- (c) *Connectivity* - Connectivity refers to the density of connections in path or road networks, and the directness of links. A well-connected network has many short links, numerous intersections, and minimal dead-ends (culs-de-sac). As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more accessible and resilient system that reflects Complete Streets principles. Connectivity can apply both internally (streets within that area) and externally (connections with arterials and other neighborhoods).
- (d) *Pedestrian* - A pedestrian can be a person who is on foot; using any means of conveyance propelled by human power other than a bicycle; using an electrical personal assistive mobility

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device; or operating a self-propelled wheelchair, motorized tricycle, or motorized quadricycle by reason of physical disability.

- (e) *Curb Extensions* - Curb extensions visually and physically narrow the roadway, providing multiple benefits. The primary benefit they create are safer and shorter crossings for pedestrians. Secondly, the added space can be used to place street furniture, benches, plantings, and street trees. Curb extensions can be successfully implemented at all types of intersections. They may be implemented on downtown, neighborhood, and residential streets; large and small.
- (f) *Vertical Speed Control Elements* - Manage traffic speeds and reinforce pedestrian-friendly speeds. They may be appropriate on a range of street types, however, are typically applied along neighborhood, residential, or low-speed streets, where freight traffic is minimal. They can be placed individually or supplemented with other traffic calming measures, like curb extensions or chicanes.
 - (1) *Speed Hump* - Speed humps are parabolic, vertical traffic calming devices intended to slow traffic speeds on low volume, low speed roads. Speed humps are three to four inches high and 12 to 14 feet wide, with a ramp length of three to six feet, depending on the target speed.
 - (2) *Speed Table* - Speed tables are midblock traffic calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed. Speed tables are longer than speed humps and flat-topped, with a height of three to three and one-half inches and a length of 22 feet. Vehicle operating speeds for streets with speed tables range from 25 to 45 mph, depending on the spacing.
- (g) *Shared Streets* - A shared street is often referred to as a "pedestrian-priority street," or, in residential areas, as a "home zone." It is an integrated space used to better balance the needs of pedestrians, bicyclists, and low-speed motor vehicles. These are streets without delineation between spaces for pedestrians, cyclists, or cars—there are no sidewalks, crosswalks, or lane markings. This allows each user to safely navigate the street and share the right-of-way.
- (h) *Traffic Mini-Circles* - Mini-circles are raised circular islands constructed in the center of residential street intersections. They reduce vehicle speeds by forcing motorists to maneuver around them and are sometimes used instead of stop signs.
- (i) *Modern Roundabout* - A roundabout is a type of circular intersection, or junction, in which road traffic is permitted to flow in one direction around a central island and priority is typically given to traffic already in the junction.
- (j) *Calm Streets/Neighborhood Greenways* - Also called "neighborhood greenways" or "bike boulevards," these are streets that are low-speed and low-volume where neighborhood residents walking or bicycling are given priority. Designing streets as Calm Streets reduces automobile speeds and cut-through traffic which provides safer, more attractive bicycling and

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walking links. Components of a proper Calm Street include special signage, speed control elements, and volume management elements. Additionally, Calm Streets are opportunities for creative landscaping, public art, and community spaces.

- (k) *Angled Head-Out Parking* - On-street parking where drivers back into angled parking spaces, placing the rear of the car closest to the curb. This strategy improves safety for occupants of the car, as well as passing vehicles and bicyclists. Angled, head-out parking provides drivers entering traffic with greater visibility, decreasing the likelihood of crashes. By changing the orientation of the car, with the trunk close to the curb, angled head-out parking improves safety for children getting out of vehicles and people loading items in their trunks. This treatment often needs clear, instructional signage to avoid confusion in how it is to be used.
- (l) *Protected Bike Lanes/Cycle Tracks* - On-street bicycle facilities separated from vehicular travel lanes and sidewalks by parked cars, medians, bollards, and pavement markings. Cycle tracks combine the user experience of a separated path with the on-street convenience of a conventional bike lane. In separating bicyclists from automobile traffic, cycle tracks' low stress infrastructure treatments attract bicyclists of all ages and abilities. They also clarify expected behavior for bicyclists and automobiles, decreasing the risk of bicyclists being hit by open car doors.
- (m) *Advisory Bike Lanes* - Also known as "non-compulsory bike lanes" or "suggestion lanes," these are a more recent style of treatment, where cars and trucks can legally use the lane if there are no people riding on bicycles. Advisory bike lanes are characterized by dashed lane demarcation, and in tandem with the removal of a centerline on streets. They are useful on streets that are too narrow for mandatory bicycle lanes, and on streets that see high bicycle volume and vehicle traffic that is above the average residential street, but still low. Parking should not be permitted in the lane.
- (n) *Exemption* - The process of freeing or state of being free from an obligation or liability imposed by a policy.
- (o) *Priority Sidewalk Network* - Important street segments for construction of future sidewalks within the City.
- (p) *Priority Bicycle Network* - Type and location of bicycle facilities that together provide safe and comfortable cycling conditions throughout the City.
- (q) *Priority Intersections* - Intersections that are deemed a priority to enhance safety for those walking or biking.

(Ord. No. 1024, § 1, 2-7-2022)

[Sec. 13-903. Policy.](#)

- (a) **Diverse Users.**

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- (1) The Roeland Park Complete Streets Policy, in coordination with transportation improvements, will prioritize and benefit vulnerable users ~~from school age to adults~~ of all ages who walk, bicycle, use public transit, or use mobility devices for travel within the transportation network other than traditional motor vehicles. The consideration of these users applies to the design of transportation modes; specific details of new project development; and design that supports safe interactions between all applicable transportation modes in project development.
 - (2) While most City streets are accompanied by sidewalks or side paths providing significant connectivity to some areas of the City, the Pedestrian and Bicycle Infrastructure Strategy will serve as the Complete Streets implementation plan and provide a coordinated network that serves all parts of the City. Areas with documented low automobile ownership shall be prioritized and benefit from equitable solutions implemented and tracked by the City. (Based on recent U.S. Census information Wards 1 and 2 currently have the highest percentages of households lacking access to an automobile.)

(b) Commitment to All Projects and Phases.

