AGENDA
City of Roeland Park, Kansas
Governing Body Meeting
City Hall, 4600 W 51st Street
May 4, 2026 6:00 PM

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

Council Standing Committees

Admin	Finance	Safety	Public Works
Schraeder	Hage	Morales	Lero
Madigan	Faidley	Dickens	Hill

I. Approval of Minutes

A. Governing Body Workshop Meeting Minutes April 20, 2026

II. Discussion Items

A. Review Cooper Creek Bank Stabilization Options and History of Steps Implemented (20 min)

B. Discuss Snow Removal Policy for Multi-Purpose Trails (10 min)

C. Review Proposed Pay Scale for 2027 (10 min)

D. Discuss Survey Concerning On Street Parking Policy (10 min)

III. Non-Action Items

IV. Committee Minutes

V. Adjournment

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

The governing body encourages citizen participation in local governance processes. To that end, and in

compliance with the Kansas Open meetings Act (KSA 45-215), you are invited to participate in this meeting.The following rules have been established to facilitate the transaction of business during the meeting. Please take a moment to review these rules before the meeting begins.

A. **Audience Decorum**. Members of the audience shall not engage in disorderly or boisterous conduct, including but not limited to; the utterance of loud, obnoxious, threatening, or abusive language; clapping; cheering; whistling; stomping; or any other acts that disrupt, impede, or otherwise render the orderly conduct of the Committee of the Whole meeting unfeasible. Any member(s) of the audience engaging in such conduct shall, at the discretion of the City Council President (Chair) or a majority of the Council Members, be declared out of order and shall be subject to reprimand and/or removal from that meeting. Please turn all cellular telephones and other noise-making devices off or to "silent mode" before the meeting begins.

B. **Public Comment Request to Speak Form.** The request form's purpose is to have a record for the City Clerk. Members of the public may address the Committee of the Whole during Public Comments and/or before consideration of any agenda item; however, no person shall address the Committee of the Whole without first being recognized by the Chair or Committee Chair. Any person wishing to speak at the beginning of an agenda topic, shall first complete a Request to Speak form and submit this form to the City Clerk before discussion begins on that topic.

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

D. **Speaker Decorum.** Each person addressing the Committee of the Whole, shall do so in an orderly, respectful, dignified manner and shall not engage in conduct or language that disturbs, or otherwise impedes the orderly conduct of the committee meeting. Any person, who so disrupts the meeting shall, at the discretion of the City Council President (Chair) or a majority of the Council Members, be declared out of order and shall be subject to reprimand and/or be subject to removal from that meeting.

E. **Time Limit.** In the interest of fairness to other persons wishing to speak and to other individuals or groups having business before the Committee of the Whole, each speaker shall limit comments to two minutes per agenda item. If a large number of people wish to speak, this time may be shortened by the Chair so that the number of persons wishing to speak may be accommodated within the time available.

F. **Speak Only Once Per Agenda Item.** Second opportunities for the public to speak on the same issue will not be permitted unless mandated by state or local law. No speaker will be allowed to yield part or all of his/her time to another, and no speaker will be credited with time requested but not used by another.

G. **Addressing the Committee of the Whole.** Comment and testimony are to be directed to the Chair. Dialogue between and inquiries from citizens and individual Committee Members, members of staff, or the seated audience is not permitted. Only one speaker shall have the floor at one time. Before addressing Committee speakers shall state their full name, address and/or resident/non-resident group affiliation, if any, before delivering any remarks.

H. **Agendas and minutes** can be accessed at www.roelandpark.org or by contacting the City Clerk

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

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

A. Decoro de los asistentes. Los miembros del público no deberán participar en conductas desordenadas o ruidosas que interrumpan, obstaculicen o de alguna manera hagan inviable el desarrollo

ordenado de esta reunión pública. Cualquier miembro del público que participe en dicha conducta será, a discreción del Presidente, declarado fuera de orden y estará sujeto a reprimenda y/o expulsión de la reunión. Por favor, silencie todos los dispositivos móviles y otros dispositivos que emitan ruido antes de que comience la reunión.

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

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

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

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

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

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

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

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

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

Item Number: I. Approval of Minutes

City of Roeland Park
Action Item Summary

Submitted By:

Committee/Department: Administration

Title: Governing Body Workshop Meeting Minutes April 20, 2026

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 April 20, 2026

CITY OF ROELAND PARK, KANSAS
GOVERNING BODY WORKSHOP MINUTES
ROELAND PARK CITY HALL
4600 WEST 51st STREET, ROELAND PARK, KS 66205
April 20, 2026, 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
- Harold Morales, Council Member
- Debbie Schraeder, Council Member
- Keith Moody, City Administrator
- Jennifer Jones-Lacy, Asst. City Admin.
- Kelley Nielsen, City Clerk
- Cory Honas, Police Chief
- Nick Ward-Bopp, Public Works Director

(Roeland Park Governing Body Workshop Meeting Called to Order at 7:07 p.m.)

I. MINUTES

1. Governing Body Workshop Meeting Minutes April 6, 2026

The minutes were approved as submitted.

II. DISCUSSION ITEMS

1. Review Buena Vista Traffic Calming Plans

Dan Miller, City Engineer from Lamp Rynearson, provided an update on the temporary traffic calming measures for Buena Vista and reviewed the plan for constructing three permanent speed cushions. In addition, at the north end of the project, they will be installing a raised crosswalk similar to the one on Elledge around the corner at the school. The south end of the project will include a traffic circle and they are designing that.

The speed table is a traffic calming measure and will provide enhanced visibility for users. It is in a challenging location with the intersection grade, but it will be installed into the concrete.

Also, there will be three speed cushions installed on Buena Vista. They will have slots in them to allow emergency vehicles to go through. These cushions will be adjusted to fit the slopes of the street and also made in concrete.

At the south end of the project, a traffic circle will be installed at Buena Vista and 53rd Street. Any sidewalk adjustments will be reviewed. It will be designed to allow normal sized vehicles to easily go around the circle. They may need a temporary easement for some grading work, but the goal is to have this project completed before the start of the next school year, later in 2026.

CMBR Lero remarked the crosswalk in the traffic circle is right in the middle of the drive lane. Mr. Miller said it will probably be pushed off a little more to the east.

CMBR Madigan asked about the speed cushion arrows and that they are not on both sides. Mr. Miller said the arrows will be visible on the approach side.

CMBR Faidley asked if the center of the traffic circle is typical and looks a little small. Mr. Miller said there is not a typical size, but it is made to fit the environment. He added that 10 feet is appropriate for this area.

City Manager Moody said they were asked to revisit the yield signs versus stop signs. Janelle Clayton said it is typical to have a sign on approach, and the recommendations are that they keep the signage that was there prior to the changes. City Manager Moody said they looked at the stop signs that are currently there in the past and they are not considered a traffic calming measure in their policy. He said they could possibly do yield signs.

CMBR Lero said if they talk about stop signs at the traffic circle, then what is the purpose of the traffic circle. Ms. Clayton said she could see a benefit to a yield sign when entering the traffic circle.

CMBR Hage said they can have this conversation later in the design process of the circle. Mr. Miller said he would look at the wording in the MUTCD.

CMBR Lero asked whether having a stop sign or a yield sign would do anything to change the crosswalk. Mr. Miller said it would not. City Manager Moody added that from a physical drivability, the southbound vehicle entering the intersection is the one that can make it through the intersection more quickly. Coming from the west and entering the traffic circle to go south, the vehicle would have to slow down. Also, coming from the south and going east or north is a sharp turn and again the vehicle would need to slow down. Mr. Moody suggested they start with yield signs to see how they function would be a logical first step. If they discover a safety issue, then they can come back and make a change to the signage.

Mr. Miller said this will also be a non-mountable curb. City Manager Moody said he thought it was a mountable curb to be a little forgiving to the snowplow. Mr. Miller said the plow wouldn't need to be on it and that the truck apron has a mountable curb. The center island of the traffic circle is a non-mountable curb. Ms. Clayton said the recommendation is to have a non-mountable curb, but she will double-check that information.

CMBR Lero did not want people to be able to easily drive over the curbs.

There was majority consensus to look at yield signs for the traffic circle while keeping an eye on the southbound traffic.

CMBR Faidley said she drives in that area frequently and sees some value by keeping the stop sign. She said that drivers can build up quite a bit of speed going west on 53rd. A stop sign would make it clear that they cannot enter the traffic circle until it is safe to do so. She said she would not support starting out with yield signs in the traffic circle.

2. Review 57th and Roe Boulevard Revised Signage Concept

Ms. Clayton was asked to make a recommendation regarding traffic movements at the intersection of Roe Boulevard, 57th Street and Linden. Her base recommendations included a stop sign on the right side of the intersection for vehicles turning south on Roe. There is currently one on the left side, but drivers are used to stop signs being on the right side of their vehicle. On the back of that southbound

stop sign, a Do Not Enter sign could be installed on the back and would signal that drivers could not turn onto 57th off of Roe from that side of the intersection. She also recommended a double down arrow sign at the nose of the island for traffic going eastbound and installing a double yellow line on the north side of the turn off Roe to signify to drivers that it is two-way traffic. Ms. Clayton said the traffic volumes do not necessitate but would help with directing traffic if desired.

Mayor Poppa thought the line might be confusing.

City Manager Moody said these changes are not an expensive thing to try.

CMBR Faidley said she does not use this intersection a lot, but it is a normal route for those leaving R Park. She said that putting a stop sign where it should be and adding Do Not Enter are good ideas. She said it is confusing no matter what and that anything they can do will be helpful.

There was consensus to move forward with the options presented.

3. Review DRAFT Enhanced Traffic Sign and Marking Policy

This item was discussed at a previous Workshop. There were questions about the price of an investigation if there is only one traffic complaint. City Manager Moody said the first step would be an evaluation worked through with staff. The City would look at crash data and patterns as well as police violations and whether there is any blockage to the sight distance or signage. These can all be done in-house and would be the first step of an evaluation.

There was agreement to move this item forward to the May 4th Council meeting.

4. Review and Preliminary Approval of CIP Equipment Replacement Schedule

City Manager Moody asked the Governing Body if the order of scheduling equipment replacement was agreeable to them. He provided them a ten-year outlook of what they are planning to invest into Roeland Park for the next ten years and it represents over $42 million in their Capital Improvement Program.

City Manager Moody said detailed information on the projects for the next five years is in the agenda packet as well as their scoring criteria to prioritize the projects.

CMBR Faidley asked about the painting for the lobby and the men's dressing room at the pool noting that it was pushed further out. She asked what the current condition is. City Manager Moody said they have no concerns about needing to paint that at this time. He said the lobby was repainted in 2021 with the renovations. There has also been some repainting in the office area. CMBR Faidley said if the schedule is every five years and they do not do it until 2028, then that is seven years out.

CMBR Faidley noted that the HVAC does not get used all year and asked if something should be considered sooner noting that it was 30 years old as of 2024 and not scheduled for replacement until 2027. She said she realized they cannot get to it this year. City Manager Moody said they currently

have two handlers and two air condensers in the building. Also, Mr. Brungardt is looking into the system.

City Manager Moody noted that the speed trailer is not reflected in the replacement schedule and will need to be incorporated. They will also be adding a new speed trailer that will have a message board.

CMBR Hage asked about the Granada Park playground replacement slated for 2028 and with the scale of the Nall Park project whether it is realistic to think of being able to take on Granada Park at the same time. City Manager Moody said Granada Park is specifically playground equipment only, not a remodel of the park.

CMBR Faidley will submit further questions to City Manager Moody who said he will send a reply to all Councilmembers.

There was consensus to provide preliminary approval of the 10-year CIP.

III. Committee Minutes

There were no Committee minutes to review.

IV. Adjourn

CMBR Hage adjourned the meeting.

(Roeland Park Workshop Adjourned at 8:05 p.m.)

Item Number: II. Discussion Items

City of Roeland Park
Action Item Summary

Submitted By:
Keith Moody

Committee/Department: Administration

Title: Review Cooper Creek Bank Stabilization Options and History of Steps Implemented (20 min)

Item Type: Presentation

Recommendation:
This is a review item to provide council with a history of bank stabilization and invasive species eradication efforts completed at Cooper Creek in recent years. We hope that this informs Council as they consider future steps.

Details:
Please see the attached presentation which provides a history on the subject. Dan Miller will review the presentation at the workshop.

The Additional Information section below also contains historical information on the subject as well as links to meetings where prior discussion has occurred.

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

Additional Information
Below are links to the meetings where Cooper Creek related bank stabilization and vegetative maintenanc

Workshop April 1, 2019
Action Item: Discussion on Tree Removal at Cooper Creek

Workshop June 15, 2020
Action Item: Discuss Use of Herbicides at Cooper Creek Park
Presentation by Addison Banks on Herbicide Use at Cooper Creek

Workshop October 17, 2022 Dan Miller Presentation
Action Item: Discuss Cooper Creek Natural Erosion Prevention Plan

[Cooper Creek Streambank Stabilization]

Attached is the Stream Restoration Preliminary Engineering Study completed by Water Resources Solutions for H presentations made by Dan Miller to the Council in 2022 as options were being considered. Also attached is the invasive plant eradication and planting natives that were to help address erosion.

For some even longer history, there was a stormwater improvement project planned through Cooper Creek Park through the park. The project did not proceed due to opposition from neighbors. Much of this opposition stemm imposed on properties within the drainage basin served by the Cooper Creek improvement project. The City had up to the Cooper Creek project. The final special assessment is in 2026. Our City wide storm water assessment w storm water projects throughout the city.

There have been a series of objectives that have been approved by the Council related to bank stabilization and

2021:

B	1	Maintenance of Cooper Creek Park	Parks and Rec Super., Parks Committee, Cooper Creek Citizen Group	$ 29,060	$ 24,533	$ (4,527)

2022:

B	2	Phase 2 of Cooper Creek Park Restoration Project	Parks and Recreation Superintendent and Cooper Creek Volunteers	$ 24,000	$ 17,069	$ (6,931

2023:

B	1	Phase 3 Improvements at Cooper Creek Park	Parks and Recreation Superintendent and Cooper Creek Volunteers	$ 12,330		

We will have Dan Miller present on the different stabilization options including pros and cons for each and workshop). Please invite any of the constituents who have approached you concerning Cooper Creek, this of each approach as well as to understand the history of efforts undertaking by the City.

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. Action Item Form - Discussion on Tree Removal at Cooper Creek April 1, 2019
2. Action Item Form - Discuss Use of Herbicides at Cooper Creek Park June 15, 2020
3. Action Item Form - Discuss Cooper Creek Park Natural Erosion Prevention Plan October 17, 2022
4. Presentation on Natural Erosion Prevention Approach to Cooper Creek 10-17-22
5. Cooper Creek Stream Assessment by Water Resources Solutions- Final 10-3-23
6. Cooper Creek Bank Stabilization Presentation 5-4-26

Item Number: **DISCUSSION ITEMS- II.-6.**

Committee Meeting Date: **4/1/2019**

City of Roeland Park

Action Item Summary

Date:	3/28/2019
Submitted By:	Donnie Scharff
Committee/Department:	Public Works
Title:	**Discussion on Tree Removal at Cooper Creek**
Item Type:	Discussion

Recommendation:

Staff is seeking direction from council to exceed the budgeted line item for tree maintenance for the removal of downed trees and hanging limbs in Cooper's Creek.

Details:

Cooper's Creek is located between 57th St and Johnson Dr. Currently, there are several tree's that are down along the bank and laying across the creek. These down trees have resulted from the January winter storm that moved through the metro.

This storm had very wet snow that accumulated on tree limbs adding extra weigh, thus cause limbs to fall throughout the city. Staff had our on call tree contractor respond on January 12th, 2019 to clear limbs blocking roadways. The extensive damage was enough that the city provided a limb pickup for the residents.

PW and the contractor work together to complete the limb pickup. Staff budgeted $24,000 for tree maintenance for 2019. This budget has been exhausted due to the pickup effort. Contractor estimates $7,000-$10,000 to removes the trees and trim broken limbs

How does item relate to Strategic Plan?

How does item benefit Community for all Ages?

Additional Information

Staff is concerned that if the trees are not removed from the creek that debris could begin to collect in front of the down trees causing the water to back up and could potentially ead to flooding, which would be worst case scenario. Broken limbs that are hanging will need to be removed as well as there could the risk of property damage to fences the are along the eastside of the creek.

ATTACHMENTS:

Description	Type
Cooper's Creek	Cover Memo
Trees	Cover Memo
Tree	Cover Memo
Tree	Cover Memo

Item Number:	**DISCUSSION ITEMS- II.-1.**
Committee Meeting Date:	**6/15/2020**

City of Roeland Park
Action Item Summary

Date:	6/10/2020
Submitted By:	Donnie Scharff
Committee/Department:	Parks & Rec
Title:	**Discuss Use of Herbicides at Cooper Creek Park**
Item Type:	Presentation

Recommendation:

Discuss the use of herbicide chemicals in Cooper Creek Park to clear invasive species such as wintercreeper

Details:

Continuing the on-going eradication of invasive plant species under the guidance of local and regional conservationists. Winter creeper ground cover, an invasive plant species, is growing throughout most of the wooded area in Cooper Creek Park and prohibits the growth of native plant species. The winter creeper ground cover will be eradicated by a business that has been recommended by conservationists and/or Johnson County Parks and Rec. After the initial herbicide treatment of the winter creeper ground cover and a follow-up treatment, supplemental native seeds and cover crop will be installed. In 2020, prior eradication of invasive species work will be done by supervised volunteers, such as cutting and treating winter creeper and ivy vines that are climbing native trees and cutting down and treating the stumps of bush honeysuckle and Rose of Sharon bushes. Quotes are from two companies which have been highly recommended by conservationists and/or Johnson County Parks and Recreation; both quotes cover eradication of invasive plant species, follow-up treatment and supplemental native seed installation in areas where herbicide treatments have been completed: Habitat Architects, $12,650; DJM Ecological Services, $12,174.

How does item relate to Strategic Plan?

How does item benefit Community for all Ages?

Additional Information

Adison Banks has prepared a presentation for council to review and he will explain the herbicide to be used and what steps the contractor will take to ensure the proper application.

ATTACHMENTS:

Description	Type
Presentation by Addison Banks on Herbiside Use at Cooper Creek	Cover Memo

Item Number: **DISCUSSION ITEMS- II.-1.**

Committee Meeting Date: **10/17/2022**

City of Roeland Park

Action Item Summary

Date:	10/13/2022
Submitted By:	Keith Moody
Committee/Department:	Public Works
Title:	**Discuss Cooper Creek Park Natural Erosion Prevention Plan (10 min)**
Item Type:	Presentation

Recommendation:

Larkin is providing an update on the natural erosion prevention plan for Cooper Creek. Staff is looking for consensus from Council that this plan reflects the direction Council envisioned.

Details:

Per the direction provided by Council the City Engineer has developed a plan for employing a natural erosion prevention approach along Cooper Creek. Dan Miller will review the attached presentation; we are looking for consensus that this is the approach contemplated by Council during our last discussion. If it is, we will begin efforts to implement the steps reflected in the approach.

How does item relate to Strategic Plan?

How does item benefit Community for all Ages?

ATTACHMENTS:

Description	Type
Presentation on Natural Erosion Prevention Approach to Cooper Creek 10-17-22	Cover Memo
Natural Erosion Prevention Plan for Cooper Creek	Cover Memo

Cooper Creek Streambank Stabilization

Natural Erosion Prevention Approach

October 17, 2022 | Dan Miller

Progress

- Phase 1 (complete)
  - Included removal of invasive plant species.

- Phase 2 (underway)
  - Intent is to restore healthy woodland habitat utilizing a variety of native plants. Understory seeding has been completed. Native trees and shrubs to be planted in the next few weeks.

Progress

- Phase 3 (in planning stage)
  - Install native tree/shrub live stakes to help stabilize streambanks. Treat as design-build project.
  - Homeowner engagement for small water quality projects. Need approximate cost per tract to provide technical assistance.
  - Maintenance plan/scope for Phase 2 and Phase 3 improvements. Three year maintenance agreement (these efforts are specialized and best managed by an experienced company as opposed to completing the effort with public works staff).

Funding Opportunities

- Johnson County Stormwater Management Program
  - Contain the Rain program (https://containtherainjoco.com/)
    - Reimburses up to 50% of installation and material cost for sustainable landscape solutions, such as rain gardens, rain barrels, and native trees.
    - Homeowners can do their own projects or city can provide technical assistance.
    - City requested $3,000 for 2023. Can request additional funding.
  - City has option to cover the remaining 50% of installation and materials.
  - Propose that the property owner provides maintenance of plants for minimum SMAC timeframe, or longer if desired.

HABITAT ARCHITECTS

COOPER CREEK
STREAM RESTORATION
PRELIMINARY ENGINEERING STUDY

DONALD W. BAKER
LICENSED
14258
10-7-2023
KANSAS
PROFESSIONAL ENGINEER

WRS WATER RESOURCES SOLUTIONS

COMPLETED FOR HABITAT ARCHITECTS AND THE CITY OF ROELAND PARK, KANSAS
OCTOBER 3, 2023
SUBMITTED BY: WATER RESOURCES SOLUTIONS

5000 W. 95th Street, Suite 290
Prairie Village, KS 6620
(913) 302-1030
www.WRS-rc.com

October 3, 2023

Mr. Jonathan Polak
Habitat Architects
3904 E. 185th St
Belton, MO 64012

Subject: Cooper Creek Stream Assessment Report

Dear Mr. Polak:

Water Resources Solutions, LLC, is pleased to present the Cooper Creek Stream Assessment Report to Habitat Architects.

Within this report, you will find the assessment procedure, assessment results, a contextual explanation of stream hydrodynamic principals, recommended concept-level stream improvements, and engineer's opinions of probable costs.

If you have any questions or require additional information, please don't hesitate to contact me at (913) 302-1030.

Sincerely,
Water Resources Solutions, LLC

Donald W. Baker, P.E., D. WRE, CPESC

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PROJECT SUMMARY AND SCOPE

This stream stabilization study for the City of Roeland Park, Kansas, investigates the existing condition and possible solutions to erosion and bank failures along Cooper Creek adjacent to homes within the Roe Manor Heights subdivision. This report will provide alternative solutions to stabilize the channel and recommend the most appropriate solutions based on Roeland Park's requirements and relative advantages and disadvantages of each proposed solution. It will include a geomorphic analysis, soils and geology data, and ecosystem analysis to help understand the existing conditions.

BACKGROUND

The section of Cooper Creek between West 57th Street and Johnson Drive in Roeland Park, Kansas, remains as the sole unchanneled section of that approximately 1.5-mile-long urban stream, making it "a tiny riparian gem in the midst of the metro-wide concrete jungle," according to the City of Roeland Park (City of Roland Park, 2021). As such, the city undertook a formal effort beginning in 2021 to remove extensive invasive vegetation from the reach's riparian area and then strategically revegetate the area with native vegatation in an effort to stabilize the reach habitat. As part of that effort, the city has requested a stream assessment and alternative engineering solutions to stabilize and maintain the channel and riparian area within the project area, to protect the investment in the revegetation and to ensure the area does not continue to experience damaging erosion in the future that may necessitate containing this remaing section of natural stream function. Cooper Creek within the project area is experiencing instability that is causing erosion and bank failures to the properties located adjacent to the creek. The current erosion continues a history of erosion for many years. There have been designs completed in the past to remedy the erosion, but none have ever been constructed.

Figure 1. Cooper Creek between Johnson Drive and West 57th Street (looking east)

SITE INFORMATION

This section of the report will include discussions of the site conditions for the project area. The project study area will be defined, and the topography, soils, and geology of the project area will be discussed. A site visit was completed on August 30, 2023, in order to gather photographs and to make some physical measurements. During the site visit, the visual observation portion of the stream stability assessment described later in this section was also completed.

PROJECT STUDY LIMITS

The project study area (**Figure 2**) includes 1,003 linear feet of Cooper Creek from the culvert outfall where the enclosed system daylights from beneath West 57th Street to the box culvert beneath Johnson Drive just northwest of its intersection with Roeland Drive, in Roeland Park, Kansas. With the exception of the northwesternmost 143 linear feet, the project study area runs through Cooper Creek Park, owned by the city. It runs adjacent to the back of seven residences facing Ash Drive.

With the exception of the project study area, Cooper Creek has been universally channelized or buried, beginning from its origination at the culvert beneath Horton Street between West 53rd Place and West 54th Street, in Mission, Kansas.

Figure 2. Project location

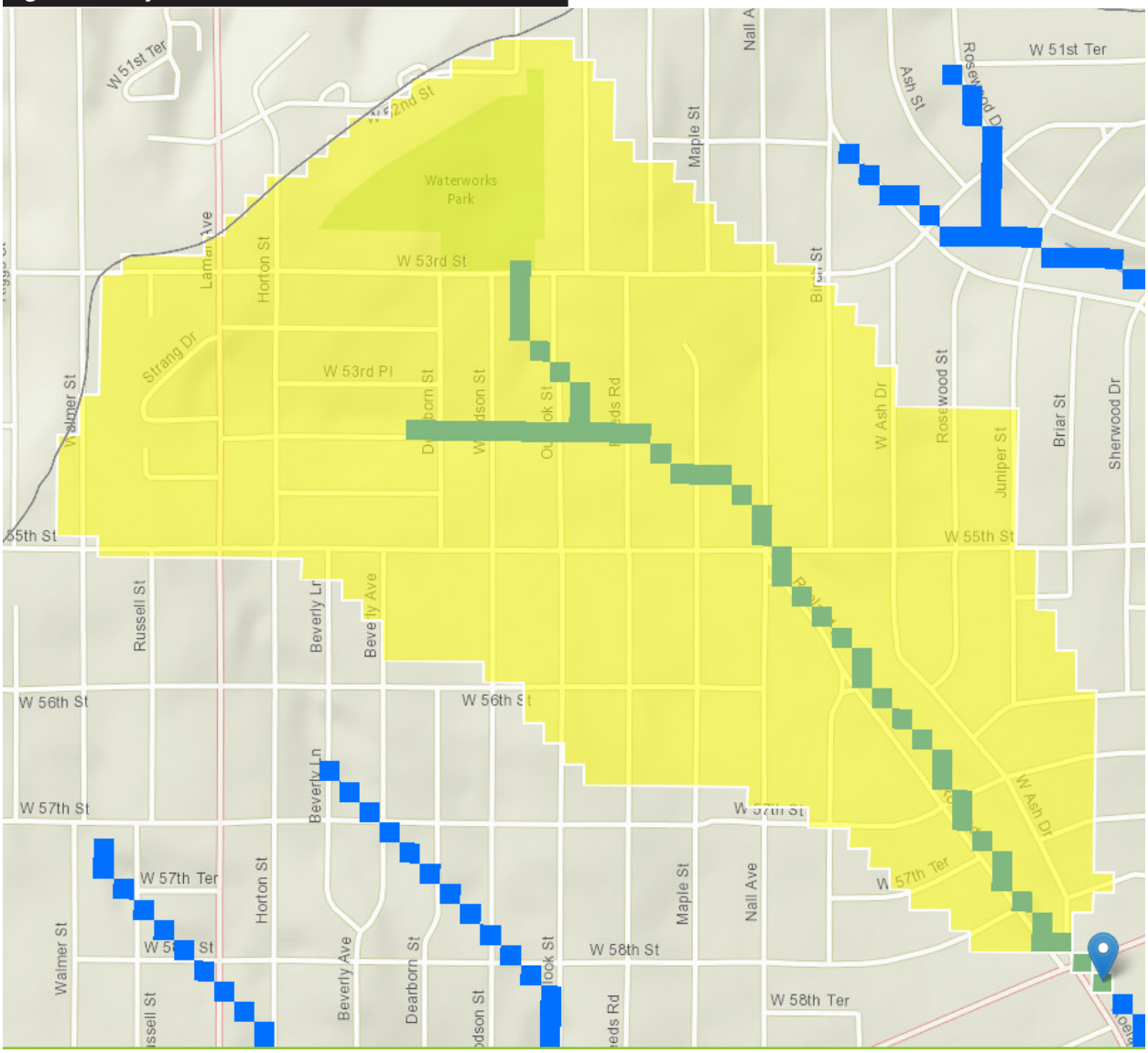
At the downstream-most extent of the project area, it drains a watershed of 0.43 square miles (U.S. Geological Survey, 2023). The watershed absorbs and drains an average 40.2 inches of precipitation per year. The project watershed is 100 percent developed urban land, with 28.3 percent impervious area. The riparian area surrounding the creek through the project area contains more than 300 trees and a variety of wildlife, according to the city, but is over run with invasive species (City of Roeland Park, 2021).

Both those basin characteristics would be expected to affect the hydrology of the basin and flow characteristics of the creek, which would, in turn, impact erosion risk.

Table 1: Relative watershed characteristics

Parameter	Watershed at downsteam project boundary
Area contributing to streamflow	0.43 square miles
Percentage of developed (urban) land	100 percent
Percentage of forest land	0 percent
Percentage of wetlands	0 percent
Percentage of herbaceous vegetation	0 percent
Average percentage of impervious area	28.3 percent

Figure 3. Study area watershed



STREAM ASSESSMENT

A stream assessment was completed for the reach of Cooper Creek between West 57th Street and Johnson Drive based on fluvial geomorphology principals and factors.

Fluvial geomorphology is the science of how moving water shapes the land. The fundamental discipline of river science, it allows stream managers to quantitatively describe current stream behavior and to reasonably predict future behavior under specified conditions. Fluvial geomorphology and the related disciplines of hydrology and hydraulic engineering, geology, and soil science together provide the technical underpinnings for sound watershed management. Following is a brief overview of geomorphic principles with emphasis on their application to the stream and watershed management for Cooper Creek.

MAJOR MODELS

Streams exist in a state of dynamic equilibrium, in which the forces driving the channel's form are balanced by the resisting forces. The driving force, gravity, acts on the stream as the rate at which water and sediment move through a stream. The resisting forces are the strength of the channel boundary materials and friction, expressed as the channel shape. When the driving forces exceed the resisting forces, the stress applied by water or sediment exceeds the channel strength. The stream channel responds by altering its shape in plan, profile, and cross-section to accommodate the change in flow volume and applied shear. Once disturbed, the processes by which streams respond are:

- Incision or degradation
- Widening
- Aggradation or deposition
- Planform adjustments

Through these processes, streams eventually re-establish equilibrium. Determining which process is dominant—and therefore which progression of stream processes is likely—is one of the principle challenges of stream management.

Gravity and friction are first principles and drivers of channel form at the most fundamental levels. Stream managers grapple with their many manifestations, including sediment source, sizes and abundance, varying hydrologic conditions, vegetative influences, and a broad range of geological influences. Given the large number of independent variables and the complex relationships between the many dependent variables, it is reasonable to seek robust, relatively straightforward models that organize these variables.

LANE'S RELATIONSHIP

In 1954, E.W. Lane (Lane, 1954) expressed the relationships between the driving and resisting forces for channel change in the following simple proportionality. The relationship is shown in **Table 2** and illustrated in **Figure 4**.

Table 2: Lane's relationship

$$Q_S D_{50} \propto S Q_W$$

Where:

Q_s = Rate of sediment flow

D_{50} = Median size of mobile particles

S = Slope of the channel bed

Q_w = Rate of water flow

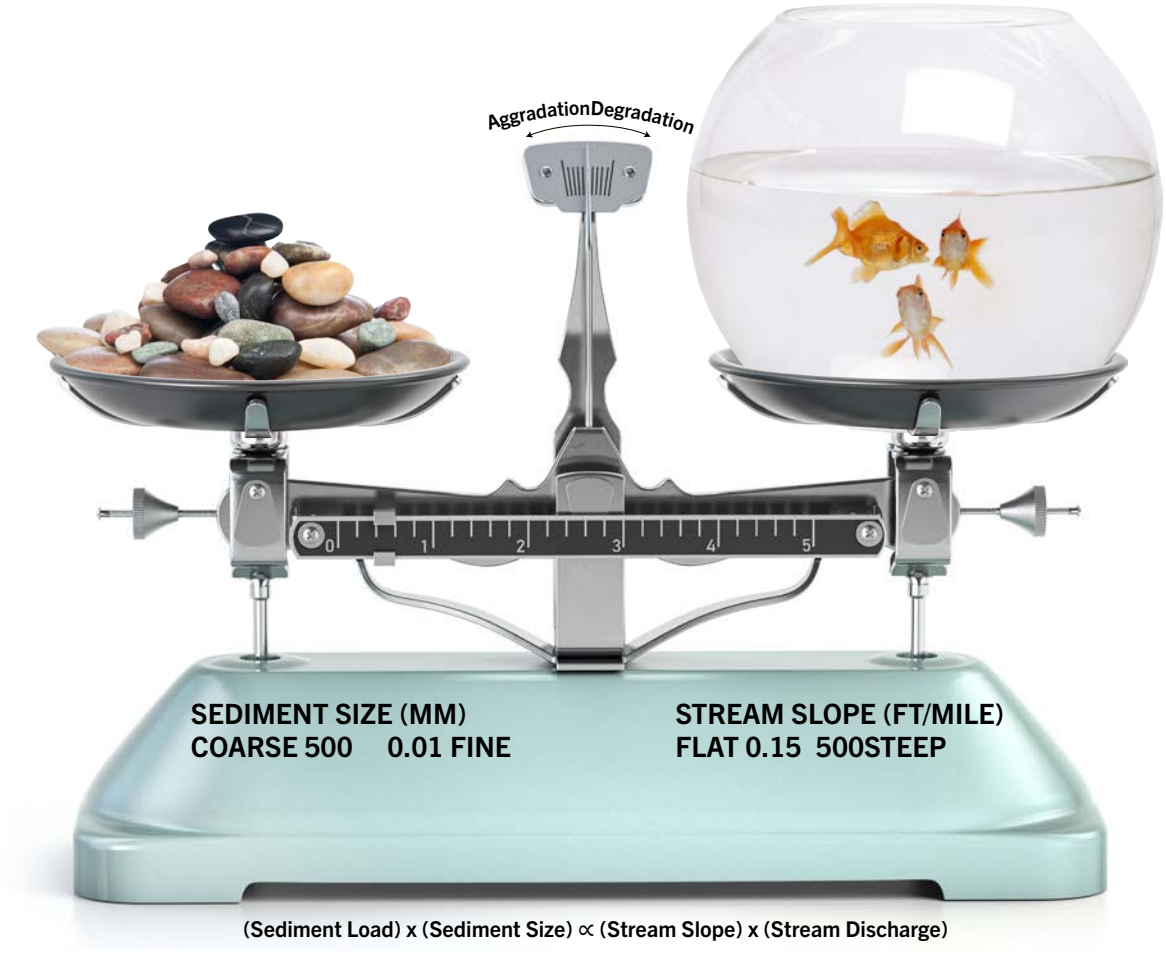
Here, the D_{50} stands as a proxy for boundary strength and S for channel shape. From this relationship, a change in any of these parameters will, once a threshold is exceeded, induce a change in one or more of the others. The familiar increase in Q_W associated with urban

development illustrates this point well. The response to this increase is some combination of the following: A decrease in channel bed slope (incision or meandering), an increase in sediment load (increased erosion), or an increase in the median size of mobile particles:

- Initial change: Q_w↑; response: Q_s↑. Often, the bed slope remains relatively unchanged at first, so to maintain the proportionality, Q_s increases. The increase in sediment load is generated by down cutting of the channel bed (incision), scour of the stream banks, or both. The incision locally steepens the channel slope, compounding the driving force for more erosion. This local steepening of bed slope is called a "knickpoint." Knickpoints migrate upstream, liberating sediment as they progress. When the stream banks exceed their critical height, mass failure ensues. This reconfiguring of the channel geometry continues until the equilibrium described by Lane is re-established.
- Initial change: Q_w↑; response: D_{50}↑. This condition occurs when little sediment is initially available in the bed or banks. So, to maintain Lane's proportionality, the size of the median mobile particles increases. Under this condition, rock armor that previously protected a structure becomes mobile as the D_{50} increases. Subsequently, the service life of the infrastructure declines. Moreover, the natural bed-armoring aggregate, previously mobile only during less frequent floods, becomes mobile during more frequent events, and the underlying, more erosion-prone bed and bank materials are exposed to greater and more frequent erosive force.
- Initial change: Q_w↑; response: S↓. If the channel bed is relatively resistant to incision, the stream may respond to increased flows by decreasing its slope. The stream accomplishes this decrease in slope by meandering or increasing the channel length over the same change in elevation. The downstream progression of point bars (crescent-shaped sediment deposited on the inside bank of stream bends) opposite the downstream progression of eroding and failing cut banks (steeper outside banks of stream bends) are classic signs of meandering.
- Initial change: S↑; response: Q_s↑. Increasing channel slope is often accomplished through channel straightening to achieve greater flood conveyance or to optimize land development. This increase in slope causes an increase in sediment load, in mobile D size, or both. Bed and banks erode to generate the sediment that deposits downstream, where channel slopes are flatter. The effective change in water surface slope may extend upstream well beyond the actual channel straightening, extending the accelerated erosion. The sediment eroded from upstream of the channelization and deposited downstream counteracts the effect of the channelization, and improvements in flood conveyance are often less than anticipated.

Lane's relationship is useful for a broad conceptual understanding of stream behavior. The following models more specifically address stream processes.