- (1) The City shall incorporate Complete Streets elements into City transportation projects, using the opportunities to create a safer, more accessible transportation network for all users. The focus of the walking and biking networks is established in the Pedestrian and Bicycle Infrastructure Strategy (August 2017 or as updated) or as defined in addition to the strategy to provide appropriate accommodation and connectivity for bicyclists, pedestrians, public transit users, motorists, and persons of all abilities, regardless of age. In addition, promoting safe operation for all users, in a coordinated manner consistent with, context sensitive to and supportive of the Pedestrian and Bicycle Infrastructure Strategy network. All development projects that are directly impacted by the transportation network and that are funded by the City or require approval from the City to complete, shall be subject to this policy. Specific types of projects that shall consider users of all modes and all abilities, include capital improvement projects that impact a travel way or public right-of-way and public's access to it, retrofits of existing travel ways for access to developments, multi-modal transportation connections for first mile/last mile improvements, and roadway construction or reconstruction.

Some examples of Complete Streets project locations include:

- a. Along public streets, include provisions for crossing public streets and private drives or streets, where appropriate.
 - b. Across interchanges with freeways and other highways, where appropriate.
 - c. To interconnect activity centers and residential areas with parks, trails and open space.
- (2) The City shall consider users of all modes and all abilities in maintenance activities and operations. Maintenance operations opportunities that are included in this requirement are signal operations; striping; signing; paving operations; minor rehabilitation activities, as part

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of the annual maintenance budget and maintenance in the travel way due to utility maintenance activities that are completed by the City or by utility providers to the City.

- (3) During construction, repair, rehabilitation, or maintenance in the transportation network in the travel way; maintenance of travel along established paths of travel for walking, biking, or rolling shall be maintained for safety of users of all abilities, and any detours that are necessary; consider reasonable delays and impacts based on engagement of the public during the planning of any improvements.

(c) Clear, Accountable Exceptions.

- (1) Complete Streets construction may be excluded where documentation and data indicate that the costs or impacts of accommodation are excessively disproportionate to the need or probable use or future use. Such instances are:
 - a. Normal maintenance activities, including mowing, sidewalk cleaning, street sweeping, pothole repair, surface treatments or overlay operations focused on preservation of the asset, and other limited repairs to maintain an asset.
 - b. There is a documented absence of need for a mode of travel or where a mode can be accessed in a reasonable manner on an adjacent parallel street.
 - c. Where costs of providing an accommodation is excessively disproportionate to the use, meaning right-of-way costs; construction costs of improvements beyond a mode of travel such as curbs or drainage facilities, environmental costs such as removal of mature trees or habitats; and removal of parking that has a presently or historically documented need in a neighborhood.
 - d. Projects involving a public street where bicyclists and pedestrians are expressly prohibited by law. In such cases, the City will consider alternate provisions, where appropriate and feasible.
 - e. Areas where extreme topographic or natural resource constraints prevent the installation of some facilities. In such cases, the City will consider alternate corridors, where appropriate and feasible.
 - f. In cases where the project is a public or private street, under the control of another entity.
- (2) The exception process for this policy and the responsibilities of the City Administrator and Director of Public Works will be as follows:
 - a. The checklist for the type of project or operation is completed for review by the Director of Public Works. An attachment to the checklist for the exception to the Complete Streets policy is developed that requests an exemption that includes background on reasons for the exception, which may include qualitative reasoning and quantitative data.

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- b. A project manager submits an exemption for review by the Director of Public Works, who reviews the request for an exemption. If approved the exemption is provided to the Complete Streets Advisory Committee (City Council Public Works Committee). If not approved the project is returned to the project manager for inclusion of appropriate Complete Streets (CS) elements.
 - c. The Complete Streets Advisory Committee reviews the project checklists and the exemption requested. If the exemption is approved the request is submitted to the City Administrator for final approval, with documentation of the approval. If the exception is not approved, the project and exemption is returned to the Public Works Director for further assessment with the project manager.
 - d. The City administrator will review the exemption and provide approval or denial. The City Administrator may include a report or presentation to the City Council, as necessary, for discussion and to provide explanation of the approval or denial of the exemption.
 - e. The exemption request is added to the project file and is cataloged for inclusion in the annual CS report.
- (3) The Complete Streets Advisory Committee shall serve as the group that will oversee the implementation and tracking of the Complete Streets policy and offer the public a forum for participation and/or comment on the implementation of the CS Policy and the exception process.
- (d) Jurisdiction.
- (1) The Complete Streets policy shall apply to private development projects that are the subject to review and approval through the planning and zoning process. A checklist will be completed for all development relative to the policy and submitted to the Director of Public Works for approval. Should exemptions be requested, the exemption form shall be added to the checklist and processed through the exemption process, as outlined above.
 - (2) In the implementation of the Complete Streets policy the City shall coordinate, plan, and facilitate interagency discussions and coordination between all departments in the City, with the county, county public health organizations and adjacent communities, as deemed necessary. Specific initiatives are as follows:
 - a. Working with Johnson County Transit, KCATA, Ride KC or other similar agency, to identify existing and potential locations for transit stops and working to ensure that pedestrians and bicyclists can conveniently and safely access transit vehicles at those locations.
 - b. Working with adjacent jurisdictions (cities and counties).
 - c. Working with Regional organizations such as the Mid-America Regional Council.

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(e) Design.

- (1) The Complete Streets policy shall utilize current versions of best practice for guidance and standards for inclusion of Complete Streets elements including, but not limited to, the following:
 - a. NACTO Bikeway Design Guide.
 - b. NACTO Urban Street Design Guideline.
 - c. NACTO Don't Give Up the Intersection.
 - d. NACTO Transit Street Design Guide.
 - e. Small Town and Rural Design Guide, Federal Highway Administration.
 - f. Manual of Uniform Traffic Control Devices (MUTCD).
 - g. FHWA Bikeway Design Guide.
 - h. FHWA Separated Bike Lane Planning and Design Guide.
 - i. FHWA Bikeway Selection Guide.
 - j. Roeland Park Traffic Calming Policy.
 - k. Roeland Park Pedestrian and Bicycle Infrastructure Strategy.
- (2) The above best practices are formally adopted through approval of this Complete Streets policy including current versions of these documents, as well as updated versions.
- (3) The timeframe for implementation of the design guidance related to Complete Streets is defined as the date the policy is approved by the City Council as the effective date for these guidelines.

(f) Land Use and Context Sensitivity.

- (1) Moving Forward 2040, the Comprehensive Plan Document, includes several items that directly reference actions correlated between community development and Complete Streets. These elements are as follows:
 - a. Dynamic community spaces shall include the ability to walk, bike, drive and use transit for access and circulation.
 - b. Walkability is suggested for commercial areas, as well as for neighborhoods.
 - c. Residential standards and universal design are suggested as an action for all users and all abilities.
 - d. Universal design is where the Complete Streets policy can be impactful to meet the mobility needs for all users and all abilities.