Figure 4. Lane's stable channel balance



CHANNEL EVOLUTION

When considering streams from a management perspective, it is especially helpful to note that streams trend toward equilibrium. Schumm (1984) and, most recently, Simon (2006) have described processes by which streams reacquire equilibrium after a disturbance in the watershed. Simon separates changes in channel morphology into six stages:

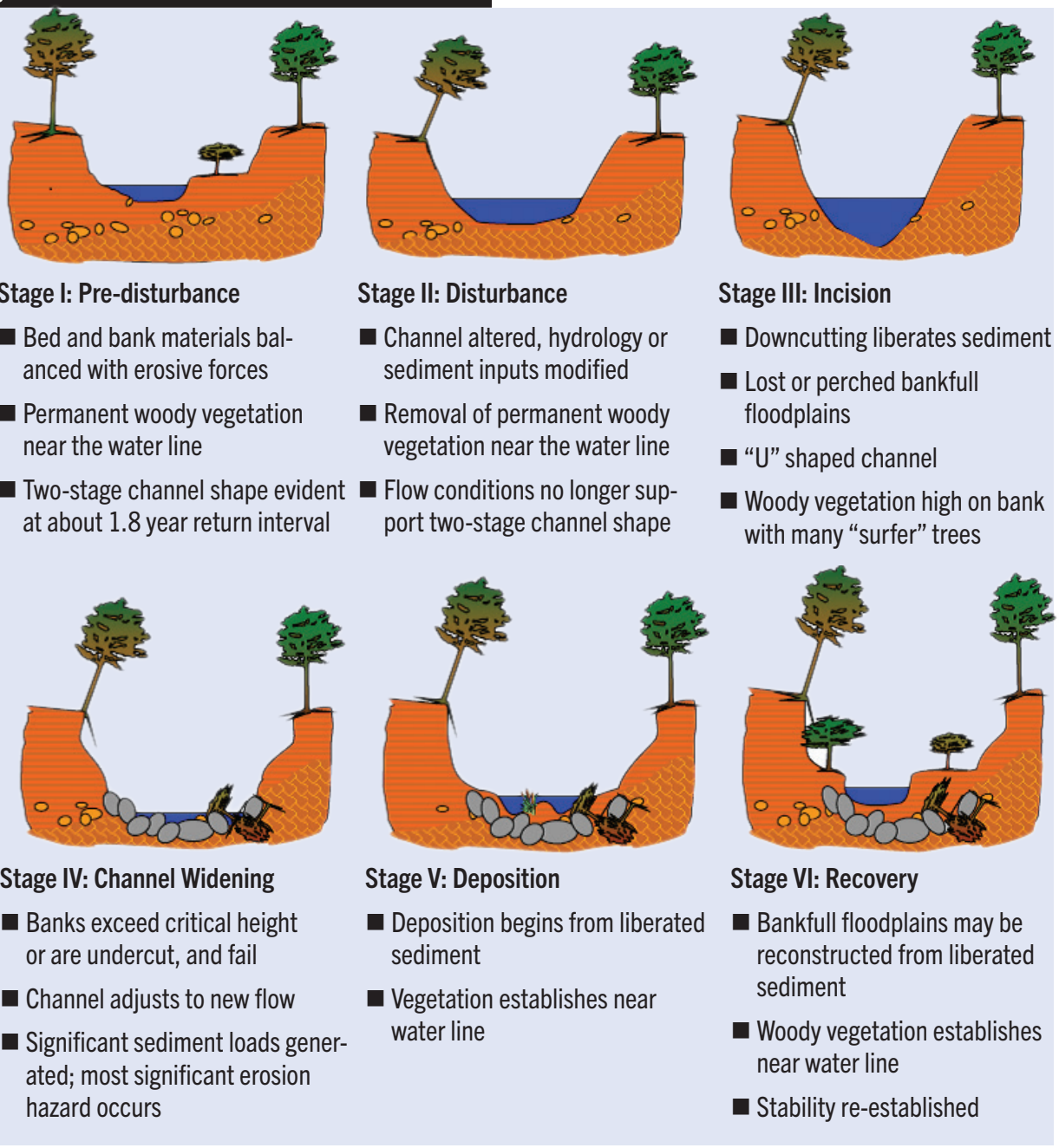
1. Pre-disturbance
2. Disturbance
3. Incision
4. Widening
5. Deposition
6. Recovery and reconstruction

Determining the phase of channel evolution in the various project reaches is an important part of the analysis. Each is illustrated in **Figure 5**.

At Stage I, the channel is stable and transports the water and sediment delivered to it without significant adjustment. Although not a universal feature, internal floodplains are common in stable streams, including those in the central Midwest. Bankfull floodplains occur at the elevation corresponding to the dominant discharge.

The dominant discharge is the flow that, over time, accomplishes the most work on the stream channel. In undisturbed streams, the dominant discharge typically occurs every one to two years. The bankfull floodplain performs a valuable function by lowering the bank shear during higher flows and effectively managing the stream energy.

Figure 5. Channel evolution model



During Stage II, natural or manmade events disturb the channel. In disturbed systems, the dominant discharge often occurs far more frequently and may not support the development of internal floodplains. Common forms of manipulation include increases in the rate, volume, or timing of flow or direct alteration of channel dimensions or alignment. In Stage III, the stream cuts downward, lowering its channel slope to redistribute energy. This incision process migrates upstream along an incision front as a knickpoint, knickzone, or headcut. The typical shape of these channels is V-shaped or narrow U-shaped. In soils such as loess, incision may proceed rapidly; migration rates exceeding 1000 feet per year may occur in the central Midwest. Incision proceeds until the channel has reached a stable slope, the

incision reaches a more resistant layer, or the stream banks begin failing because of mass wasting. Channel widening through mass wasting of the stream banks, Stage IV, follows incision.

Two common mechanisms cause bank failure. Fluvial action erodes soil away from the toe of the slope, resulting in a cantilevered bank which eventually fails through toppling. Alternatively, the incision cuts deeply enough into the bed that the stream banks exceed their critical height and fail. Both mechanisms may operate in a stream.

The next phase of channel evolution is Stage V, in which the channel has sufficiently widened and begun depositing sediment eroded from upstream reaches in the bed. The deposits occur as channel bars and occasionally as internal floodplains.

In Stage VI, the channel regains the equilibrium condition and efficiently transports both water and sediment. If a substantial increase in Q_W precipitated the adjustment, final dimensions of the channel will probably be larger than the pre-disturbance condition.

PLANFORM GEOMETRY

Adjustments in planform are common and have an important influence on the sustainability of a stormwater system as well as on the safety and service life of near-stream infrastructure. Some planform adjustments can liberate significant sediment and present major erosion hazards. The management requirements of planform adjustment differ from those of an incising or widening stream. Consequently, distinguishing between these processes is an important part of the investigation and analysis.

Straight stream channels are rare and require a narrow set of circumstances to maintain dynamic equilibrium in a natural setting. Like all other open systems, streams adjust their form to minimize the expenditure of energy. The formation of pool/riffle patterns and meanders are consistent with this trend towards maintaining an equilibrium condition. Meanders are complex in both formation and behavior. Meander formation graphically demonstrates the principle of cause and effect in stream mechanics. The cause is the force applied by moving water and sediment; the effect, the shape of the stream channel.

To describe the basic process of meander formation, the distinction between the flowline, or "thalweg," and the channel centerline is important. As illustrated in **Figure 6**, the channel centerline (effect) lags the thalweg (cause). The flow in a stream does not progress in straight lines parallel to the stream channel. Instead, the flow is comprised of a primary flow oriented downstream and transverse flows oriented perpendicular to the primary flow. Along the thalweg flow path, these inward and outward transverse flows are balanced. However, along the channel flow path, considerable asymmetry occurs. Because of the variable turbulence and secondary flow patterns, the flow velocity, sediment transport, and boundary shear stress are non-uniform cross the channel. These areas of turbulence produce alternating pulses of sediment, scour, and deposition.

Areas of scour and deposition alternate along the axis of discharge flow, producing a pool along the outer bend and a corresponding point bar on the inner bend. As the pattern of scour and deposition alternates from one side of the channel to the other, the thalweg (the deepest portion of the channel cross section) and maximum flow velocity cross over the center of the channel. These cross over points become the riffles. The alternating pattern of bar building and bank scour causes straight

streams to evolve into meandering ones with a sinuous pattern. Specifically, this is how channelized reaches eventually reacquire a sinuous shape.

Figure 6. Meander formation and migration

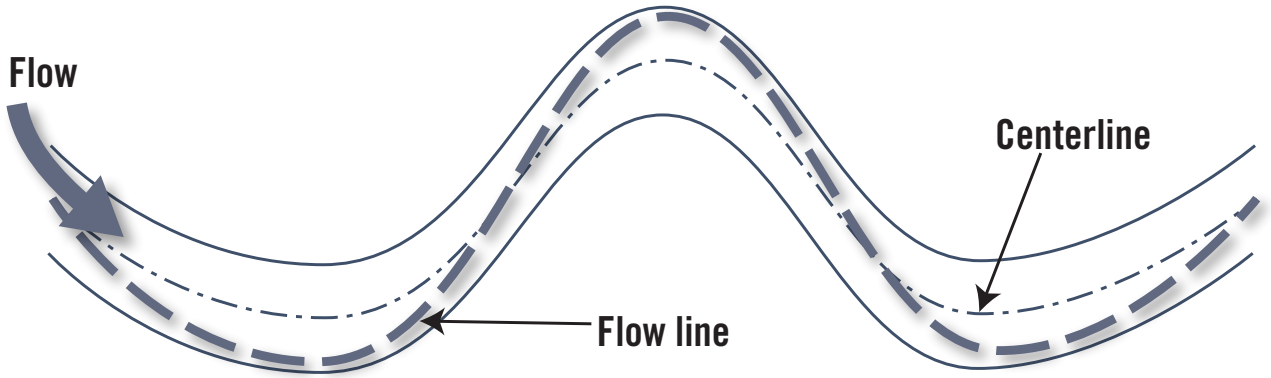
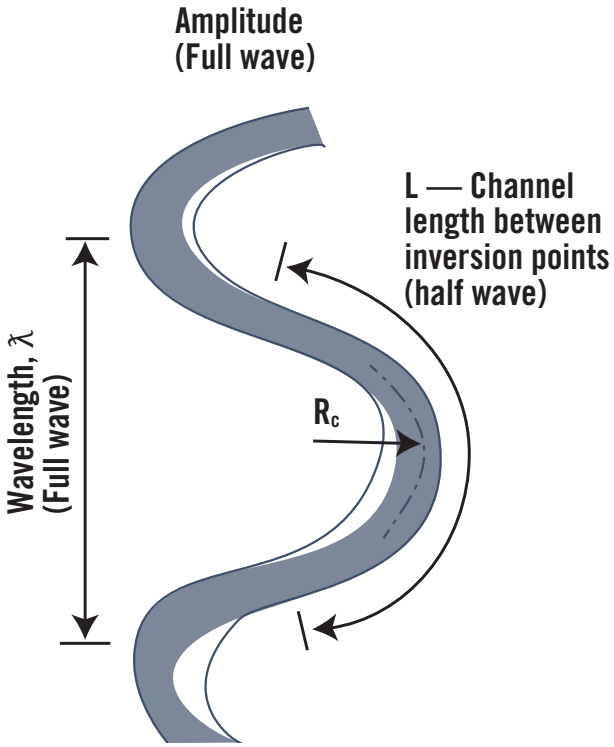


Figure 7 shows the general planform geometry of a stable stream. Studies through the years, summarized in Soar and Thorne (2001), have shown the dimensions of stable natural channels are proportionally related to the stream discharge, and the dimensions of the channel are inter-related.

Figure 7. Stable channel plan form geometry



Below are the mathematical relationships in **Figure 7**:

$$w = 2.03\,Q_b^{0.5}$$

Q_b bankfull discharge
(shown to be the stream forming flow)

$$\lambda = c_L w$$

c_L = 11.26 to 12.47

$$R_c = c_{rc} w$$

c_{rc}= 2.25 to 2.49

The "bankfull discharge" is the flow just before the channel is about to spill onto its floodplain—typically somewhere between the 1 year and 2-year flood frequency for Kansas. For this project, the bankfull discharge was estimated using data available from the U.S. Geological Survey StreamStats system. The 2-year flood frequency for Cooper Creek, according to StreamStats, is 297 cubic feet per second.

STABILITY ASSESSMENT

Being able to accurately predict the stability of a stream and to translate that prediction to shared, communicable standards is a critical first step in designing effective erosion control solutions.

Stream stability is based on a wide variety of fundamentals, which include the geomorphology, unstable or resisting forces, channel evolution, planform geometry, aerial photos analysis, and stability evaluation. These fundamentals will guide the stream's natural meander and flow within the channel, as well as the direction of flow the channel is trending towards.

Several analytical methods have been proposed and refined over the last four decades, all of which, at least in part, base their assessment of the stream's stability on observations of a variety of parameters describing the characteristics of the stream's channel and its surrounding flood bench—the area that is only intermittently flooded. However, several constraints make that accurate prediction difficult. On the one hand, lengthy, in-depth geomorphic studies, although capable of producing precise quantitative standards, are typically costly in terms of both time and money. On the other hand, any of the several purely qualitative assessments available are relatively inexpensive and quick to conduct, but they yield only generalized and sometimes questionable results.

An effective compromise solution between those two extremes is a proven combination and modification of the qualitative assessments which assess the important parameters, weight each factor according to their relative contribution to stability, and then sum the total score in order to rank the stream's stability. This field assessment uses a refined version of the protocol developed by Johnson, Gleason, and Hey (1999) for the Federal Highway Administration. This modified protocol includes the channel condition scoring matrix (CCSM) shown in Table 5605-2 in the Kansas City Metropolitan Chapter of the American Public Works Association Section 5600 Design Guidance Document for Storm Drainage Systems and Facilities (APWA, 2006). The CCSM provides a quantitative evaluation system for stream reaches to provide an unbiased assessment and comparison of stream conditions. It is based on the scoring or assessment of 15 channel stability indicators. A score of "good" receives 1 point, "fair" receives 2 points, and "poor" receives 3 points. The stability indicators from the CCSM are listed in **Table 3**.

DATA COLLECTION

The field data for the stream assessment was collected by WRS staff using hand field notes and pictures. The data was mapped using the NAD 1983 (US feet) State Plane Kansas North FIPS 1501 coordinate system. The stream was split into four reaches to perform stream stability on each reach. Some of the channel scoring criteria for the stream assessment were determined from measurements using existing aerial photography and other GIS information available to WRS.

Table 3: Stability Indicators

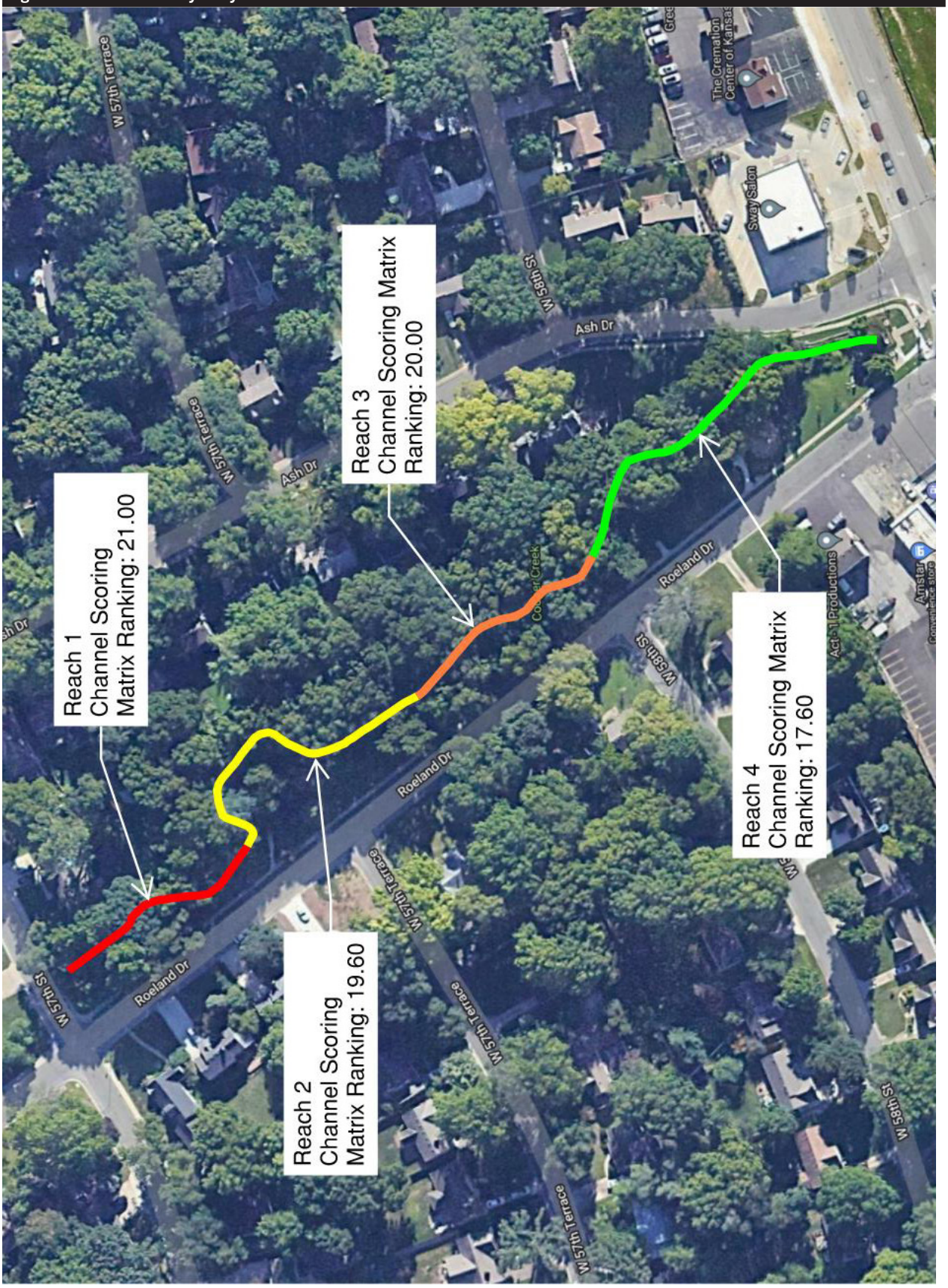
	Indicator	Description
1	Bank soil texture and coherence	The texture of the soil and how well it remains cohesive
2	Average bank slope angle	The steepness of one or both banks; the shallower the banks, the better the hydraulic energy dissipates without causing erosion
3	Average bank height	The height of one or both banks; the lower the height, the less potential to erode
4	Vegetative bank protection	The width, age, type, diversity, and density of trees, shrubs, and plants whose root systems help hold bank soil in place. The lower the number, the more stable
5	Bank cutting	The number and height of "raw" banks, or those with exposed, bare dirt
6	Mass wasting	The amount of scalloping, undercutting and slumping of chunks of soil along the banks
7	Bar development	The size and indication of freshness of shoals built by deposited materials
8	Debris jam potential	The existence of or potential for logjams and other floating debris to accumulate
9	Obstructions, flow defectors (walls, bluffs) and sediment traps	Frequency and stability of natural or man-made obstructions to streamflow that cause sediment to accumulate or the stream channel to erode
10	Channel bed material consolidation and armoring	Size, degree of packing, overlapping, and interlocking of rock or other material resistant to erosion in the bottom of the stream; may contribute to increased erosion along the banks
11	Sinuosity	The height and depth of the curves formed by a stream's natural flow pattern when viewed from above; the bigger the curves, the more stable the stream
12	Ratio of radius of curvature to channel width	The sharpness of stream bends in comparison to the stream's width
13	Ratio of pool/riffle spacing to channel width at elevation of 2-year flow	The relative frequency of the natural combination of rapids and calm pools indicating stability of sediment erosion and deposition
14	Percentage of channel constriction	The percentage of the normal channel width choked off to water flow
15	Sediment movement	The amount and size of sediment suspended in the flowing water

STABILITY EVALUATION

Each of the stability indicator scores described in the previous section was multiplied by a weighting factor to produce a weighted a numeric rating for each indicator. The weighting factor is a decimal value ranging from 0.2 to 0.8, which establishes the relative importance of the indicators to stream stability. The weighting factors for the matrix add to a total of 9.8.

The stability indictor ratings are then added together to produce a total ranking. The upper limit of total ranking for a stream reach to be ranked "good" would be 9.8 (1 x 9.8). The upper limit for a stream reach to be ranked "fair" is 19.6 (2 x 9.8). Similarly, the upper limit of the total ranking for a stream reach to be ranked "poor" is 29.4 (3 x 9.8). **Figure 8** illustrates the location for each of the rated stream reaches.

Figure 8. Stream stability analysis reach locations



STREAM ASSESSMENT DETAILS

Reach 1

Reach 1 is at the upstream end of the study area, beginning at the culvert emerging from beneath West 57th Street and extending about 198 feet downstream. The stream stationing is from 0+00 to 2+00.

The channel in this reach is relatively straight, with moderately high banks with steep angles and little native vegetative bank protection. Although the degree of mass wasting remains relatively low, the amount of bank cutting that may eventually escalate to wasting is high, as evidenced by potential risk to a residential fence at the back of one of the neighboring properties and the fence and sidewalk along Roeland Drive on the opposite bank and just downstream (Figure 9 and Figure 10, respectively).

The overall rating of Reach 1 is 21.0, indicating the stream stability is poor. As shown in Table 4, the areas that were poorly rated were the average bank slope angle, the vegetative bank protection, the bank cutting, the bar development, and the lack of sinuosity and channel bends. Bank failure detail is illustrated in Figure 11.