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- e. Ensuring that street and pedestrian connections are made between new and existing developments.
 - f. Traffic calming is noted, which is a Complete Streets strategy and investment in infrastructure associated with development in neighborhoods.
 - g. Strengthening community character by encouraging the right development that integrates pedestrian and bicycle friendly amenities and infrastructure.
- (2) Zoning code related provisions incorporating the Complete Streets Policy into new development:
- a. In Section 4-103 - Plan review to include a complete street review and completion of a complete streets checklist.
 - b. In Section 4-106 - Site plans to include a complete street element in the submittal.
 - c. In Section 4-111 - Under (b) Purpose, pertinent complete street elements provided to support access in residential areas as a compliment to the other items in this section.
 - d. In Section 4-111(f) - The Planning Commission can recommend to the City Engineer that an exemption to the Complete Streets policy be granted and a waiver approved for a development.
- (3) The context of each street, for new or revised land use, in the City shall be a consideration in implementation of the Complete Streets policy, such that full consideration is being given to the City's physical, economic, and social setting, Complete Streets principals, in both development and implementation, shall include community context as a factor in decision making. The context-sensitive approach shall include a range of goals and consider stakeholder and community values, for the land use. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historic, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions.
- (4) It is critical that all impacts related to the application of Complete Streets best practices, in the design, implementation or maintenance of improvements are required to mitigate unintended consequences, such as impacts on right-of-way, tree preservation, parking or other environmental considerations, for the land use. Based on the project and context of a project, these land use impacts shall be considered as costs of a project or be considered as grounds for an exemption to application of the policy.
- (g) Performance Measures.
- (1) At the onset of the Complete Streets implementation process in Roeland Park, the following performance measures shall be monitored and reported on an annual basis:
- a. Complete Streets process.

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- i. Number of projects that utilized the complete street checklist (City Projects and Development Projects).
 - ii. Number of exemptions approved per the number requested.
 - b. Complete Streets implementation.
 - i. Miles of bikeways implemented from the Infrastructure Strategy.
 - ii. Block of sidewalks implemented (segments) or repaired (segments).
 - iii. Number of curb ramps updated to current ADA guidance.
 - iv. Number of bus stops enhanced or connected that were not connected to the sidewalk network.
 - v. Number of development projects that implemented at least one Complete Streets element, in the approved site plan.
 - vi. Number of complete street trainings completed by staff, elected officials and Complete Streets committee members annually.
 - c. Safety.
 - i. Number of vehicular crashes.
 - ii. Number of pedestrian involved crashes.
 - iii. Number of bicycle involved crashes.
 - d. Before and after studies, for larger projects, that includes usage as well as crash history before a project is completed and a follow up study after the project is implemented. In order to determine results of the improvement on crashes and usage.
 - e. Usage.
 - i. Annual screen line count program (priority biking and walking segments that count people walking and people biking).

Note: Based on coordination of the Director of Public Works and the Complete Streets Advisory Committee, performance measures can be revised based on relevant results and measurements as agreed to in defining the performance of the policy and relevance to the City.

- (2) The Director of Public Works will prepare an annual report, in coordination with the Public Work Committee on the above noted performance measures at minimum to the City Council. This report will include input from the Public Works Committee and be publicly available.

(h) Project Selection Criteria. The Complete Streets Policy will be integrated into the current project scoring process which evaluates Condition/Opportunity and Importance. The following factors will be added as a third set of scoring criteria:

- (1) Connectivity - The project connects to existing infrastructure and creates additional connections to community assets (including, but not limited to, businesses, schools, community centers, city hall, medical facilities, parks, voting locations, or libraries). Yes (.2) or No (0)
- (2) Multimodality - Implementing the project expands infrastructure for modes of transportation other than the car. Yes (.2) or No (0)
- (3) Economic Development - Proposed project supports broader efforts to enhance economic development. Yes (.2) or No (0)
- (4) Natural Resources - Impact of a project in the natural environment such as the removal of mature trees or other environmental impacts. (Negative Impact (-.2), No (0), or Positive Impact (.2))
- (5) Equity - The project will broaden transportation options for neighborhoods with limited connectivity to community assets. Yes (.2) or No (0)
- (6) Constructability - Impact of the project on the built environment Negative Impact. (-.2), None (0), or Positive Impact (.2)
- (7) Consistency with Existing Plans - Prioritization will consider how well a project carries out the following approved planning documents. Yes (.2) or No (0):
 - a. Pedestrian + Bicycle Infrastructure Strategy.
 - b. Roeland Park Moving Forward 2040: Comprehensive Plan.

Projects proposed will use this supplemental evaluation to document preference to projects that add value by way of considering Complete Streets in the project scope and results. However, the order of street projects to be completed is not determined purely upon the total score awarded to a project, other variables such as availability of local funds, ability to leverage local funds with grants, coordination with other street projects to manage disruption to the flow of traffic as well as coordination with other utility work within a corridor all impact the planned order of street projects.

(i) Implementation Steps.

- (1) The Complete Streets policy shall be implemented at the direction of the Director of Public Works and the City Administrator in a manner that is consistent with project development, community development and annual operations of the City. It is within the City Administrator's discretion if projects will be assessed retroactively, with checklists and requirements of the policy, or begin immediately as projects are developed and community development projects are initiated in the City. At a minimum the following schedule shall be pursued:

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- a. City projects will begin using the Complete Streets Checklist upon the adoption of the policy.
 - b. Development projects will begin using the Complete Streets Checklist at the adoption of the policy.
 - c. The exemption process will begin upon the approval of the policy.
 - d. A Public Works Committee shall be appointed by the City Council as soon as practical, following approval of the policy and shall begin meeting at the direction of the Director of Public Works.
 - e. Best practices identified in the policy will be considered approved and use will begin immediately following the approval of the policy by the City Council.
 - f. The annual Complete Streets report will be presented to the City Council at the end of the City fiscal year beginning in the year the policy is approved.
- (2) Annual training will be provided to staff, elected officials, and appointed committee members on best practices for Complete Streets, given there is adequate funding and time available for such training. Training activities shall be reported in the annual report to the City Council.
 - (3) The Director of Public Works shall oversee the Complete Streets policy, in coordination with the Complete Streets Advisory Committee. This includes actions to implement the policy, as well as reviews of checklists and exemptions to the policy. Work of the Director of Public Works and Committee shall be in coordination with the City Administrator and City Council.
 - (4) The City shall develop a communications plan for the Complete Streets policy that provides information to residents, local businesses, adjacent cities, regional entities, developers, and consultants to make all parties aware of the policy and roles of all interested parties, including underinvested and vulnerable communities. The annual report may be provided in an infographic and posted on the City webpage at the discretion of the City Administrator. In addition, a page on the City website may be developed for use in communication of actions and resources used to implement the policy and report on results as well as solicit public feedback through the Public Works Committee.