Table 4: Channel Stability Scoring for Reach 1

No.	Stability Indicator	Reach Score	Weight	Rating
1	Bank soil texture and coherence	1	0.6	0.6
2	Average bank slope angle	3	0.6	1.8
3	Average bank height	2	0.8	1.6
4	Vegetative bank protection	3	0.8	2.4
5	Bank cutting	3	0.4	1.2
6	Mass wasting	1	0.8	0.8
7	Bar development	3	0.6	1.8
8	Debris jam potential	1	0.2	0.2
9	Obstructions, flow defectors (walls, bluffs) and sediment traps	1	0.2	0.2
10	Channel bed material consolidation and armoring	1	0.8	0.8
11	Sinuosity	3	0.8	2.4
12	Ratio of radius of curvature to channel width	3	0.8	2.4
13	Ratio of pool/riffle spacing to channel width at elevation of 2-year flow	2	0.8	1.6
14	Percentage of channel constriction	1	0.8	0.8
15	Sediment movement	3	0.8	2.4
		Total Rating Ranking		**21.0 Poor**

Figure 9. Bank cutting in Reach 1, behind 5201 West 57th Street

Figure 10. Bank cutting, Reach 1, west bank

Figure 11. Detail of bank cutting, Reach 1

Reach 2

Reach 2 extends downstream from the end of Reach 1 for 198 feet.

Reach 2 shows steep banks with significant evidence of undercutting on alternating sides of both banks (Figure 12 and Figure 15). Little evidence exists that the channel is able to perform the naturally stabilizing activity of forming deposited sediment to create sand bars, instead tending to move sediment downstream, hence its poor sediment rating of 3. Its overall channel stability score of 19.60 puts it in the fair category, although just at the cutoff between fair and poor.

Erosion-related damage to infrastructure exists in the form of erosion beneath the outlet skirt of a reinforced concrete pipe stormwater outfall emptying into the creek from inlets just northeast of the intersection of Roeland Drive and West 57th Terrace. The erosion has undermined the skirt and has perched the outlet, leading to risk for potential failure (Figure 13 and Figure 14).

Table 5: Channel Stability Scoring for Reach 2

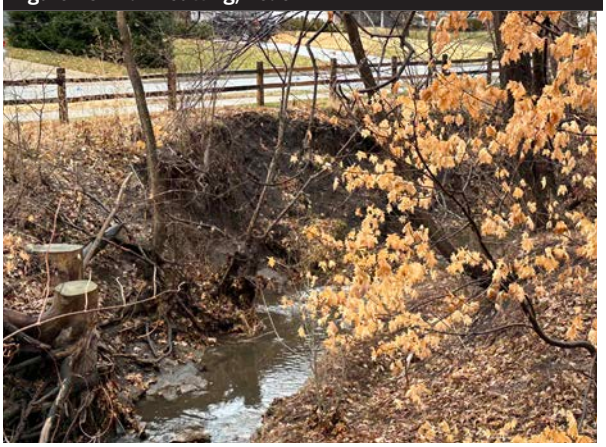
No.	Stability Indicator	Reach Score	Weight	Rating
1	Bank soil texture and coherence	1	0.6	0.6
2	Average bank slope angle	3	0.6	1.8
3	Average bank height	2	0.8	1.6
4	Vegetative bank protection	2	0.8	1.6
5	Bank cutting	3	0.4	1.2
6	Mass wasting	1	0.8	0.8
7	Bar development	3	0.6	1.8
8	Debris jam potential	1	0.2	0.2
9	Obstructions, flow defectors (walls, bluffs) and sediment traps	2	0.2	0.4
10	Channel bed material consolidation and armoring	1	0.8	0.8
11	Sinuosity	1	0.8	0.8
12	Ratio of radius of curvature to channel width	3	0.8	2.4
13	Ratio of pool/riffle spacing to channel width at elevation of 2-year flow	2	0.8	1.6
14	Percentage of channel constriction	2	0.8	1.6
15	Sediment movement	3	0.8	2.4
		Total Rating		**19.6**
		Ranking		**Fair**

Figure 12. Bank cutting, Reach 2

Figure 13. Stormwater outfall damage, Reach 2

Figure 14. Storm outfall damage detail, Reach 2

Figure 15. Bank cutting, Reach 2



Reach 3

Reach 3 extends for 211 feet downstream of the termination of Reach 2. Reach 3 shows relatively short but nearly vertical banks with little sinuosity, pools and riffles, or bar development (Figure 16). Its overall channel stability score of 20.00 gives it a poor rating. Erosion-related damage to infrastructure exists in the form of erosion beneath the outlet skirt of a reinforced concrete pipe stormwater outfall emptying into the creek from inlets just northeast of the intersection of Roeland Drive and West 58th Street. The erosion has undermined the skirt and has led to separation between the outlet structure and the pipe, leading to risk for additional damage and potential failure (Figure 17 and Figure 18).

Table 6: Channel Stability Scoring for Reach 3

No.	Stability Indicator	Reach Score	Weight	Rating
1	Bank soil texture and coherence	1	0.6	0.6
2	Average bank slope angle	3	0.6	1.8
3	Average bank height	1	0.8	0.8
4	Vegetative bank protection	2	0.8	1.6
5	Bank cutting	2	0.4	0.8
6	Mass wasting	2	0.8	1.6
7	Bar development	3	0.6	1.8
8	Debris jam potential	1	0.2	0.2
9	Obstructions, flow defectors (walls, bluffs) and sediment traps	2	0.2	0.4
10	Channel bed material consolidation and armoring	2	0.8	1.6
11	Sinuosity	2	0.8	1.6
12	Ratio of radius of curvature to channel width	3	0.8	2.4
13	Ratio of pool/riffle spacing to channel width at elevation of 2-year flow	2	0.8	1.6
14	Percentage of channel constriction	1	0.8	0.8
15	Sediment movement	3	0.8	2.4
	Total Rating			**20.0**
	Ranking			**Poor**

Figure 16. Bank cutting, Reach 3

Figure 17. Stormwater structure erosion, Reach 3

Figure 18. Stormwater structure erosion, Reach 3

Reach 4

Reach 4 extends for 325 feet from the termination of Reach 3 to the culvert inlet passing beneath Johnson Drive and Roe Avenue toward the creek's confluence with Rock Creek about 0.25 miles to the east (Figure 20). Reach 4 contains moderately short but steep banks with bank cutting currently threatening a fence behind the residence at 5716 Ash Drive (Figure 19). Its overall channel stability score of 17.080 gives it a fair rating.

Table 7: Channel Stability Scoring for Reach 4

No.	Stability Indicator	Reach Score	Weight	Rating
1	Bank soil texture and coherence	1	0.6	0.6
2	Average bank slope angle	3	0.6	1.8
3	Average bank height	2	0.8	1.6
4	Vegetative bank protection	1	0.8	0.8
5	Bank cutting	3	0.4	1.2
6	Mass wasting	1	0.8	0.8
7	Bar development	3	0.6	1.8
8	Debris jam potential	1	0.2	0.2
9	Obstructions, flow defectors (walls, bluffs) and sediment traps	1	0.2	0.2
10	Channel bed material consolidation and armoring	2	0.8	1.6
11	Sinuosity	2	0.8	1.6
12	Ratio of radius of curvature to channel width	3	0.8	2.4
13	Ratio of pool/riffle spacing to channel width at elevation of 2-year flow	2	0.8	1.6
14	Percentage of channel constriction	1	0.8	0.8
15	Sediment movement	1	0.8	0.8
		Total Rating		**17.8**
		Ranking		**Fair**

Figure 19. Reach 4 bank cutting behind 5716 Ash Drive

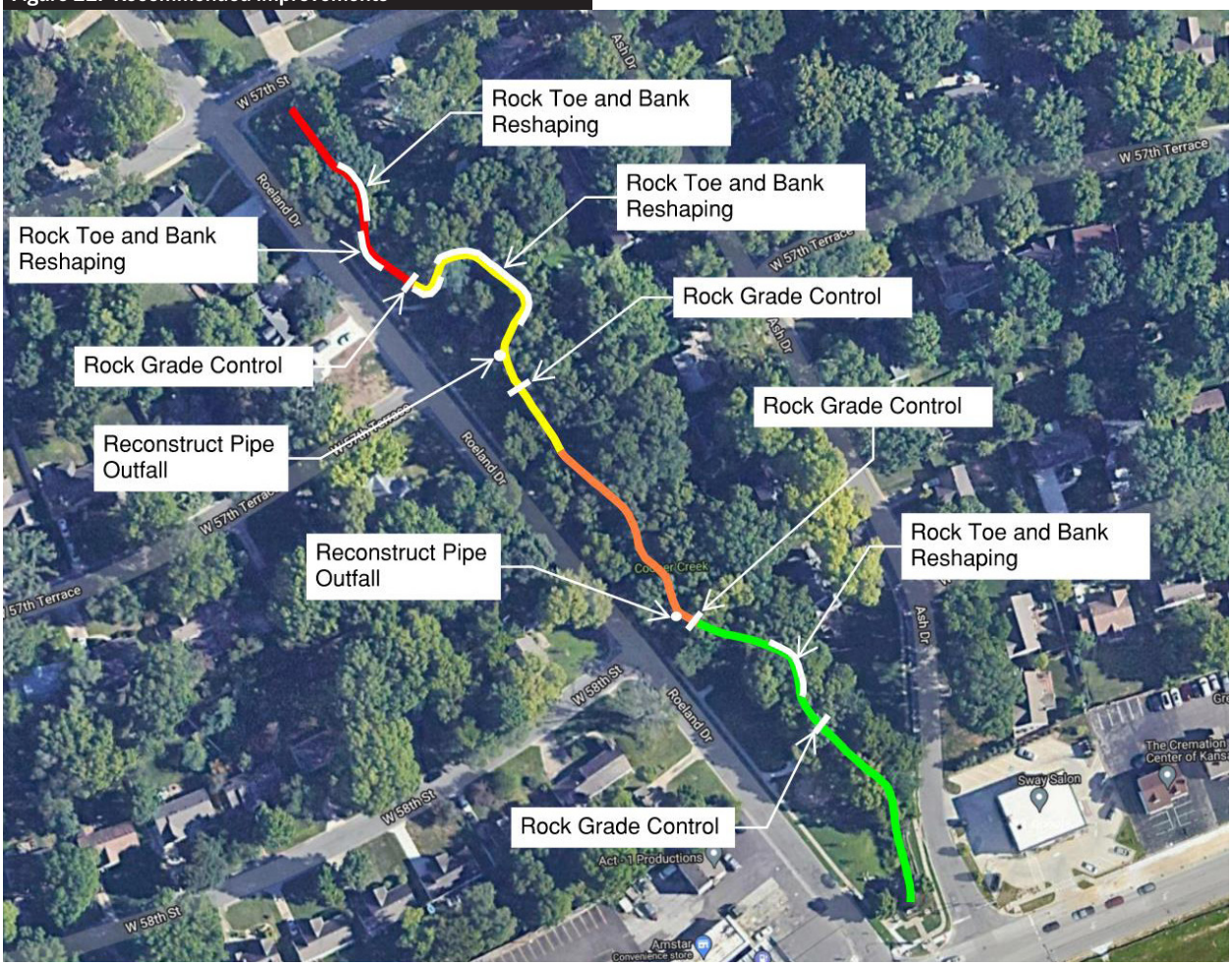
Figure 20. Reach 4 termination at Johnson Drive culvert

Figure 21. Grade control, Reach 4

RECOMMENDATIONS

This section will discuss the potential improvements for the four reaches of Cooper Creek as a whole. A combination alternative recommendation is illustrated in Figure 22 and discussed below.

Figure 22. Recommended improvements



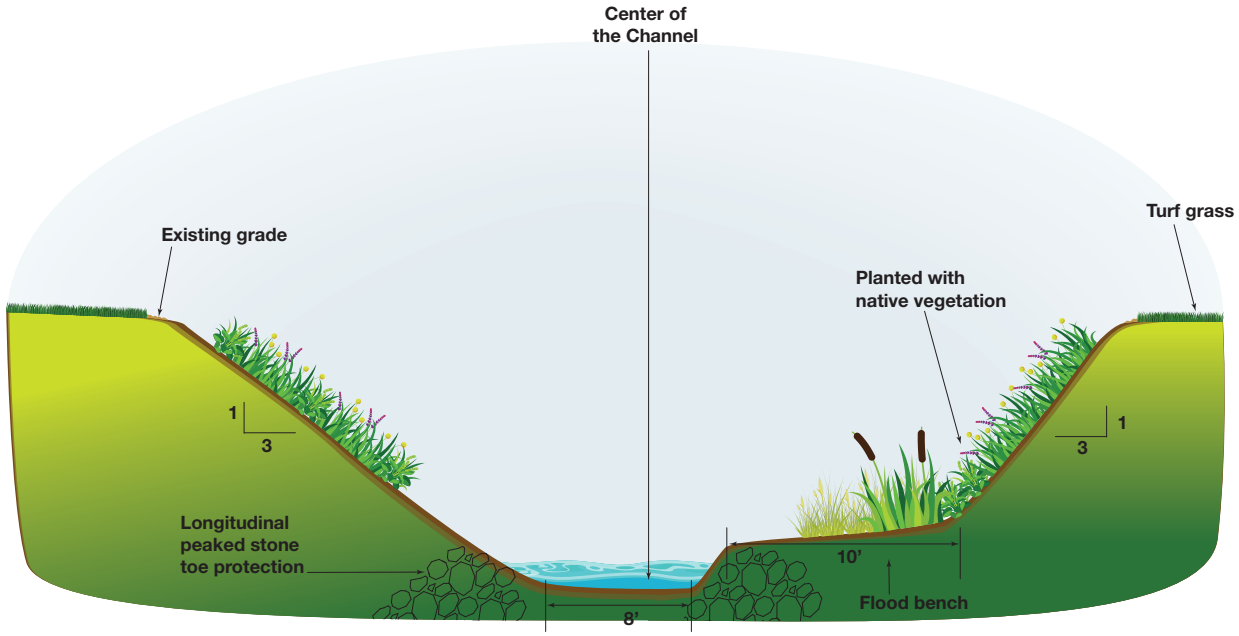
ROCK TOE AND BANK RESHAPING

The recommendation for this reach includes constructing longitudinal peaked stone toe protection (LPSTP) on the east and west banks to reinforce the toe of the bank. LPSTP uses a row of stone placed at the bottom of the bank slope, running parallel with the stream. It armors the vulnerable toe of the bank against further erosion and supports the bank above it, while helping stabilize the slope by allowing sediment to deposit behind the stone and rebuild the upper bank over time. The upper bank above the stone toe protection will be graded to a 3-to-1 gradual slope. **Figure 23** and **Figure 24** illustrate the successful application of LPSTP on, respectively, a failing bank and the repaired bank located on Fivemile Creek near South 2nd and Pennsylvania Streets in Leavenworth, Kansas.

Figure 23. Failing bank before application of LPSTP

Figure 24. Repaired bank after application of LPSTP

Figure 25. Typical toe protection with bank reshaping



LPSTP increases the resistance to the flows within the channel during normal rain events. The slope will be backfilled to a 3:1 slope and continue until it reaches back to grade. The slopes will be revegetated with native vegetation, to stabilize the slope and provide additional erosion protection. Figure 25 illustrates a typical installation of the recommendations. Bank reshaping to include a flood bench and 3-to-1 bank grading reduces the channel velocities and moves the threatening velocities away from the banks. This widening and the introduction of longitudinal peaked stone toe protection along the channel banks allow for stable flow and a channel that will not continue to erode and meander.

ENGINEERED ROCK GRADE CONTROL

A riprap grade control will be constructed at the transition between Reach 1 and Reach 2, at the downstream end of the bends in Reach 2, at the transition between Reach 2 and Reach 3, and at the transition between Reach 3 and Reach 4.

Particularly in streams that do not have a bed rock channel, constructed grade controls can mimic the function of the bedrock and help prevent headcutting (Figure 26). Often built in series and in conjunction with toe protection to protect bank stability, downstream grade controls arrest potential future incision/knickpoints from forming and migrating upstream by creating a control point/barrier in the channel. The elevation drop across the grade controls makes up the total change in elevation along the channel and localizes the higher velocities to the grade controls. The resulting reduced channel slope and water velocity in the project area helps rebuild eroded banks. One of the goals in stream rehabilitation is that the repaired channel be self-sustaining. That means it must simulate the hydraulics of the natural channel at sediment-transporting flows, especially the flows that create and rearrange major bed structures. To achieve these objectives, the restored channel must be free to adjust to changes in incoming flow and sediment loads, and the grade control so-

lutions must be large and embedded deeply enough to accommodate both vertical and lateral adjustments. Uncertainty about channel change, as well as the unpredictably of future disturbances, can make this kind of prediction uncertain without experienced technical guidance.

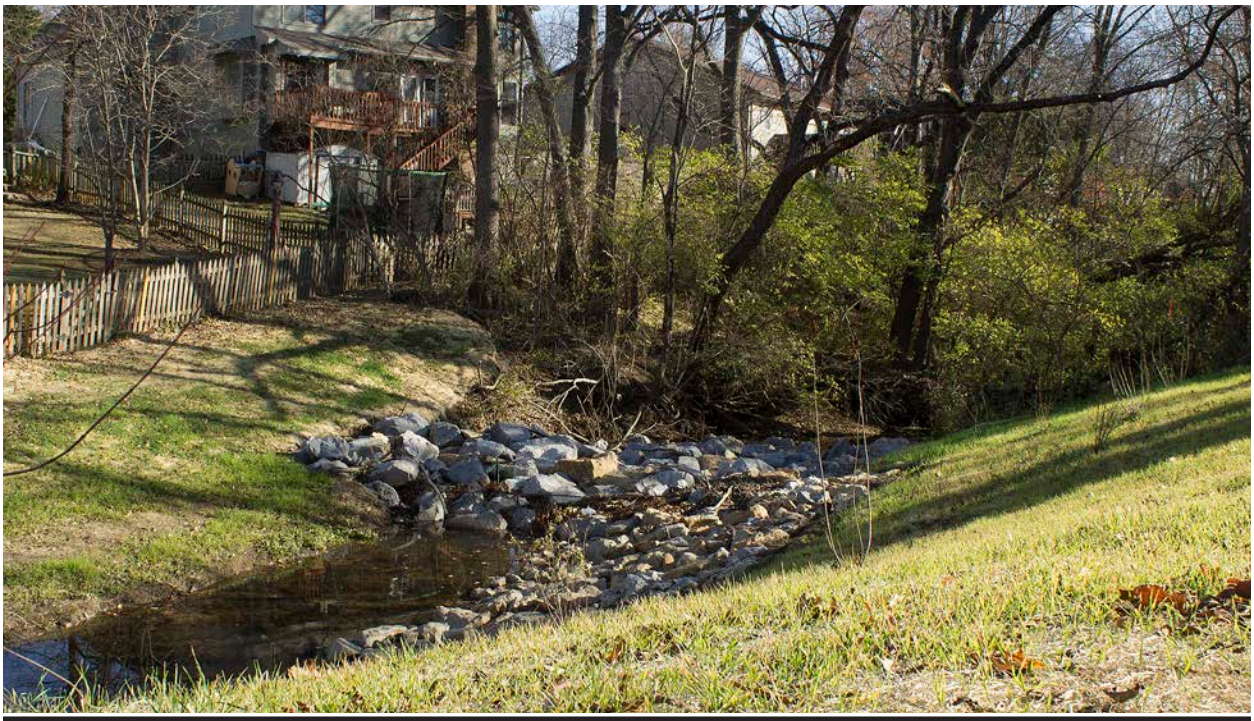


Figure 26. Engineered Rock Grade Control, Leavenworth, Kansas

PLANTING AND REVEGETATION

Engineered protection of the stream toe and rock grade controls would be supplemented by planting and vegetation to further protect the reach. Planting and revegetation will include seeding the new 3-to-1 slopes created and any other areas disturbed by construction, laying erosion control blanket on the seeded banks to help protect the raw soil while the seeding establishes, and incorporating live staking, plugs, or supplemental shrubs to populate the forest understory.

PROBABLE COST OPINION

Table 8 details the preliminary engineer's opinion of probable cost of the recommended improvements for all four reaches of Cooper Creek in the project area.

Table 8. Preliminary engineer's opinion of probable construction cost, Cooper Creek

Item No.	Item Description	Unit	Quantity	Unit Cost	Total Cost
1	Mobilization	LS	1	$5,222.00	$5,222.00
2	Clearing, Grubbing & Demolition	LS	1	$10,444.00	$10,444.00
3	Erosion & Sediment Control	LS	1	$1,044.00	$1,044.00
4	Rock Toe	LF	360	$67.00	$24,120.00
5	Bank Shaping	SY	900	$9.00	$8,100.00
6	Grade Control	EA	4	$4,000.00	$16,000.00
7	Reconstruct Pipe Outfall	EA	2	$2,000.00	$4,000.00
8	Planting/vegetation	LS	1	$10,050.00	$10,050.00
				Subtotal	**$78,980.00**
				Contingency	**$19,745.00**
				TOTAL	**$98,725.00**

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WRS

5000 WEST 95TH ST., SUITE 290
PRAIRIE VILLAGE, KS 66207
(913) 302-1030
INFO@WRS-RC.COM
WWW.WRS-RC.COM

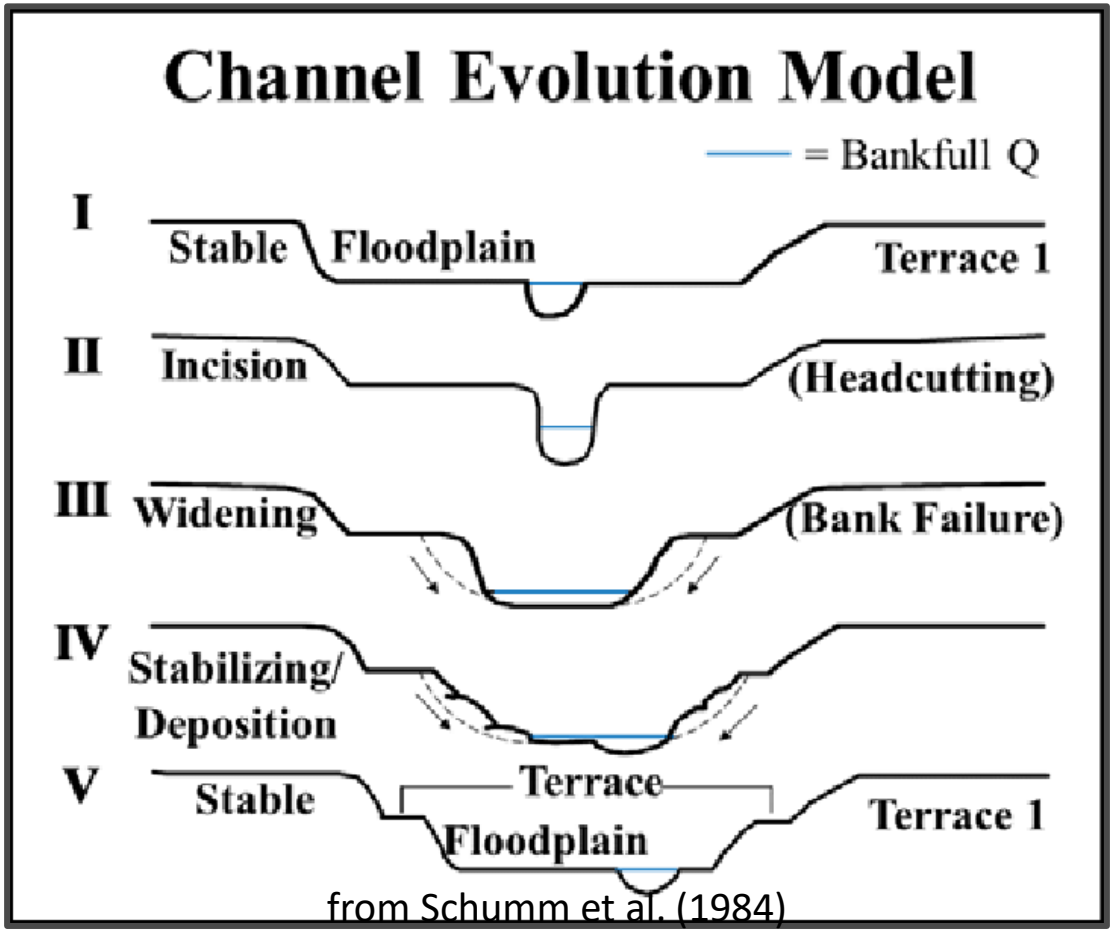
Cooper Creek Streambank Stabilization

History and Status

May 4, 2026 | Dan Miller

Cooper Creek today

Channel Evolution Model



from Schumm et al. (1984)

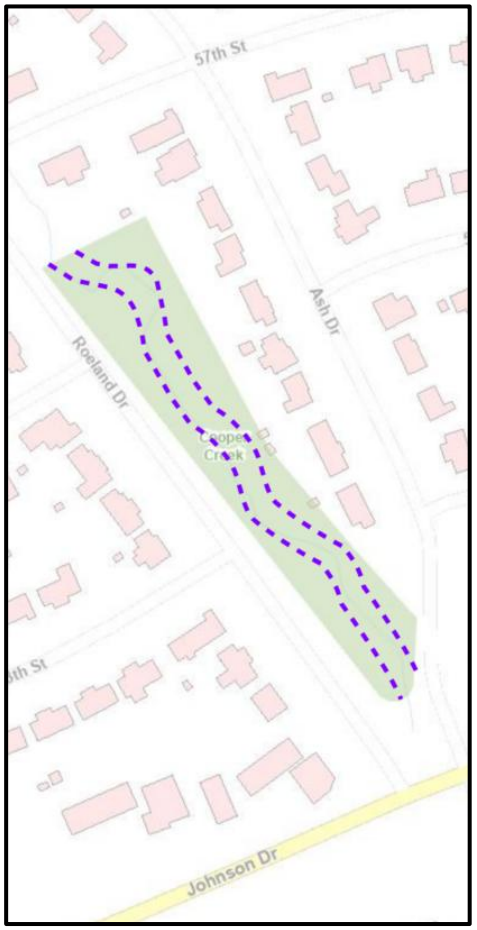
History

- Agreement for SMAC Project No. RC-12-018
  - August 2010, City of Roeland Park, Kansas, and The Larkin Group, Inc.
  - Design of storm drainage improvements
- Design included:
  - Storm system capacity improvements
    - Nall Ave & 55th St
    - Ash St & 56th St
    - Roeland Dr, north of 57th St
    - New RCB under 57th St
  - Channel improvements
    - Stacked stone walls and riprap-lined channel bottom 100+ feet downstream of 57th St
    - Grading and realignment downstream to Johnson Dr, including gabion toe protection, coir logs, and riprap grade controls

History

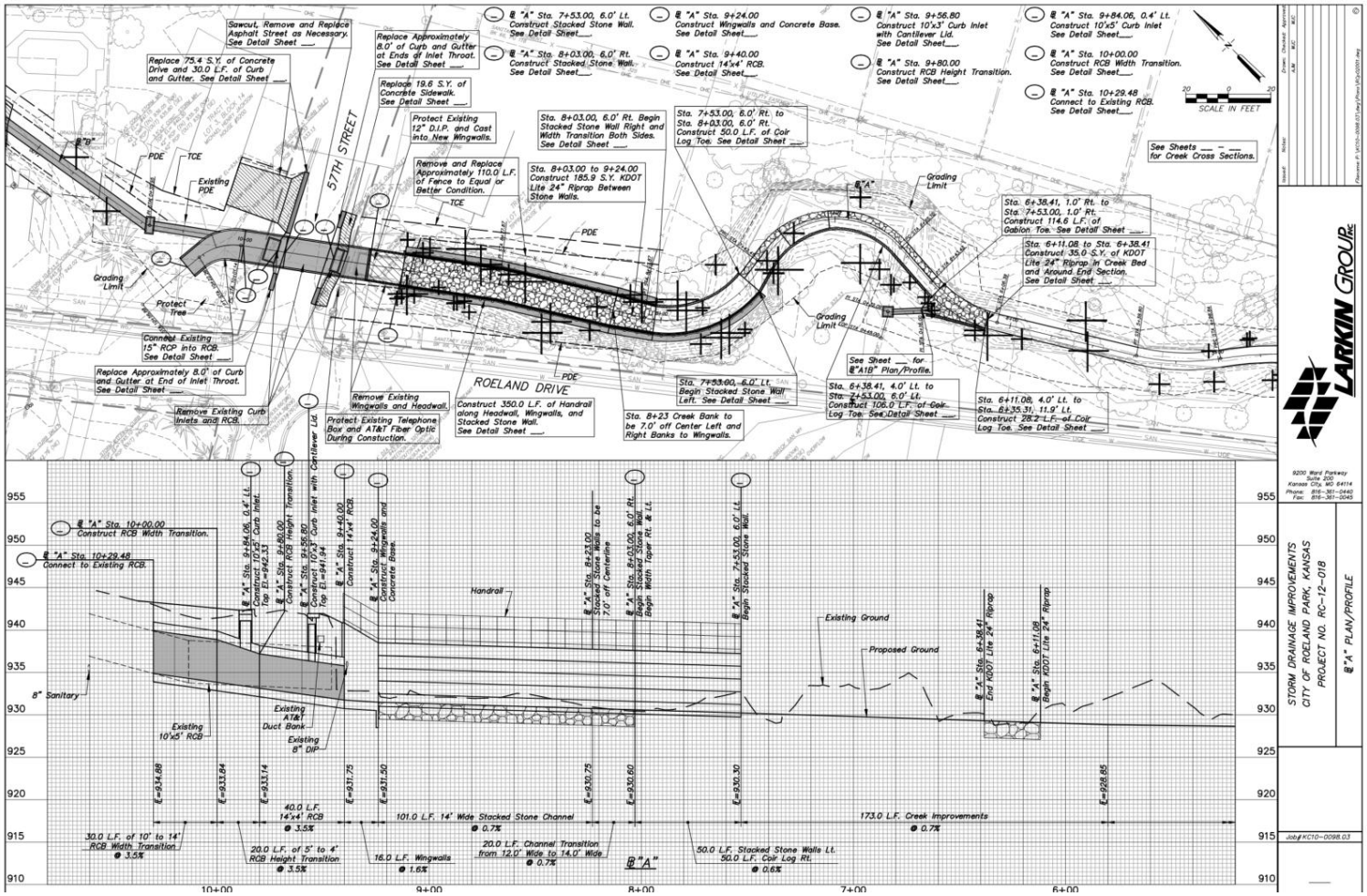
- Project would have assessed properties within contributing watershed
- Opposition to project in benefit district area
- Project was not constructed

Impacts to Cooper Creek Park

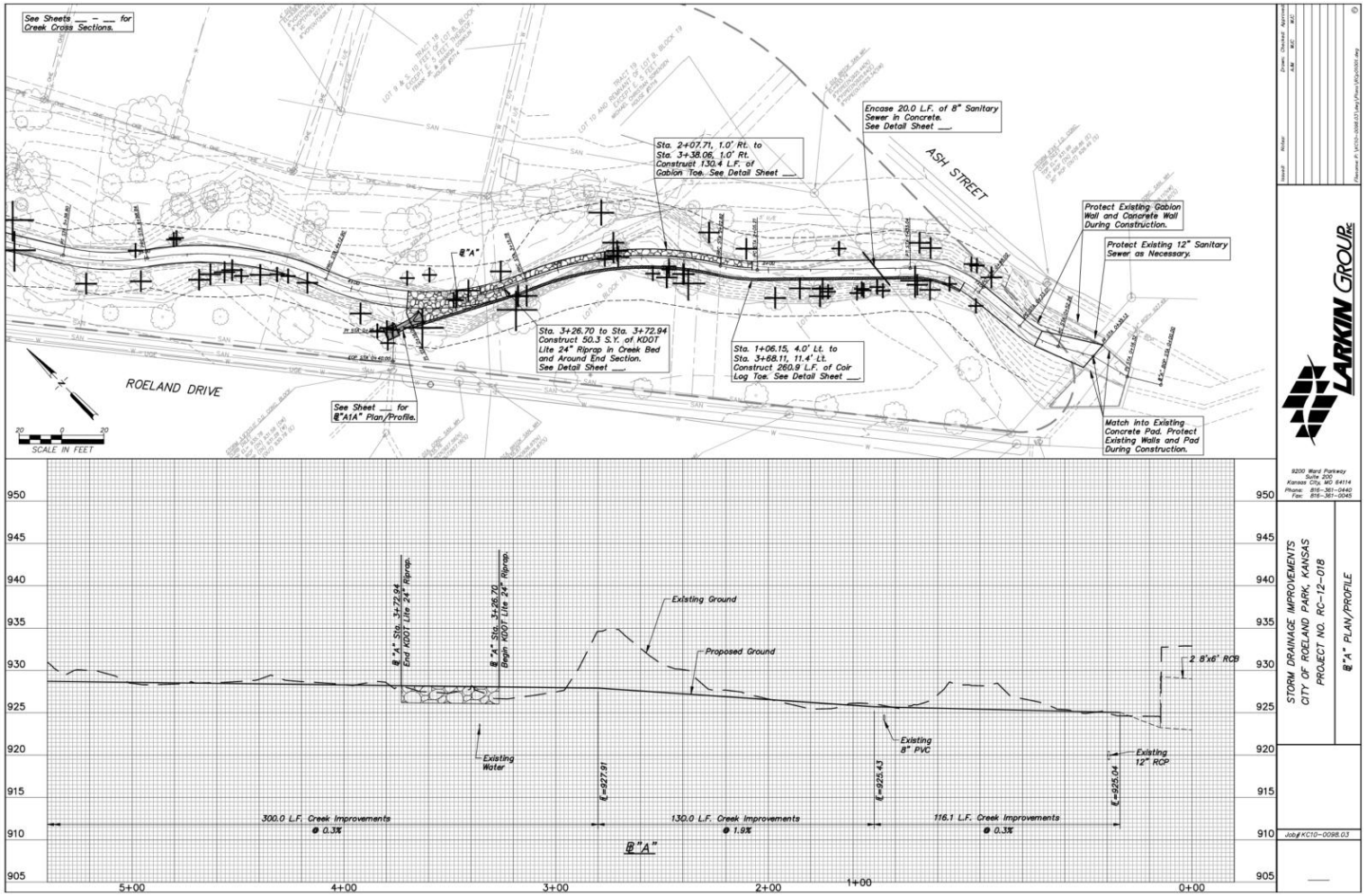


- Previous plan included extensive grading
  - Remove over 100 trees
  - At top of bank slope, channel 30 to 40 feet wide (except for walled section)
  - Many side slopes designed at 2:1 (H:V)
  - Estimated cost for previously planned channel improvements (in 2023 dollars): **$800,000**.