(Ord. No. 1024, § 1, 2-7-2022)

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Item Number: II. Discussion
Items



City of Roeland Park
Action Item Summary

Submitted By:

Nathan Brungardt, Parks & Recreation Superintendent

Committee/Department: Parks & Recreation

Title: Review Shelter Reservation Procedures and Adding Little Free Library at R Park

Item Type: Action Item

Recommendation:

To allow staff to continue with shelter reservation rules as written

Shelter Reservations Update:

Staff is presenting Council with updated rules for renting shelters in Roeland Park.

These rules have been presented to the Parks and Trees Committee and are currently being advertised.

To allow staff to proceed with the installation of the Little Free Library at R Park

Installation of a Little Free Library in R Park

Staff is presenting council with a plan to install a little free library at R Park. The library was donated to the Parks and Trees Committee with the Committee wanting to move forward with installation

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. Shelter Reservations Update
2. Proposal - Little Free Library



Shelter Reservations Update

Background

Shelter reservations are increasingly popular for community gatherings. With this growth, staff has observed recurring challenges that impact both renters and other park visitors. A major frustration has been the lack of clear communication about rules and expectations.

Common Frustration Points

- **Cleanliness:** Large groups often leave behind messes that staff cannot fully address during the day.
- **Animals & Bounce Houses:** Renters occasionally bring in animals or bounce houses, creating safety concerns and damaging turf.
- **Debris:** Items like broken water balloons, confetti, and other litter reduce the park experience.

Steps Taken to Address Issues

1. Rules for Renters

- Renters must now agree to rules when reserving a shelter.
- Rules are printed on receipts and listed on the City's website.

2. Staffing Adjustments

- Seasonal Parks Maintenance worker services shelters on weekends at 8 AM and 1 PM as needed.
 - 1. Shelter rental times are 9 AM–1 PM, 2 PM–8 PM, or full day.
- Tasks include trash removal, light cleaning, and dog waste checks.
- Staff cannot manage large-scale cleanup left by renters.

Goals of the Changes

- Provide clear communication to reduce renter confusion.
- Ensure shelters remain clean and safe for all visitors.
- Support staff with realistic expectations.

Summary

Clear rules and scheduled maintenance help balance renter needs with public enjoyment of the parks. These updates are designed to reduce frustration, set fair expectations, and create a better experience for all.



Prompts

Prompt	Response
Prompts for Nathan Brungardt	
☒ I Agree Roeland Park prohibits the use of the following items and activities in all City parks and facilities without the express written permission of the Parks and Recreation Superintendent: -Inflatables (e.g., bounce houses, inflatable slides) -Foam or foam machines -Glitter -Confetti (including paper, metallic or mylar) -Silly string -Rice or birdseed -Water balloons -Paint or craft materials that may stain surfaces -Smoke bombs, colored powder, or fireworks -Open flames (e.g., tiki torches, fire pits) -Use of the R Park Pavilion fireplace is encouraged. Please extinguish and remove your ash -Deep fryers or large propane tanks -Petting zoos or animal rides -Unauthorized tents or canopies -Unauthorized food vendors or commercial activity - Please contact Nathan at 913-742-7006 or nbrungardt@roelandpark.org with questions -Driving or parking vehicles on grass, basketball courts, or walkways without prior approval -Adhesives, tacks, nails, or staples on park structures -Excessive amplified sound or live music without prior approval I understand that the use of any of the above items or participation in any of the above activities without prior written approval may result in the immediate cancellation of my event, loss of deposit, and revocation of future rental privileges with the City of Roeland Park.	
2.I acknowledge that my shelter rental is intended to accommodate up to 60 guests. I understand that exceeding this capacity may negatively impact my rental experience and the condition of the facility.	☒ I Agree



Proposal: Installation of a Little Free Library in R Park

Background

The Parks and Trees Committee has expressed interest in enhancing community engagement opportunities in R Park. After discussion, the Committee would like to install a *Little Free Library* near the park shelter. Little Free Libraries are small, weatherproof book-sharing boxes where community members may borrow or exchange books freely.

Analysis

The addition of a Little Free Library would offer residents and visitors a simple, low-cost amenity that fosters literacy, creativity, and community connection. Families and individuals using the park would benefit from having access to books in an inviting and informal way.

It is important to note that this project would not require oversight or maintenance from City staff. The Parks and Trees Committee has committed to monitoring the Little Free Library on a regular basis, restocking materials, and ensuring that the structure remains in good condition. The Committee will also take responsibility for addressing any issues that may arise, including the removal of inappropriate materials if necessary.

Fiscal Impact

The project is anticipated to have minimal to no direct cost to the City. The Little Free Library structure and ongoing maintenance will be provided through the Parks and Trees Committee using their existing allocated funding from Council.

Recommendation

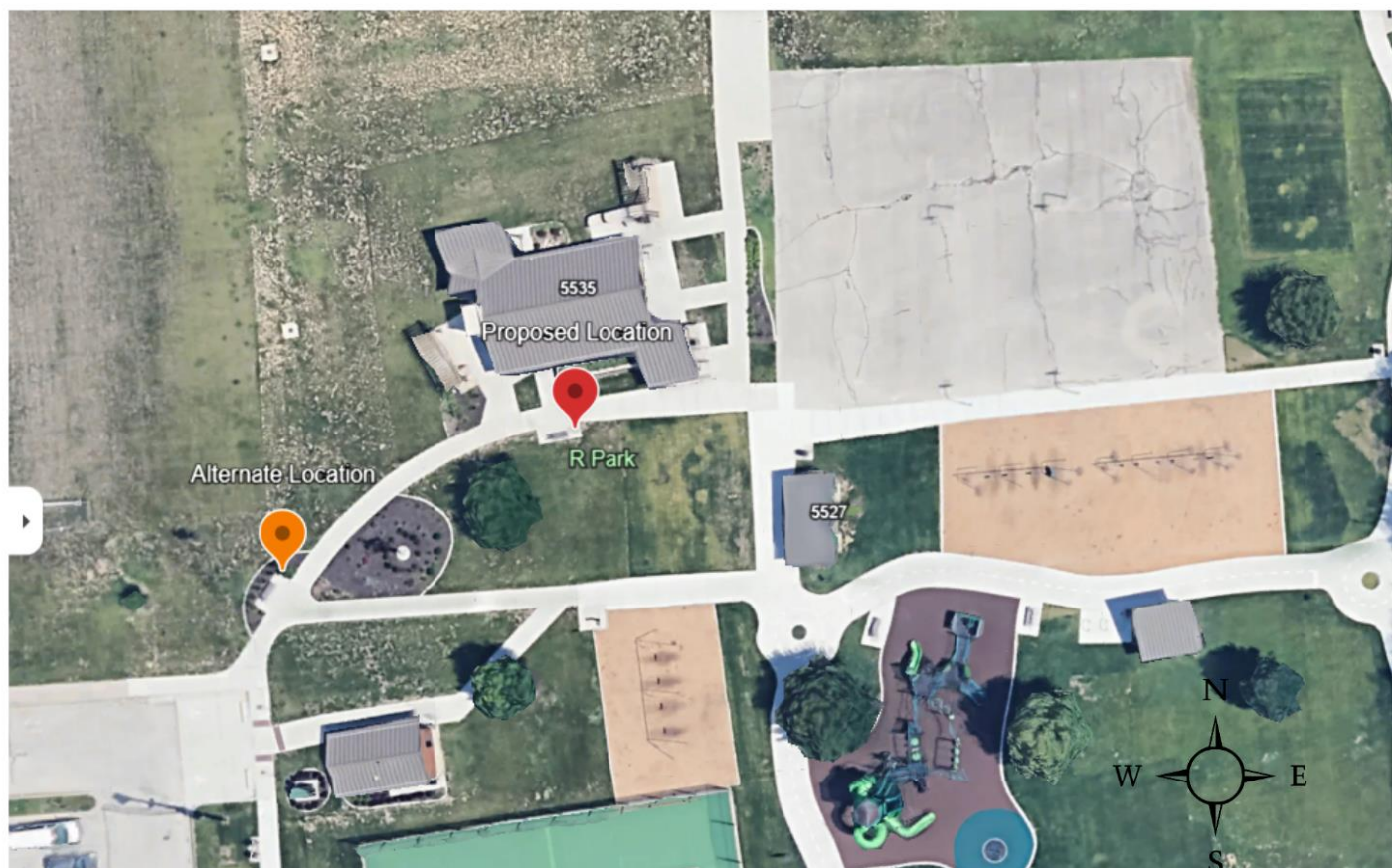
Staff is planning to move forward with the installation of a Little Free Library in R Park, near the shelter, with the Parks and Trees Committee assuming full responsibility for monitoring and maintenance.

Staff is bringing this issue before Council for discussion before proceeding with installation.

See Page Two for Picture and Map



Picture of Little Free Library



Proposed Location in Red
 Alternate Location in Orange

Item Number: IV.
Committee Minutes



City of Roeland Park
Action Item Summary

Submitted By:

Committee/Department: Administration

Title: Ad-Hoc 75th Anniversary Committee Meeting Minutes August 20, 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 75th Anniversary Committee Meeting Minutes August 20, 2025

Roeland Park 75th Anniversary Planning Committee

Meeting Minutes – August 20, 2025

Time: 6:00 - 7:30 PM

Location: [Roeland Park City Hall Large Conference Room]

COMMITTEE MEMBERS (all present in bold):

Michael Poppa

Katie Garcia

Jonna Crosby

Benjamin Dickens

Julie Weeks

Ruth Feldblum

Emily Hage

Shea Geist

Kate Crocket

Harold Morales

Debbi Shraeder

Jan Peters

Minutes

1. **Welcome & Call to Order:** called to order 6:01pm

A. Roll call: see above

B. Approval of minutes from July meeting:

a. Motion to approve - Shea Geist

b. Seconded - Debbie Shraeder

c. Approved - unanimous

2. **Subgroup progress updates**

A. RoeFest

a. Next steps to select where to host event:

i. Ideal components to determine financially and physical

ii. Police feasibility

iii. Traffic routing

iv. Hours

v. Activities

vi. Emily: want a stage, eye-catching for kids, beer garden type place, and inflatables

COMMITTEE DISCUSSION: Meeting between Jonna, Corey and Mike to discuss logistics, cost of closing down Roe was delayed. Mike confirmed closing Roe Blvd (between BK and Walgreens) is logistically feasible.

Shea has been reaching out for referrals for fair organizers. Inquiries will look at company cost and what is included in their coordination service (insurance, power, logistics, etc.)

A question was raised about the added cost of street closing vs using R Park + shuttle.

If attendance reaches thousands, parking would be an issue at R Park.

Revisited August date based on heat and back-to-school conflicts. RP Neighbors group will host an event Sept 12th or 19th. Discussed shifting date to a Sunday, but there is concern about possible conflict with the Chiefs schedule, which wouldn't be known with enough advanced notice.

- New date on the table: Saturday, October 3

The date needs to be finalized at the September meeting.

ACTION ITEMS (due next meeting):

- Create list of other fall festival events that might draw attendees away (Debbie)
- Get estimate from Corey on the costs to shut down Roe (Mike→Shea)
- Get estimated cost, cost sharing and list of what is included from prospective event organizers (Shea)
- Follow up with a new connection fair events connection Joey found. (Shea)

B. Committee Liaisons

- a. Updates on committee concepts
- b. Event/Activation Calendar - considerations for committees
 - i. Ask committees for feedback/preference on timing for their activity

UPDATES FROM STANDING COMMITTEES:

DEI (Harold): Will conduct community interviews (written and video, post on website); they meet next week at which time they will work out details, timeline and submit their completed activity form.

Aquatics: Will plan to host a pool party at the Roeland Park Pool near July 4th. Details to come.

Parks and Trees: They plan to organize a tree planting campaign to plant 75 trees; the timing will likely be in the spring or fall

Sustainability: Their activity will be to host repair cafe and they're targeting April 2026

Ad-hoc Historical committee: Has finalized the 75 years sign

Arts: Still awaiting committee feedback. Brainstormed some ideas that could be brought to the Arts committee:

- Create coloring book outlines for Roefest activities station (past, present, future themes, would need to do an open call to local artists)

- Work with area elementary schools to do an art project that could be displayed at Roefest (possible theme - community reflections)

ACTION ITEM:

Reach out to area schools for input on youth engagement opportunities (Debbie and Emily)

C. Marketing & Communications

a. Updates on logo development

Feedback on round 2 logos went to Kate C. and top picks were shared for additional feedback. Discussion ensued about consistency with current RP branding consistency. Samples do use the same colors and font, and they incorporated last month's feedback.