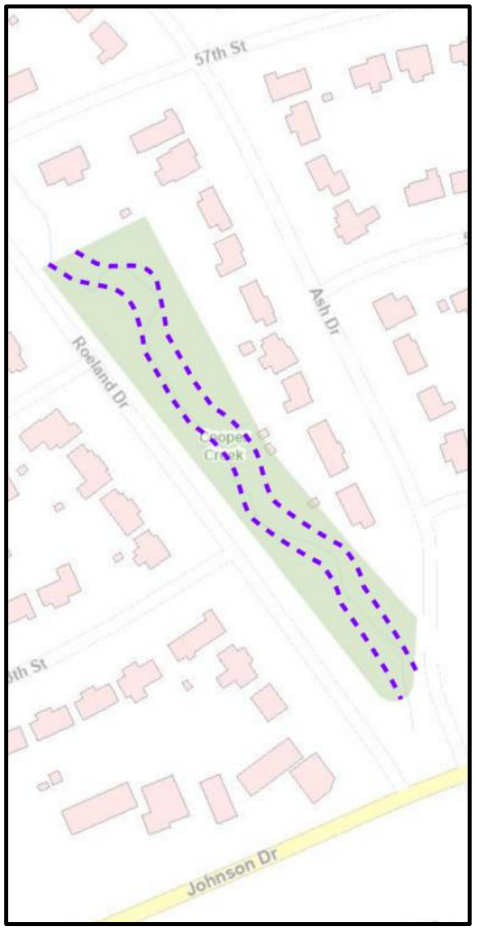
RC-12-018 Upstream end



RC-12-018 Downstream end



Impacts to Cooper Creek Park



- Previous plan included extensive grading
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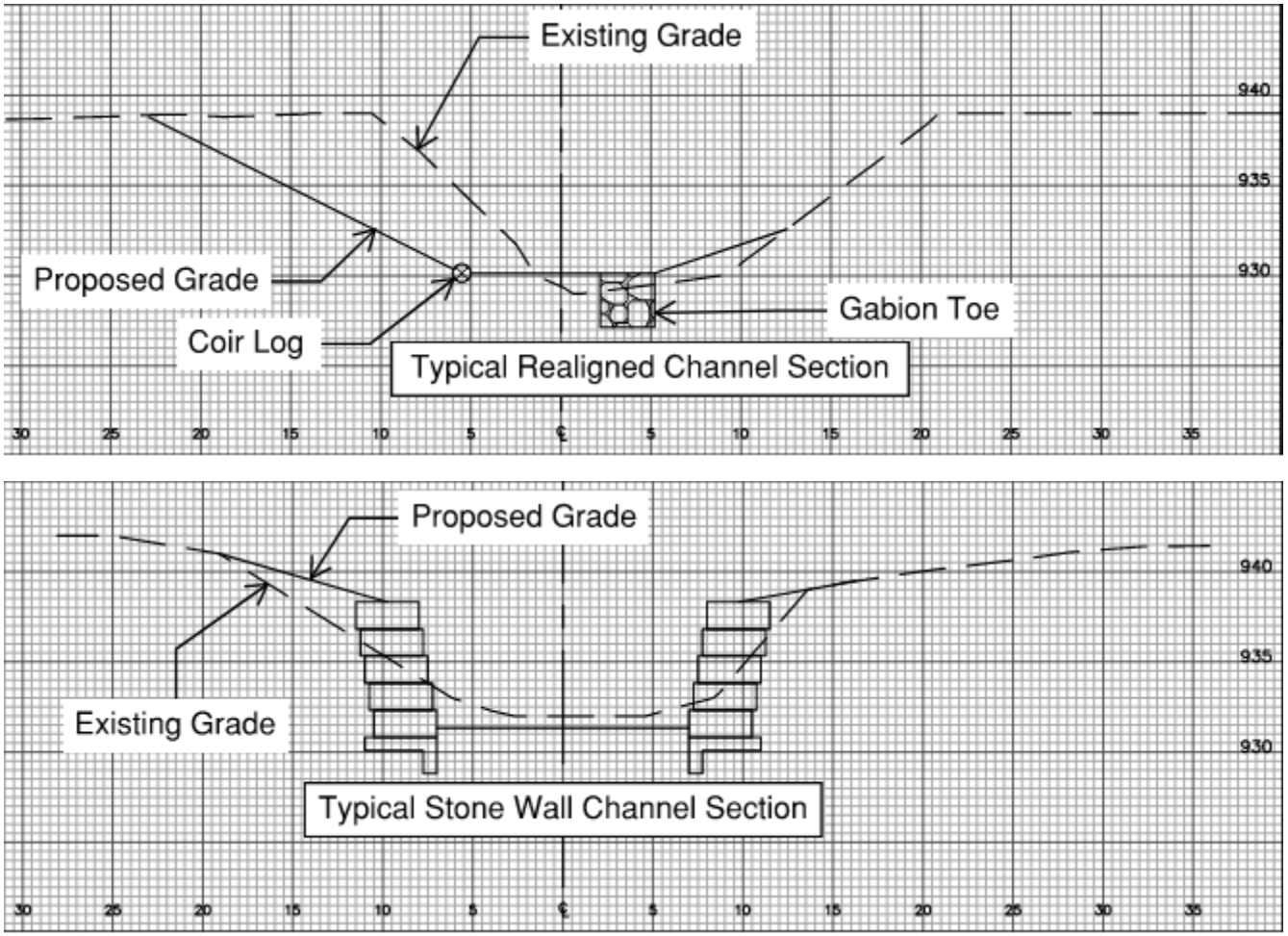
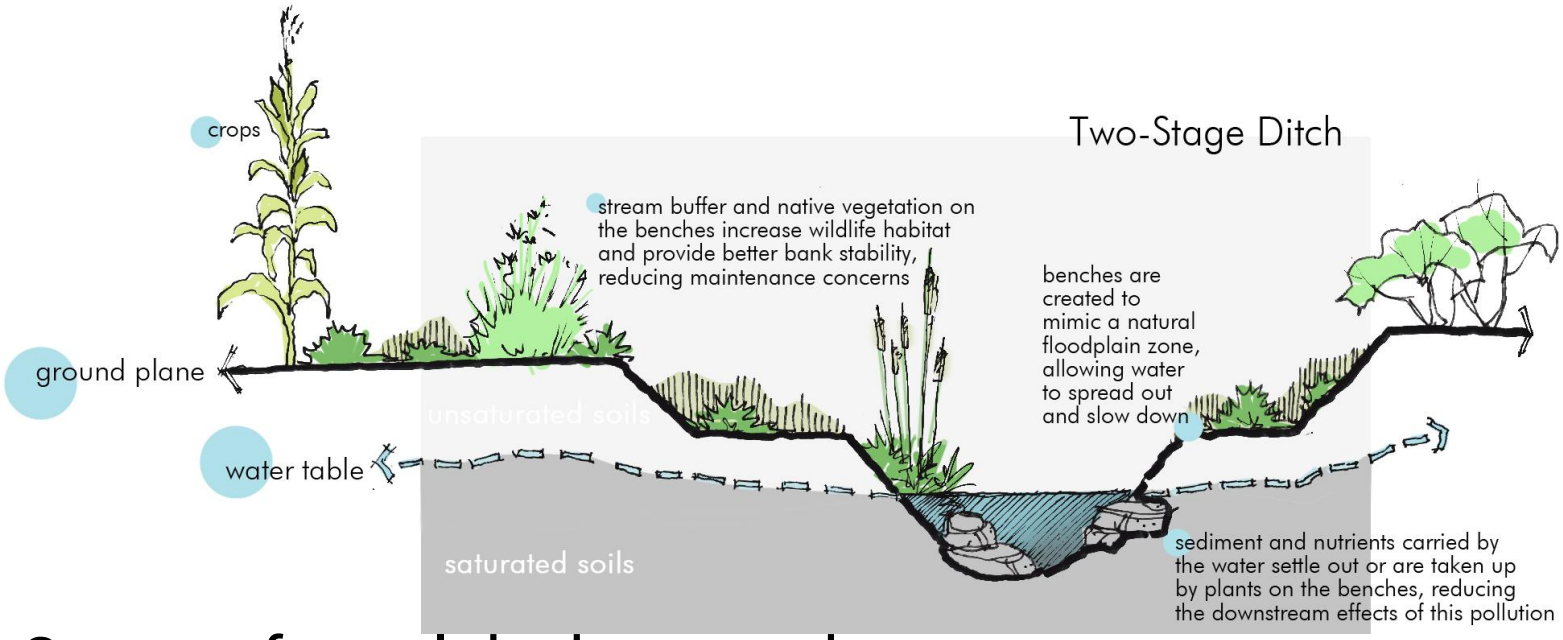
  - At top of bank slope, channel 30 to 40 feet wide (except for walled section)
  - Many side slopes designed at 2:1 (H:V)
  - Estimated cost for previously planned channel improvements (in 2023 dollars): **$800,000**.

Previously Proposed Channel



Current Design Practice



- Current, formal design practice
  - Stable, native-vegetated side slopes would be 3:1 at steepest and include floodplain benches; riprap at lower bank edge
  - Top of bank slope up to 50 feet wide; approximately same amount of tree removal as previous plan
  - Estimated cost (in 2023 dollars): **$675,000**.

Permitting Hurdles

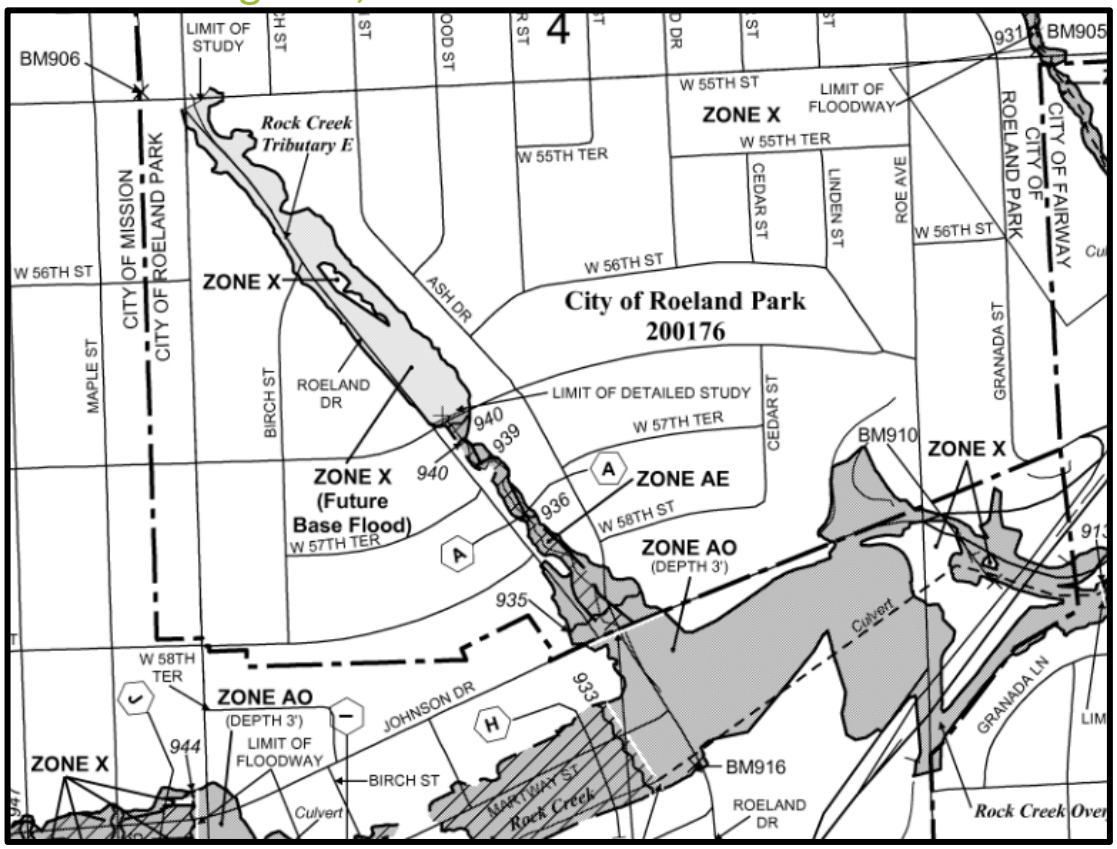
- Federal Emergency Management Agency (FEMA)
  - Work in any area of floodplain requires floodplain development permit from city
  - Grading in floodway requires engineering analysis and no-rise certification or Conditional Letter of Map Revision (pre-construction) and Letter of Map Revision (post-construction) through FEMA
- Kansas Department of Agriculture, Division of Water Resources
  - Permit for Floodplain Fill

Permitting Hurdles

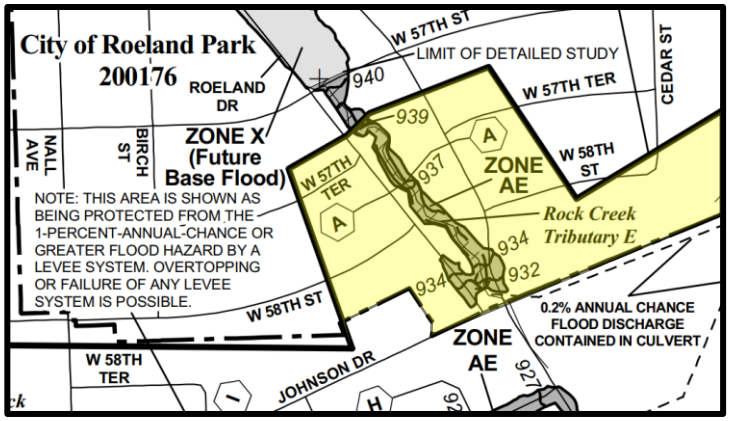
- United States Army Corps of Engineers, Regulatory Branch
  - Clean Water Act, Section 404
    - Nationwide Permit 13 – Bank Stabilization vs Individual Permit
    - Previous plan would probably not qualify for Nationwide
    - Individual Permit would likely require mitigation
- Kansas Department of Health and Environment, Watershed Management Section
  - Clean Water Act, Section 401
    - Water Quality Certification in conjunction with 404 permit

FEMA Flood Insurance Rate Maps

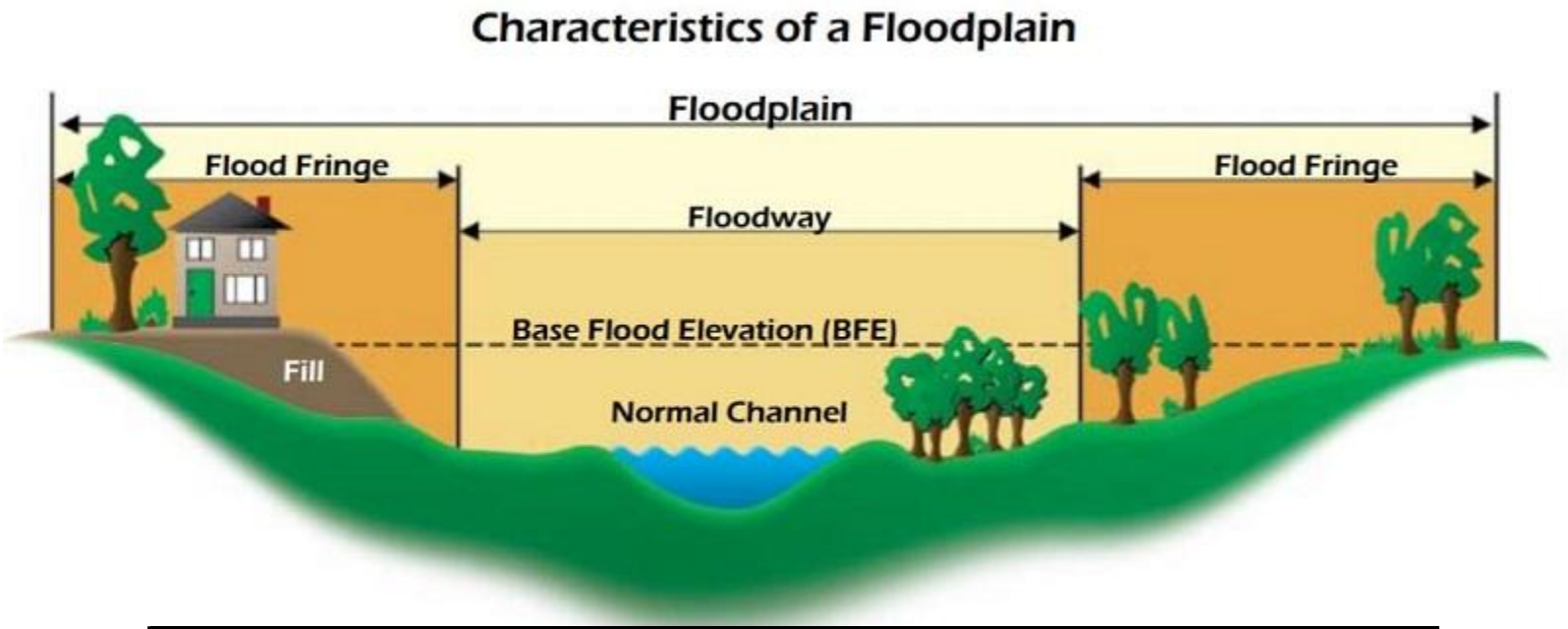
Effective August 3, 2009



Revised via LOMR
Effective February 8, 2012



Permit Jurisdiction

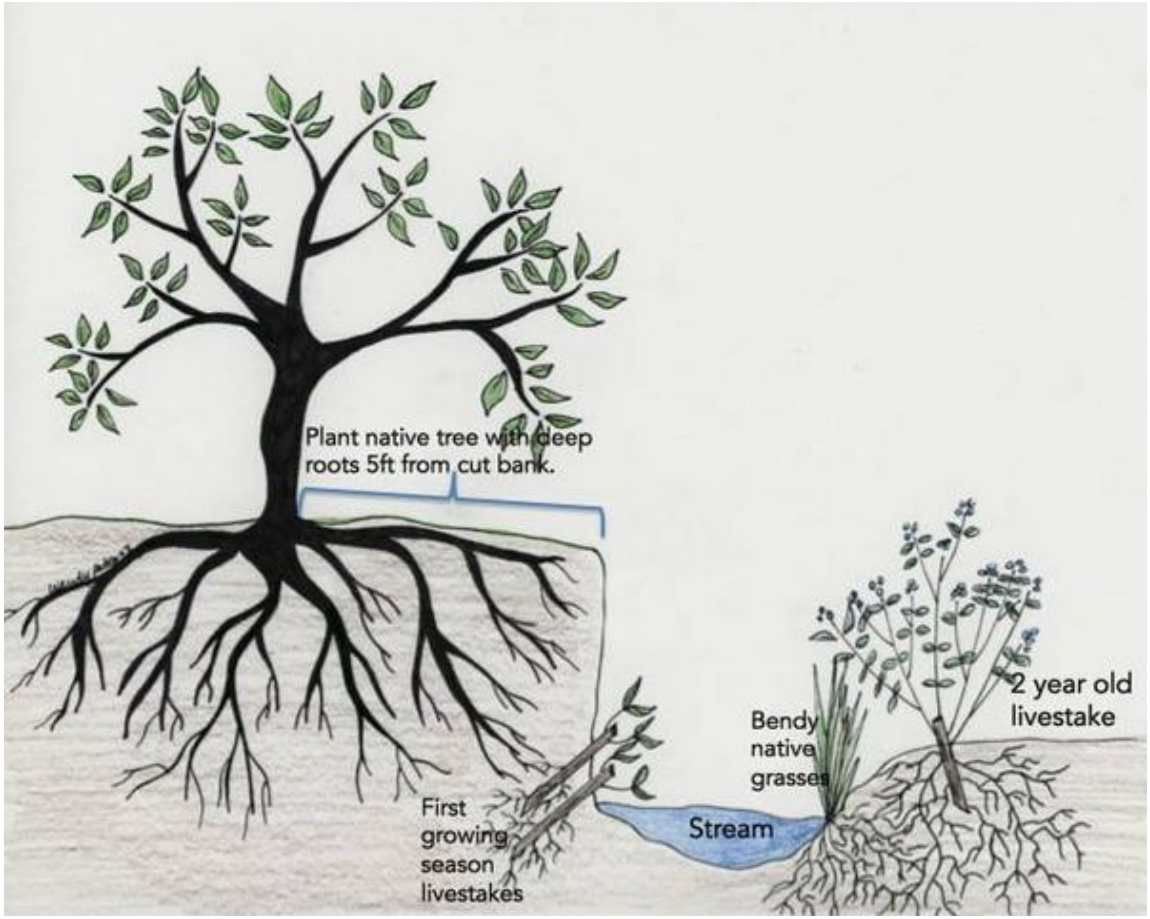


Required Permits Based on Location of Improvements				
	Normal Channel	Floodway (outside of Normal Channel)	Flood Fringe	Vegetation Only (throughout Floodplain)
Corps of Engineers (404)	Probable	No	No	No
State (401)	Probable	No	No	No
State (Floodplain Fill)	Probable	Probable	Probable	No
City (Floodplain Development)	Yes	Yes	Yes	Yes
FEMA (Floodplain C/LOMR)	Possible	Possible	No	Possible

Lower Impact Options

- Remove invasive plant species and revegetate with native plants
- Remove dead trees
- Localized stabilization
  - Requires engineering analysis
  - Hazards
    - Erosion issue can move to the opposite streambank or upstream/downstream
    - Can get flanked
  - Wholistic approach necessary

Vegetation Only - Low Impact, Trial Option



- Low cost (**<$100,000**)
- Use people power instead of heavy equipment
- Likely only needs floodplain development permit through city
- Requires routine monitoring; adaptable; informal
- Increased uncertainty and risk

Pros vs Cons

- Previous Design Option - $800,000
  - Pros: lower risk (more hardscaping)
  - Cons: design needs update; permits + probable mitigation
- Current Practice Design Option - $675,000
  - Pros: lower risk; flexible (potential to phase)
  - Cons: new design; permits + possible mitigation
- Low Impact Option - <$100,000
  - Pros: lower cost; minimal permitting; no mitigation
  - Cons: higher risk; stabilizes lower bank, upper bank self-corrects to stable slope depending on successful establishment of plantings

Mitigation costs not included in estimates.

No options are maintenance free.

Continued Erosion

Approximate channel centerline based on AIMS elevation contours

Locations where bank erosion may be of highest concern

Stream is eroding, but observation is that it is not at a high rate.

Recent Efforts - 2022

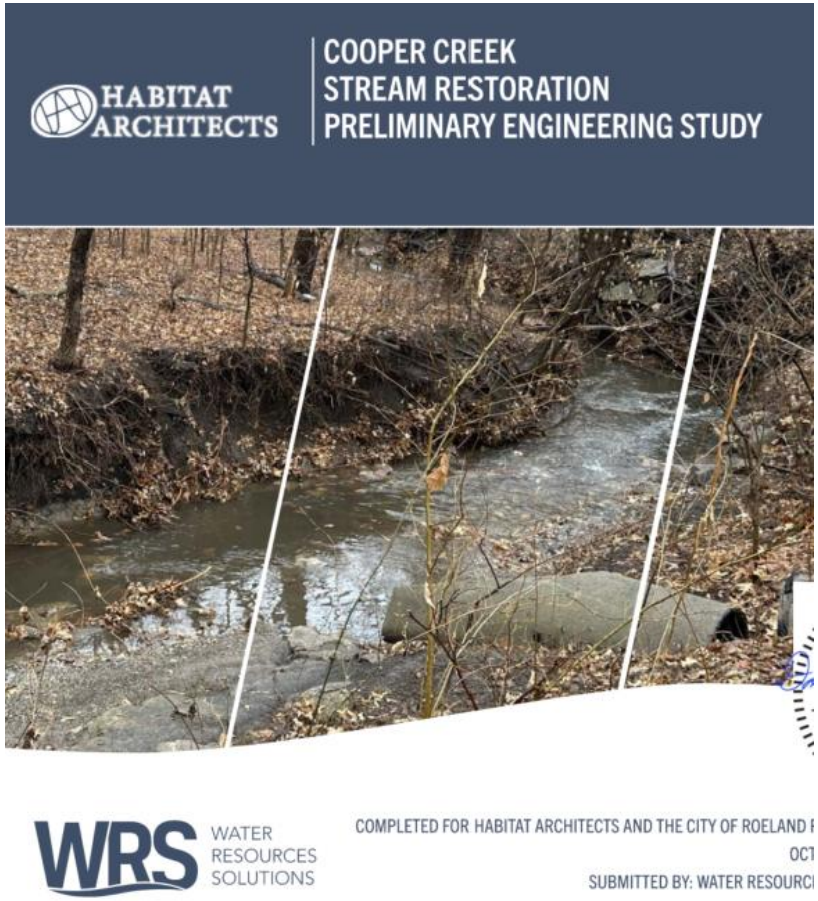
- Phase 1
  - Included removal of invasive plant species.
- Phase 2
  - Intent is to restore healthy woodland habitat utilizing a variety of native plants. Understory seeding was completed. Native trees and shrubs were planted.