ACTION ITEM:

- Kate C. will finalize art and distribute to the RP75 group

b. Updates on webpage on City website

DISCUSSION:

The plan is to have the framework ready by late fall. Need to see options for hosting on City site vs external. Look at:

- Landing page
- Features
- Activities, calendar
- Limitations
- Cost

Possible content

- Roefest (save the date to start, then fill in with details)
- RP75 Activities Calendar
- Sponsors

ACTION ITEM:

- Add to next month's agenda: Ways to engage with Roeland Parker Newsletter (every 2 months)

D. Sponsorships

Funding team reviewed the sponsorship plan handout. Target revenue goal is based on an estimated cost of > \$60k for Roefest. Inventory and deliverables will go into a sponsorship deck. Timeline was to have the deck ready by September 1, but Roefest date and framework are needed to be able to determine inventory.

ACTION ITEMS:

- Review the City gift acceptance policy to ensure it's compliant (Mike/Ben)
- Share the working spreadsheet where team can drop in sponsor ideas (Ruth)
- Adjust timeline to allow for finalization of Roefest date (team)
- Connect with Katie G on deck design. (Ruth)

3. Key Dates/Timeline

- A. Deadline for inclusion in 2026 City budget (\$40k) - complete
 - a. \$40,000 in draft 2026 budget
- B. Area school considerations (see Arts discussion above)

Date	Tactic	Notes
Fall 2025	Committee planning complete	
Winter 2025	75th Anniversary landing page published	Need to have finalized to publish: logo, Roefest date, calendar to list all committee events,
January 2026		
February 2026		
March 2026		
April 2026	Repair Cafe (Sustainability)	
May 2026		
June 2026		
July 2026	Aquatics Birthday Party pool party	July 2026
August 2026		
October 2026	RoeFest	October 3, 2026

5. Next Steps/Action Items

Several committee members noted conflicts with next month's scheduled date.

ACTION ITEMS

1. Ask Joey to revisit the date for next month's meeting. (Emily)
2. Create list of other fall festival events that might draw attendees away (Debbie)
3. Get estimate from Corey on the costs to shut down Roe (Mike→Shea)
4. Get estimated cost, cost sharing and list of what is included from prospective event organizers (Shea)
5. Follow up with a new fair events connection Joey found. (Shea)
6. Reach out to area schools for input on youth engagement opportunities (Debbie and Emily)
7. Kate C. will finalize logo art and distribute to the RP75 group
8. Add to next month's agenda: Ways to engage with Roeland Parker Newsletter (every 2 months)
9. Review the City gift acceptance policy to ensure it's compliant (Mike/Ben)
10. Share the working spreadsheet where team can drop in sponsor ideas (Ruth)
11. Adjust timeline to allow for finalization of Roefest date (team)
12. Connect with Katie G on deck design. (Ruth)

6. Adjournment

Meeting adjourned at 7:32pm

Next Meeting: Wednesday, September 17, 6:00pm (subject to change)

Item Number: IV.
Committee Minutes



City of Roeland Park
Action Item Summary

Submitted By:

Committee/Department: Administration

Title: Ad-Hoc Historical Committee Meeting Minutes August 28, 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?
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- 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 August 28, 2025

August 28, 2025 Ad Hoc Historical Committee Meeting Minutes

Tom Madigan called the meeting to order at 6:05 P.M.

Members in attendance: Tom Madigan, Ian Tompkins, Anna Jacobson, Jim Grebe, and Chief Honas.

- **Agenda** was modified to remove Art Master Plan update. Tom mentioned that he will contact Matt Lero.
-
- **Minutes** for the July meeting were approved.
- **Seventy-fifth anniversary sign.** Tom announced to the satisfaction of the committee that the Council has approved our proposed verbiage. Ian will order the sign to be made.
- **Redlining essay.** Anna continues to research primary and secondary sources.
-
- **Oral histories.** Anna is sending out transcripts for approval by the participants. Discussion later in the meeting regarding use of histories. Transcripts on city's website?
-
- **Location and interpretive signs.** Ian reported that the Roe Family sign and the Land Acknowledgement sign has shipped. Ian brought to the meeting 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." Anna will review the wording of those signs rejected by the Council three years ago.

Website and essays. Discussed difficulty finding RP history page on the city website. Anna will talk to Joey.

There was no new business.

At our next meeting, committee members should be prepared to discuss three interpretive signs: “Original Environment of Roeland Park,” “The Roe Family” and “Charles Vawter and the Founding of Roeland Park.” Anna emailed these to committee members just prior to this meeting.

Our next meeting will be September 25.

•

Adjourned at 7:06 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: Aquatic Advisory Committee Meeting Minutes August 12, 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

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- 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. Aquatic Advisory Committee Meeting Minutes August 12, 2025

Minutes
CITY OF ROELAND PARK, KANSAS
AQUATICS ADVISORY COMMITTEE MEETING
August 12, 2025, 6:00 PM - Roeland Park Community Center

Members present: Jason Wiens, Elizabeth Baddeley, Emily Hage, Tom Madigan
Staff present: Nathan Brungardt

Call to order at 6:02 p.m.

Modification of Agenda

1. Old business
 - i. 75th Anniversary plan
 1. Discussion and brainstorm ideas for 75th anniversary party around the 3rd of July
2. New business
 - i. Parks Superintendent report
 1. Pool revenue is up, attendance is down by 3%
 - a. Increase in non-resident attendance
 - b. School promotion seems to have helped with attendance
 2. Concession stand - continuing to look into inventory and QA
 - a. Future discussion for committee: outsourcing the concession stand?
 3. Birthday parties – informal policy to arrange for discounted passes and reservation of a picnic table.
 - a. Future plans will allow for rentable shelter space
 - ii. Music at the pool
 1. City has a Spotify account and staff is suggesting we use this to stream music at the pool
 2. There should be a WiFi network at the pool and Nathan is troubleshooting this to determine where the router is
 - iii. Pool Signage
 1. Discrepancy between website and pool sign; should be fixed now
 - a. Age to attend alone is 12
 - iv. Safety checks are happening consistently at 2p and 4p
 - v. RP Aquatic Center is the ONLY area pool that is still open Monday - Friday

1. Nathan is going to compare numbers to do a cost/benefit about staying open
- vi. Future conversation topics:
 1. larger floatation devices
 2. water guns
 3. outsourcing concession stands
 4. Birthday party and rentable shelter space

Adjournment at 6:55p

Next Meeting: September 9, 2025

Item Number: IV.
Committee Minutes



City of Roeland Park
Action Item Summary

Submitted By:

Committee/Department: Administration

Title: Arts Advisory Committee Meeting Agenda September 3, 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

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- How has the impacted community been involved?
- How will the program be communicated to all stakeholders?

ATTACHMENTS:

1. Arts Advisory Committee Meeting Agenda September 3, 2025



Arts Advisory Committee Agenda

9/3/2025
6:00 PM

Committee Members:

Jan Faidley, Council Representative	Jonna Crosby
Matthew Lero, Council Representative	Tim Ross
Marek Gliniecki, Co-Chair	Lynda Leonard, Gallery Director
Mary Schulteis, Co-Chair	Todd Zimmer
Shannon Cole	Kelley Nielsen, Staff Liaison

AGENDA ITEMS

- A. Call Meeting to Order**
- B. Modifications to the Agenda**
- C. Approval of Meeting Minutes**
- D. Unfinished Business**
 - 1. Master Plan Update with Anna from Designing Local
 - 2. Dance Performance Update
 - 3. Holiday Lights
 - 4. Brochure
 - 5. Utility Boxes
 - 6. Budget
- E. New Business**
 - 1. Welcome Prospective New Member Christopher Hotchkiss

- F. Gallery Update – Lynda Leonard**
 - 1.
- G. Adjourn**

NEXT REGULAR MEETING: Date October 1, 2025 Time: 6:00 PM

Item Number: IV.
Committee Minutes



City of Roeland Park
Action Item Summary

Submitted By:

Committee/Department: Administration

Title: Diversity, Equity, and Inclusion Meeting Minutes August 26, 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

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- 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 August 26, 2025



August 26, 2025 RP DEI Committee Minutes

Members Present: Carrie Paulette, Haile Sims, Harold Morales, Kate Raglow

Staff Present: Jennifer Jones-Lacy

Guests Present: Lora Andrews, Roots Church

Members Absent: Emily Kramer, Kourtney Leibman

- Follow up from last month's business
 - Approve [July Minutes](#): Motion to approve made by Harold, second by Haile. All ayes, motion carried.
- [City/Council Updates and Follow-up](#)- Code Chapter 13 - Carrie shared the follow up notes.

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

- Reminder to add items to the [Comms Google Doc](#) for:
 - September social media/email; Oct/Nov Roeland Parker
 - Carrie asked for suggestions for anything folks wanted to share for October/November issue.
 - Oct/Nov: Language access for voting resolution in RP and language access process for Nov's election. Native American Heritage Month

Goal 1: Assess city council initiatives with an equity lens

- PV Hispanic Heritage Festival, Sept 20th- reminder and comms - Carrie asked everyone to add this event to their calendar.
- Roots Church: Boarding School Remembrance Day- Sept 24th - Lora Andrews shared that Roots church will have special service on Sept 24th partially because the Shawnee Indian Mission was a Methodist church. The church will have a month-long focus on Indigenous voices. In the front yard of the church there will be signage and a chance to tie a ribbon in remembrance. They will share the true story of Thomas Johnson. The first Indigenous Bishop David Wilson will be at the Church during Sept. We will add that information during our Sept. social post.
- Concert tabling
 - [Updates/follow up from August](#)- community feedback
 - Carrie said we had many folks who were interested in the 75th Anniversary Project and a few folks interested in looking at the DEI Committee (which there were 3). Carrie said there was a fair amount of engagement and she shared what people said. She shared the holidays celebrated, what makes RP feel like home, and what would make RP more inclusive according to participants.
 - Carrie asked if there's anything that should be tweaked for the next event. Laura said that it started to get dark and that creates a bit of a challenge.

So Carrie and Jennifer plan to bring lanterns to the next event in Sept. They did a drawing for a Cafe Corazon gift card, which was a big hit and will do it again in Sept.

- [75th Anniversary Project Proposal](#)
 - The primary focus is to find a location for the event. Possibly shutting down Roe Blvd. for 2 blocks. Submissions from committees are due by August 30th. The group talked about the submission and process and that the DEI Committee will do a video and we discussed where it would be shown. Laura shared that the Argentine Neighborhood social media has a “Neighbors of Argentine” storyboard and social media posts.
 - The committee discussed titles and which questions we should ask. The group decided asking all the questions made sense and picking out sound bites for each question made sense. Jennifer suggested that DEI use its money to pay someone to do the video editing. Carrie said it would be great to use someone who lives in the community.
 - Connect with Strategic Planning focus groups? Harold thought that might be a little premature and that most of the work should happen next year.
- [Proclamations-](#)
 - Sept- [updated proclamation](#) (edits from Mayor), El Centro confirmed - Carrie said having links to resources within the proclamation was a request from the Mayor.
 - Kate mentioned public comment is at the start of the Council meeting.
 - October is [Bullying Prevention Month](#)
 - Jennifer will invite Roesland Principal Swift and School Social Worker Christy Albertson
 - Carrie asked about the proclamation language and if there were any suggested edits. Maybe ask Roesland if they have suggestions on how by-standers can be anti-bullies.
- [City Code Chapter 14](#) - Carrie provided some feedback and we reviewed those suggestions (see below)
- Immigrant rights-
 - ICE Response plan for city facilities
 - Jennifer said she will ask other cities in the MARC group if they have some kind of ICE response plan. She said she would get that from those communities and ask dept heads about how we should proceed. Perhaps we can get a template from DEI committee which might expedite the process.
 - Ordinance proposals - Carrie suggested the possibility of a couple of ordinances related to ICE and Jennifer said that the City does not have the jurisdiction to regulate ICE and that making regulations would be symbolic and could cause more harm than good.
 - Community canvassing - She asked if anyone else wanted to join a community canvassing event regarding know your rights.