Homeowner Supported Efforts

- Johnson County Stormwater Management Program
  - Contain the Rain program (https://containtherainjoco.com/)
    - Reimburses up to 50% of installation and material cost for sustainable landscape solutions, such as rain gardens, rain barrels, and native trees.
    - Homeowners can do their own projects or city can provide technical assistance.
    - City requested $3,000 for 2023. Can request additional funding.
  - City endorsed option to cover the remaining 50% of installation and materials.
  - Small number of owners participated (maybe 2 or 3?)

Recent efforts by Habitat Architects

- Phase 3 – Performed in 2023
  - Install native tree/shrub live stakes to help stabilize streambanks.
  - Homeowner engagement for small water quality projects. (Don’t directly address erosion etc… on city property)
  - Stream Assessment by Habitat Architects and Water Resource Solutions (engineering subcontractor)



Stream Assessment

Results

- 4 “reaches”
- All reaches rank “poor”

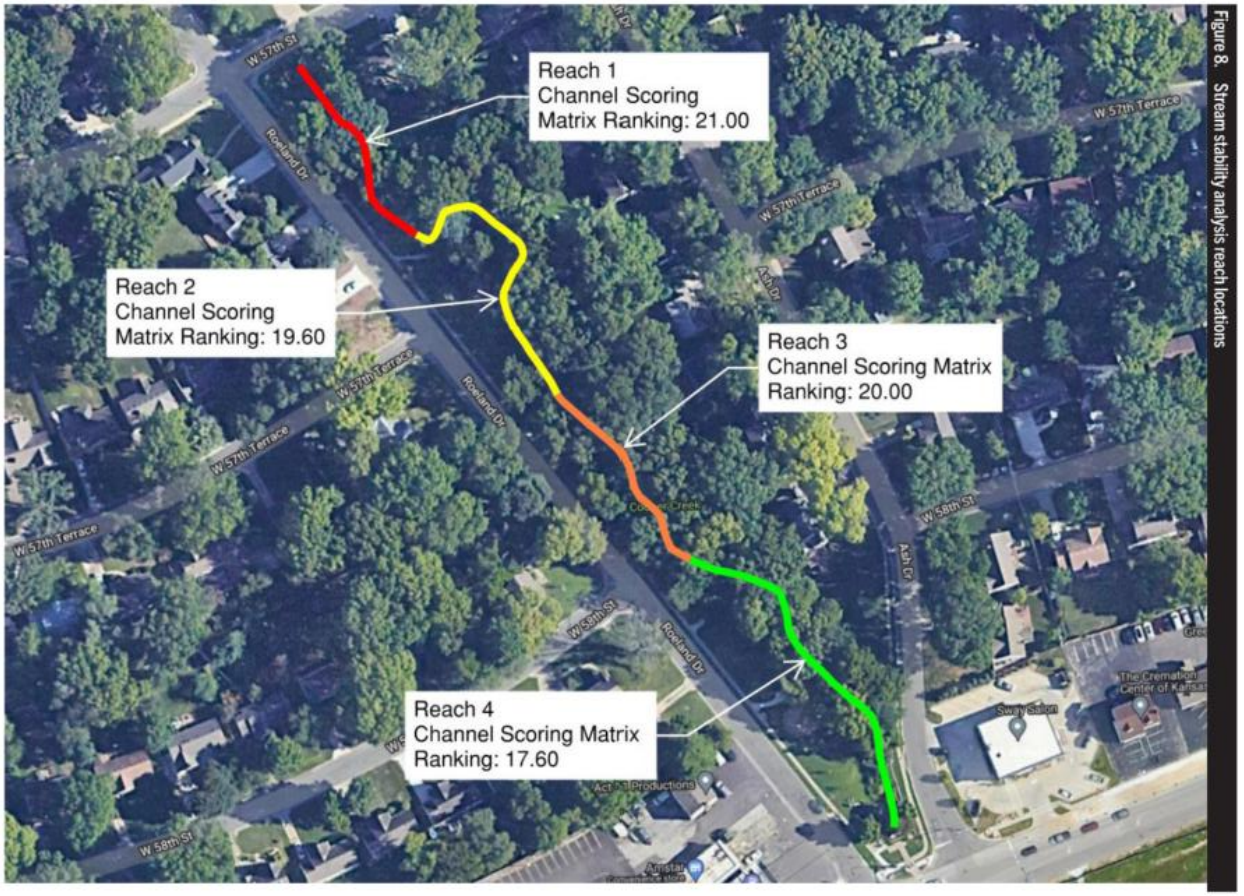


Figure 8. Stream stability analysis reach locations

Stream Assessment

Recommendations

- Rock grade controls
- Toe and Bank reshaping
- Outfall pipe improvements
- Additional plantings and revegetation (most existing would be removed)

Stream Assessment

Recommendations

- Rock grade controls
- Toe and Bank reshaping (3:1 banks removing many trees)
- Outfall pipe improvements
- Additional plantings and revegetation (most existing would be removed)

Stream Assessment

Engineers Estimate of Cost (2023 Construction Only)

Add at least 40% for engineering, permitting, inflation

Table 8. Preliminary engineer's opinion of probable construction cost, Cooper Creek

Item No.	Item Description	Unit	Quantity	Unit Cost	Total Cost
1	Mobilization	LS	1	$5,222.00	$5,222.00
2	Clearing, Grubbing & Demolition	LS	1	$10,444.00	$10,444.00
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4	Rock Toe	LF	360	$67.00	$24,120.00
5	Bank Shaping	SY	900	$9.00	$8,100.00
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7	Reconstruct Pipe Outfall	EA	2	$2,000.00	$4,000.00
8	Planting/vegetation	LS	1	$10,050.00	$10,050.00
				Subtotal	$78,980.00
				Contingency	$19,745.00
				TOTAL	$98,725.00

Questions and discussion

Item Number: II. Discussion Items

City of Roeland Park
Action Item Summary

Submitted By:
Keith Moody

Committee/Department: Administration

Title: Discuss Snow Removal Policy for Multi-Purpose Trails (10 min)

Item Type: Action Item

Recommendation:
Staff recommends amending Section 13-315 of the City Code to allow clearing sidewalks and multipurpose trails of snow and ice with a 5' path.

Details:
Council previously amended Section 13-315 of the City Code (link below) to exempt residential proper specified address range from having to clear snow and ice from the 8' wide multi-purpose trail along th Boulevard. Council also directed Public Works staff to clear snow and ice from this segment of sidewa

https://library.municode.com/ks/roeland_park/codes/code_of_ordinances?nodeId=CHXIIISTSIOTPUP 315SNICBERE

Council has approved the addition of an 8' wide multipurpose trail to the south side of 51st Street from that street reconstruction project in 2026. This is therefore an appropriate time to revisit if such exemp continued.

Per Section 13-315, "all" snow and ice is to be removed by a property from an abutting sidewalk. To a property owners adjacent to an 8' wide multipurpose trail are more burdened than those properties adj sidewalk, council could change "all" to "clear a 5' path".

For perspective, the cost (including work hours and equipment hours) to clear the Roe Boulevard mult Works is estimated at $75–$300/snow/ice event. This is dependent on the depth of snow needing to b estimated cost to clear the 51st Street multipurpose trail is $75 - $150/snow event. More important tha public works to clear the trails is the demand it places on the public works staff at an already demandi staff are clearing streets and municipal parking lots for each snow/ice event as well.

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

Additional Information
Code enforcement for snow and ice on sidewalks

It is the responsibility of the property owner with a lot abutting a public sidewalk along a street to keep the surface clean and safe. This includes removing snow and ice with 48 hours after a weather event.

Staff provides public education posts on social media, newsletter, and the City website. Residents unable to remove snow/ice due to age or a medical disability can request assistance though our Neighbors Helping Neighbors program.

Compliance rates on snow/ice removal remain very low. With approximately 2,600 residential properties, though, City-wide proactive enforcement is not possible with current staff resources.

Enforcement is complaint driven; staff does not proactively look for violations. When staff receives a complaint, we attempt to contact the property owner/occupant to hopefully achieve voluntary compliance. Yellow warning door hangers are also posted. If the violation remains, the City may abate the property and bill the owner for the cost of snow removal. If the amount is unpaid, it may be added to their Johnson County property taxes as a special assessment.

As a matter of enforcement procedure, and in accordance with the Kansas Association of Code Enforcement, in order not to single out one violation, all other violations in the immediate area are of that violation are addressed. Failure to do so can put the original reported violation into an illegal enforcement activity.

Section 13-315 of the City Code specifically states that it is the duty of the abutting property owner to clear snow and ice from adjoining sidewalks:

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.

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.

Public Works Street Snow and Ice Removal
Public works has seven trucks fitted with snowplows to service public streets. Arterial streets are serviced first followed by collector streets and last residential streets. Staff plows all snow from the left side of the roadway to the right side along multi-lane arterials. In residential routes, snow is placed equally on both sides of the two-lane street. It averages roughly 4 hours to make one pass down every side of the street during a traditional snow with 2 inches accumulation. In this situation 3 staff members are assigned per shift. Larger snow events could take a little longer. Staff is split into 2 shifts that operate for 12 hours each to keep the streets open during winter storms. Once the precipitation ends, most cases allow for staff to use all snowplow vehicles to clear all roads to the curb. This takes 6 to 8 hours depending on snowfall amounts.

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:
None

Item Number: II. Discussion Items

City of Roeland Park
Action Item Summary

Submitted By:
Keith Moody

Committee/Department: Administration

Title: Review Proposed Pay Scale for 2027 (10 min)

Item Type: Presentation

Recommendation:
Staff recommend adopting the proposed 2027 Pay Scale, taking effect 1/1/27.

Details:
The pay scale was adopted in its current form in September 2023 as part of the compensation analysis completed by McGrath. We have made updates as of 1/1/25 and 1/126 since the 2023 adoption. It employs a specified distance between the midpoints of the pay levels and a standard range to establish a minimum and maximum pay for each level. To develop an adjustment to the 2026 pay scale, a three-year weighted average Consumer Price Index for the West-Northcentral Region (2.85%) and three year weighted average Employment Cost Index- State and Local Government Workers for Wages (3.93%) were applied to the average midpoint pay of our current pay scale to provide a range of mid-point adjustment between $1.27/hr and $1.75/hr. The mid-point of this range ($1.50/hr) was the pay sclale adjustment target, which equates to a 3.375% average mid-point increase to the pay scale. The attached Proposed 2027 Pay Scale reflects this adjustment. A 3.49% mid-point adjustment was applied to the 2026 pay scale, resulting in a proposed 2027 pascale with a $1.50/hr average increase to the mid-point. This is near the middle of the range derived from the two relevant indexes.

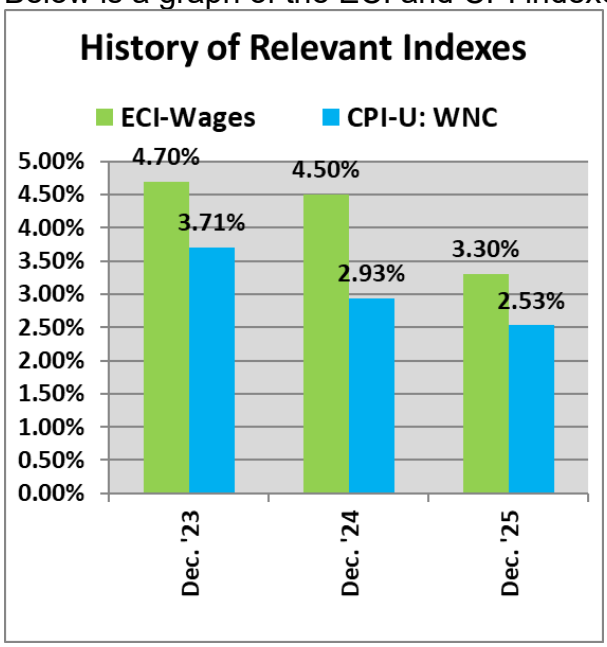
Below is the three-year ECI and CPI weighted average calculations for reference:

Figure #1: Weighted Average Inflation Indexes

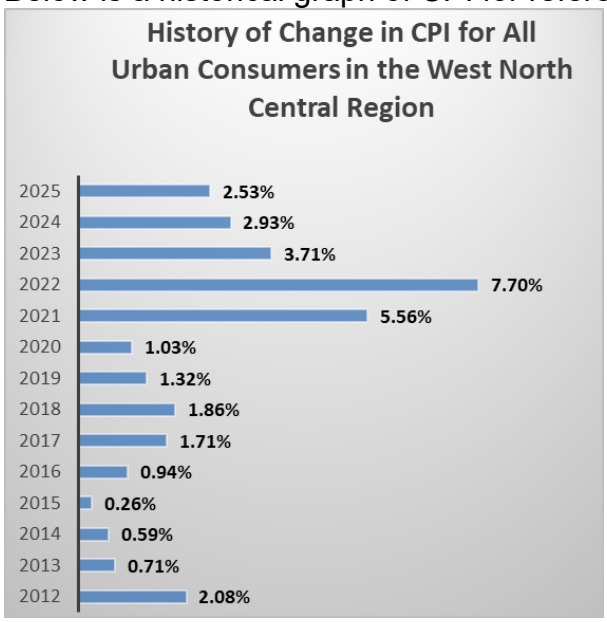
Updated 4/28/26

Weight Per Year	Employment Cost Index: (ECI) State and Local Government Workers				Consumer Price Index: CPI-U: WNC	
	12 Months Ended	Wages & Benefits	ECI-Wages Only	Benefits Only	12 Months Ended	All Items
15%	Dec. '23	**4.60%**	**4.70%**	**4.60%**	Dec. '23	**3.71%**
35%	Dec. '24	**4.70%**	**4.50%**	**4.90%**	Dec. '24	**2.93%**
50%	Dec. '25	**3.40%**	**3.30%**	**3.50%**	Dec. '25	**2.53%**
Three Year Weighted Avg. =		**4.04%**	**3.93%**	**4.16%**		**2.85%**

Below is a graph of the ECI and CPI indexes for the last three years for reference:



Below is a historical graph of CPI for reference:



In response to the prolonged vacancies in the police department even after the payscal adjustments of 2023 I worked with McGrath (the consultant who led the pay and benefits update in 2023) on a solution. That comes in two parts. Part 1 is moving the Police Officer, Corporal/Inspector, and Sergeant positions to a separate section of the pay scale. The minimum to maximum pay range and consistent distance between police positions are employed for the police positions as the other pay levels of the Pay Scale. When comparing our Police Officer pay range to that of other Johnson County departments we found this positions' pay range to be market competitive and therefore an adjustment to this is purely inflation driven. The Corporal/Detective and Sergeant ranges however reflect substantial

increases in order to make the pay range more competitive in our market. Moving the police positions to a separate section of the pay scale will provide greater flexibility in the future should the market again change more for these positions than for other positions covered in the other section of the pay scale. The Chief and I believe that making the pay for the corporals and sergeants more competitive will not only retain the experienced officers we have in those positions but will also make us more attractive to younger officers who are considering the longer-term financial implications that promotion within our department holds.

The 2nd Part of the Pay Scale update has to do with Market Adjustments. Applying the following criteria would provide 11 full-time staff with an adjustment between $.15/hr and $2.00/hr (8 of the eleven are police staff):

1. Number of full years of service as of 1/1/2026 in an employee's current position would be multiplied by 3% and that would be used to calculate a market rate to compare with the employee's current rate. If the market rate is greater, then the employee would be eligible for a market adjustment.
2. Market adjustment shall NOT take the employee's pay above the mid-point (which is considered the Market Rate for that position).
3. Market adjustments will not exceed $2.00/hr.
4. Market adjustments to bring two positions up to minimum pay reflected in the proposed 2027 pay scale.

Merit increases will be applied after the market adjustments. The market adjustments would increase the 2027 budget by $31,300. The proposed 2027 pay scale has no fiscal impact on the 2026 budget. The merit increase will be discussed in detail during the review of Major Revenues step of the budget process.

CPI is a factor in setting the merit increase value incorporated into the proposed 2027 budget. 2025 year-end CPI for our region returned to a more normal 2.53% (still a bit higher than normal). This should allow us to provide for a merit increase percentage around 4% which is common during normal inflationary conditions.

The Events Coordinator position has been added to the pay scale (this is a new position title created for the related 2027 objective). The Swimming Pool Manager position is the only position that has been moved to a higher or lower pay grade for the proposed 2027 pay scale. This is driven by adjustments made to starting pay for the same position by neighboring pools. **We are not experiencing difficulty in recruiting for this position** but want to remain competitive. No adjustment to the lifeguard pay range is anticipated at this time. We will monitor what neighboring pools do toward the end of 2026 and may have a recommendation to adjust lifeguard pay if neighboring pools increase their pay.

Continuing to make annual adjustments to the pay scale should keep the City market competitive per the strategy developed in concert with McGrath. This incremental approach should also prevent the need for large adjustments.

Fiscal Impact
Amount of Request:

Budgeted item?	Budgeted Amount:
Line Item Code/Description:	

Additional Information

Timely adjustments to the pay scale will keep Roeland Park competitive in the market and ensure the City is attracting and retaining quality employees.