- Updates:
 - Welcoming KC- letter of support for Gateways for Growth application (**not discussed**)
 - Joco DEI Committee Updates- Oct 10 meet and greet - Theater in the Park, 4 - 6 p.m. will have food and will be a social event. They invited us, PV, and other diversity focused community organizations (Jewish Community Center, AAGJC, NAACP, etc)
 - Strategic Planning Committee update (Sept 20th Open House & Sept Roundtable at meeting)- in community engagement phase, trying to collect feedback from community about their priorities
 - Kate said the City is planning to do a language accessibility ballot language resolution on Tuesday, Sept. 2 at 6 p.m. The resolution stated that we support Spanish language ballots, election information and voters rights. Carrie asked if we can provide translation services or provide a form to allow translation services.
 - Noted to have comms regarding election translation services in the next Roeland Parker.
- Upcoming Events:
 - September 1st 10:00-12:00 [PV Labor Day Warmth Drive](#)
 - September 2nd 6:00pm- Language Access resolution at RP City Council
 - September 13th: Fiesta Roeland Park (tabling)
 - September 20th: Strategic Planning Open House- Community Center
 - September 24th: Indigenous Boarding School Day of Remembrance- Roots Church
 - October 10th 4:00-6:00pm: Joco DEI Committee Meet & Greet
- FYI Resources
 - [Cost of Living Analysis](#)
 - [Strategic Planning Demographic Report](#)

Next Meeting: September 30th, 2025

Motion to adjourn at 8:40 p.m. made by Kate, 2nd by Harold, all ayes. The meeting adjourned.

Next Steps:

- All- add to Comms
- Carrie will share Anna Jacobson's contact info with Lora
- All- Join upcoming events
- Carrie will follow up with people who signed up to join committee from concert
- Harold will follow up with people who signed up for 75th Anniversary project from concert
- Harold will finalize and submit 75th Anniversary proposal
- Carrie will share email template about inviting Roesland to council meeting with Jennifer

- Jennifer will reach out to Roesland Elementary principal/social worker about accepting Bullying Awareness Month proclamation
- Carrie will make updates to Bullying Awareness Proclamation and share with Mayor Poppa for approval
- Jennifer will ask other cities about their Federal Immigration Enforcement Response Procedures
- Carrie will work on template for Federal Immigration Enforcement Response Procedures
- Kate will let Parks Committee know about community interest in translated signs
- Carrie will share community input with Strategic Planning (after Sept concert)
-

Committee Feedback

<u>City Code Chapter 14th</u> • 14.201: Could we strike people needing “express permission” to drive on someone’s driveway? • 14.220: Questions about how to balance ordinance saying people can only park cars on street for 72 hours- because this disproportionately affects low-income, multigenerational households with fewer driveway/garage spots. But also concern of too many cars parked on the street and want emergency vehicles to be able to get through • 14.304 f: Could this be used to prevent white supremacist parade/rallies?

Item Number: IV.
Committee Minutes



City of Roeland Park
Action Item Summary

Submitted By:

Committee/Department: Administration

Title: Sustainability Committee Meeting Minutes September 4, 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

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- How has the impacted community been involved?
- How will the program be communicated to all stakeholders?

ATTACHMENTS:

1. Sustainability Committee Meeting Minutes September 4, 2025

Sustainability Committee
City of Roeland Park, KS
Agenda
Thursday, September 4, 2025, 6:15 pm
In Person Meeting - City Hall

The purpose of the Sustainability Committee is to make recommendations
to the
Governing Body concerning issues relating to or affecting
environmental sustainability.

Join Zoom Meeting: <https://zoom.us/j/99339586327>
Meeting ID: 993 3958 6327

Committee:

David Smith - Co-Chair; Megan Reavis - Co-Chair; Melissa Castillo,
Aiden Ellis, Grace Suh, Ginny Varraveto, Natasha Rickel, John
Puricelli, Payton Smith, Brandon Martin, Jan Faidley - City Council
liaison

Members in attendance: Grace Suh, John Puricelli, David Smith, Ginny
Varraveto, Brandon Martin, Aiden Ellis, Megan Reavis

Liaison(s) in attendance: Joey Carley, Jan Faidley

Guest(s) in attendance: Nancy Short, Emmitt Reavis, Catherine Brown
(Kansas Gas Service)

Call to Order: 6:17

Approval of minutes: 6:17

Citizen Comment(s):

Additions to the Agenda: ebike rebate program

Sustainability Minute:

Agenda:

- **Strategic planning committee update** - Brandon (3 min)
- Community outreach roundtable
- 10 year planning document
- Community engagement will go through October, survey to wrap up
in November and synthesis early 2026. Goal is to finish plans by
March.
- Surveys to be sent to everyone in RP due to city's small size
- Want to wait to send surveys out until road construction finishes
- 2 plans, one community engagement process
- Pop-up at summer concert, will repeat at Fiesta RP and then Open
House at Community Center September 20 from 9-11 AM
- Will run additional Open House at Roesland
- **Mosquito program update** - Nancy/Ginny (10 min)

- Evaluation survey will inform program for next year
- City gave away every dunk
- Newsletter effective for getting message out
- Grace's idea for yard treatment signs
- Attend Go Green and use RP's table
- Use Egg Hunt to promote dunks program, use monthly 75th anniversary programs
- **Strategic Planning Roundtable - Joey** (45 min)
- RP does community engagement unusually well, people know their neighbors and neighborhoods. RP also invested in the natural landscape, parks, trees, etc. Excellent shaded walkable access to local small businesses
- RP is struggling to bring in business development. Empty former CVS will be hard to fill. Absentee landlords difficult to persuade. Large parking lots along Roe split city down the middle. Aging infrastructure also problematic. Improved Contain the Rain support forthcoming.
- Room additions currently more expensive than houses. Aging housing stock potentially problematic. Developer teardown/rebuild spec houses a potential danger. Few townhomes and duplexes. Auxiliary dwelling units legal in RP. Loosen housing code for multifamily dwellings? Prevent combining lots for single-family dwellings? City's character tied to trees dwarfing houses.
- Unmet parks/rec needs? Need good park east of Roe. Need improvement in bicycle infrastructure and connection to other trails.
- Week without driving- week of Sept 29- Oct 5, write for Roeland Parker and post on social media
- Marquee at R park could have a sign- ask Nathan the new Parks guy

Adjourn: 7:29

Next Meeting: October 2, 2025

Addendum: minutes taken from MARC ebike program meeting

- ebike rebate program
- Roeland Park has \$50k to use in pilot program
- MARC considering it as potential \$10M regional project
- Rebate of \$400 for standard ebike, \$500 for cargo, \$1200 low income, \$1400 low-income cargo
- Decent ebikes tend to be over \$1000
- Point-of-sale reimbursement via Aptim (Denver's vendor) may be helpful for those who cannot front the initial cost
- Look to Denver's data regarding car trips replaced, emissions reduction, etc
- How should we structure our program? Qualified reimbursement depending on income level? Perhaps 80% reimbursement up to limit for low income vs. 50% for non-income based rebates?