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. 2027 Payscale- Proposed 4-28-26

City of Roeland Park- Proposed Pay Scale Effective 1/1/2027

Titles and Pay Levels	Distance Between Mid Point	Annual Pay			Hourly Rate		
		Minimum	Midpoint	Maximum	Min	Mid	Max
Level 22							
City Administrator	1.20	$140,250	$175,312	$210,374	$67.43	$84.28	$101.14
Level 21							
Police Chief	1.05	$116,875	$146,093	$175,312	$56.19	$70.24	$84.28
Level 20							
Director of Public Works	1.05	$111,309	$139,137	$166,964	$53.51	$66.89	$80.27
Level 19							
Finance Director/Assistant City Administrator	1.05	$106,009	$132,511	$159,013	$50.97	$63.71	$76.45
Level 18							
	1.10	$100,961	$126,201	$151,441	$48.54	$60.67	$72.81
Level 17							
Captain/Assistant Chief- Temporary Position	1.10	$91,783	$114,728	$137,674	$44.13	$55.16	$66.19
Level 16							
	1.10	$83,439	$104,298	$125,158	$40.11	$50.14	$60.17
Level 15							
City Clerk/HR Manager	1.07	$75,853	$94,817	$113,780	$36.47	$45.58	$54.70
Building Official							
Level 14							
Building Inspector II	1.10	$70,891	$88,614	$106,336	$34.08	$42.60	$51.12
Parks & Recreation Superintendent							
Public Works Superintendent							
Level 13							
Management Analyst	1.10	$64,446	$80,558	$96,669	$30.98	$38.73	$46.48
Level 12							
Building Inspector I	1.07	$58,588	$73,234	$87,881	$28.17	$35.21	$42.25
Facility Maintenance Supervisor							
Level 11							
	1.07	$54,755	$68,443	$82,132	$26.32	$32.91	$39.49
Level 10							
Code Enforcement Officer	1.07	$51,173	$63,966	$76,759	$24.60	$30.75	$36.90
Level 9							
Administrative Assistant	1.07	$47,825	$59,781	$71,737	$22.99	$28.74	$34.49
Senior Court Clerk							
Police Clerk							
Skilled Maintenance Worker/Equipment Operator							
Swimming Pool Manager							
Level 8							
	1.07	$44,696	$55,870	$67,044	$21.49	$26.86	$32.23
Level 7							
Assistant Pool Manager	1.07	$41,772	$52,215	$62,658	$20.08	$25.10	$30.12
Events Coordinator							
Maintenance Worker							
Swim Team Head Coach							
Water Exercise Instructors							
Level 6							
Administrative Intern		$39,039	$48,799	$58,559	$18.77	$23.46	$28.15
Police Intern							
Public Works Intern							
Crossing Guard							
Community Center Custodian/Attendant							
Head Lifeguard							
Level 5							
Lifeguard					$16.00	$20.00	$24.00
Swim Lesson Instructors							
Swim Team Assistant Coach							
Level 4							
					$14.50	$18.13	$21.75
Level 3							
Pool Receptionist/Clerk					$13.00	$16.25	$19.50
Level 2							
Concessions Worker/Deck Attendant					$11.50	$14.38	$17.25
Level 1							
					$10.00	$12.50	$15.00
Police Positions							
Police Sergeant	1.125	$80,291	$96,350	$112,408	$38.60	$46.32	$54.04
Police Corporal and Detective	1.125	$71,370	$85,644	$99,918	$34.31	$41.18	$48.04
Police Officer		$63,440	$76,128	$88,816	$30.50	$36.60	$42.70
Averages 2027		$ 76,451	$ 95,563	$ 114,676	$31.73	$39.46	$47.18
Averages 2026		$ 73,955	$ 92,443	$ 110,932	$30.83	$38.34	$45.84
Average Annual Change in Wage		$ 2,496	$ 3,120	$ 3,744			
Average Change in Hourly Rate			$ 1.50				
Percent of Change			3.375%	Based upon CPI and ECI as a guide.			

Item Number: II. Discussion Items

City of Roeland Park
Action Item Summary

Submitted By:
Keith Moody

Committee/Department: Public Works

Title: Discuss Survey Concerning On Street Parking Policy (10 min)

Item Type: Presentation

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

Details:
Staff Report for 5/4/26 Workshop:
During the prior discussion Council asked staff to research the cost of surveying the properties adjacent to streets that are 25' or less in width. The survey would provide council feedback on support or opposition of proactively restricting parking along these streets. ETC provided a cost estimate of $3,200 to complete such a survey. Attached is the street width map with a dashed line around the lots we anticipate sending the survey (roughly 300 properties).

Staff Report for 4/6/26 Workshop:
During the workshop discussion on this topic in July of 2025 the influence that the width of a street has on how a street safely functions if cars are parked along it became a focus. Council directed staff to provide an inventory of Roeland Park street widths to gain perspective on what streets are narrower than a standard 28' (back of curb to back of curb). Dan Miller will be on hand to review this inventory as well as provide a review of the information previously presented. (Presentation Attached)

Staff Report from July 2025 Workshop:
Council asked for more information on developing an on-street parking policy that would apply objective and measurable criteria to identify what corridors would be appropriate for no parking limitations. The City Engineer has developed a presentation to help us understand the design criteria used for on-street parking along with the key elements which influence the safety and function of a street when considering on-street parking.

Dan Miller will review the attached presentation and discuss the challenges he

anticipates in developing a no-parking policy.

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

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

Additional Information

Diversity Equity & Inclusion Lens
What are the implications to intersectionality?

- Does this item benefit all racial groups?
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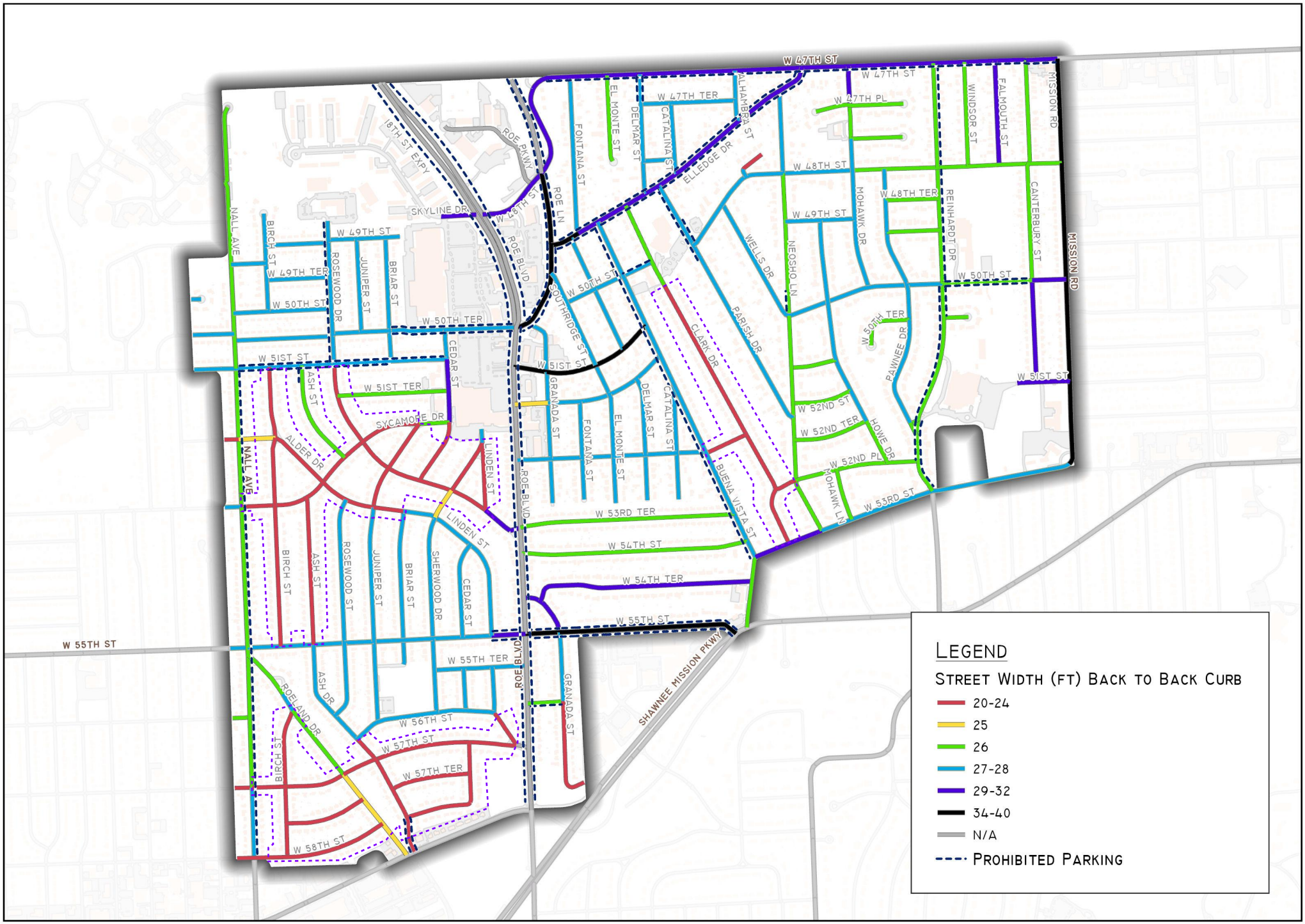
- What (if any) are the unintended economic and environmental impacts of this item?
- How has the impacted community been involved?
- How will the program be communicated to all stakeholders?

ATTACHMENTS:

1. RP Street Width Map with Mailing Outline for People to Include in a Survey 4-28-26
2. On Street Parking Overview by Lamp Rynearson 4-2-26
3. On Street Parking Presentation 7-7-25
4. Restricting On Street Parking Policy-8-20-18



0 250 500 1,000 FEET

STREET WIDTHS - ROELAND PARK, KS

LAMP RYNEARSON

ON STREET PARKING

Roeland Park, KS

LAMP RYNEARSON

6 April 2026

Presented by: Dan Miller, PE

Overview

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

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

CONSIDERATIONS

On street parking has components including:

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

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

AVAILABLE GUIDANCE

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

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

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

Additional Guidance

Additional guidance is not extensive.

Institute of Transportation Engineer forum and Neighborhood Street Design Guidelines

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

LOCAL HISTORY

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

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

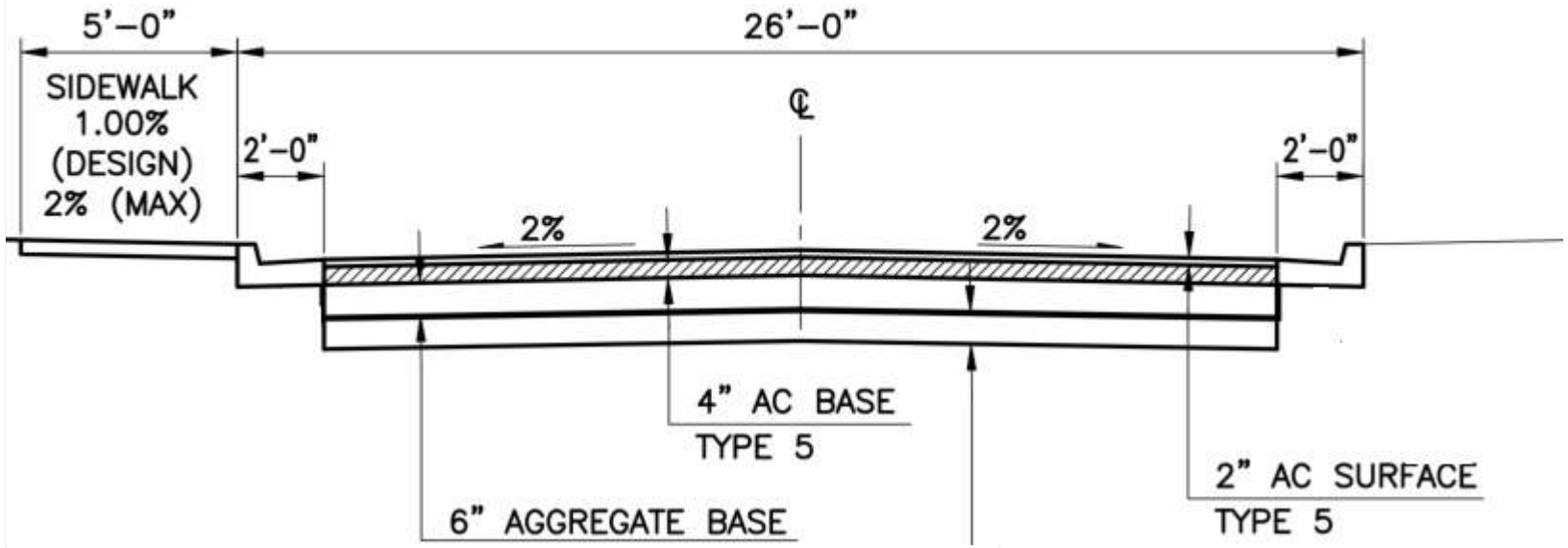
Bicycle considerations affect parking

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

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

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

Street Widths



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

NO Parking Areas

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

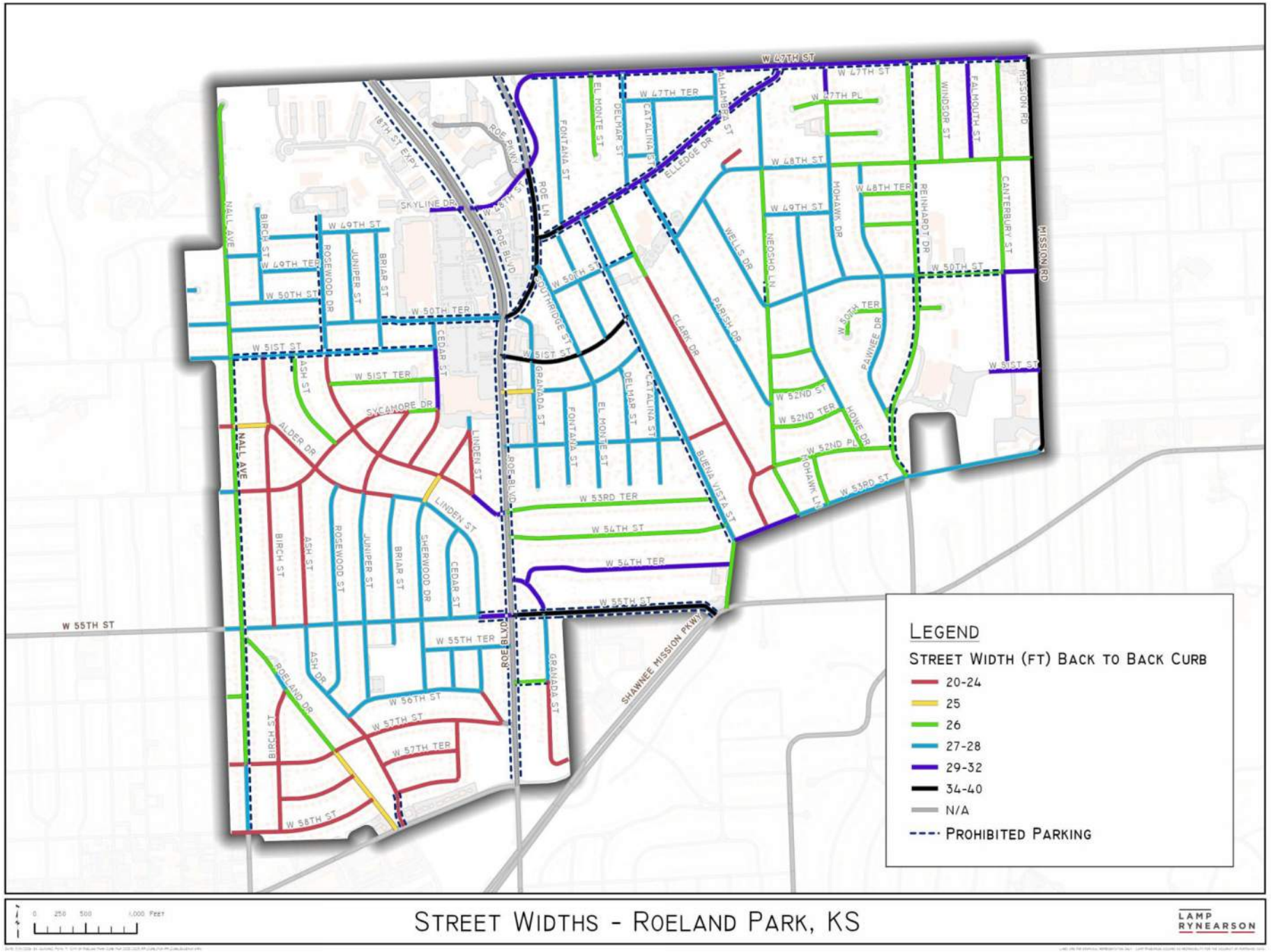
No person shall stop, stand or park a motor vehicle except when necessary to avoid conflict with other traffic or in compliance with direction of a police officer or traffic control device in any of the following places:

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

Street Width Map

LAMP RYNEARSON

ON STREET PARKING



Street Widths Inventory

Inventory Conclusions

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

Most parking restrictions seem to relate to the following factors:

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

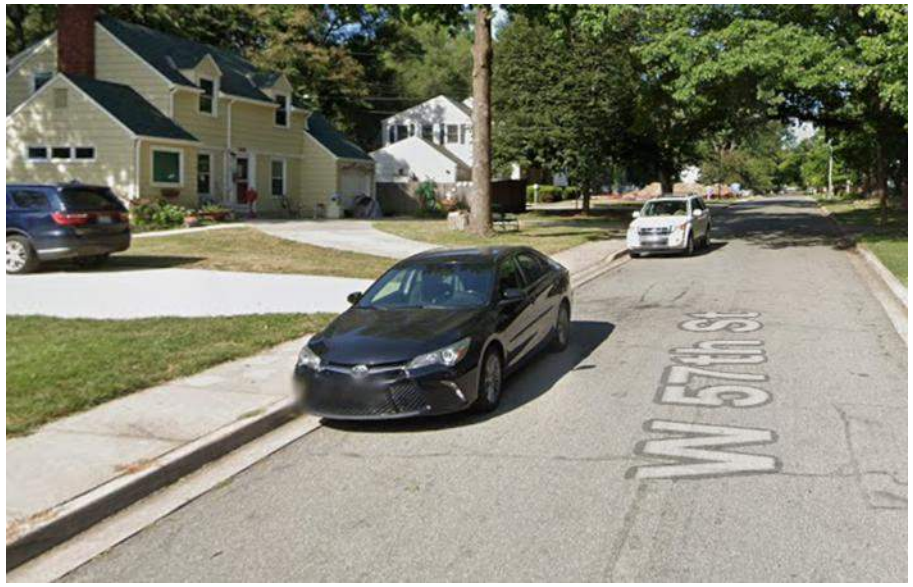
Most streets < 26’ seem to be located geographically in the SW portion of the city.

Almost no streets < 26’ have parking restrictions

Other Cities nearby

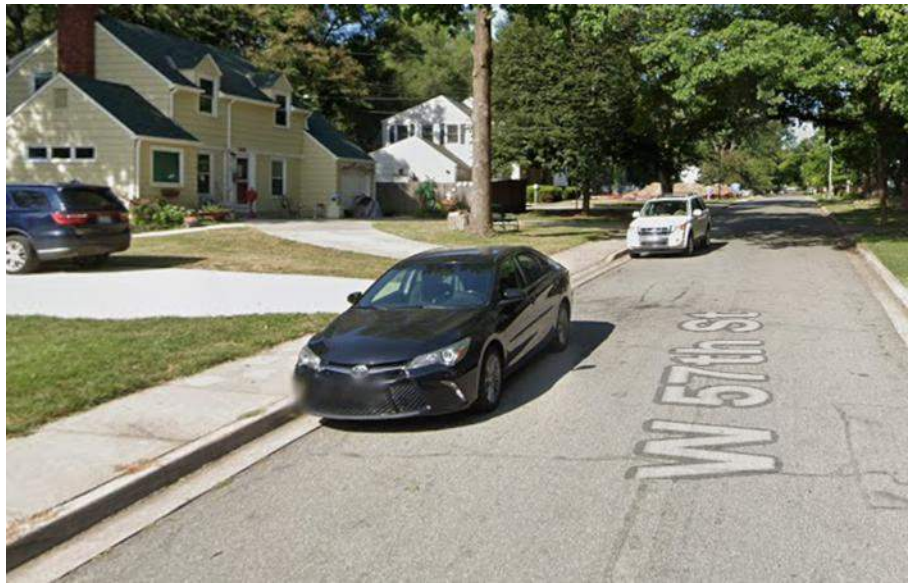
- Westwood – No parking on any street, public road, or highway within the city between the hours of 2:00 a.m. and 6:00 a.m.
- Leawood - No person shall park or place any vehicle upon the streets, alleys, boulevards, or other public ways continuously for a period of more than twenty-four (24) hours.
-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

Recommendations



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

Policy?



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

Q & A

LAMP RYNEARSON

ON STREET PARKING

LAMP RYNEARSON

ON STREET PARKING
ROELAND PARK, KS

JULY 7, 2025

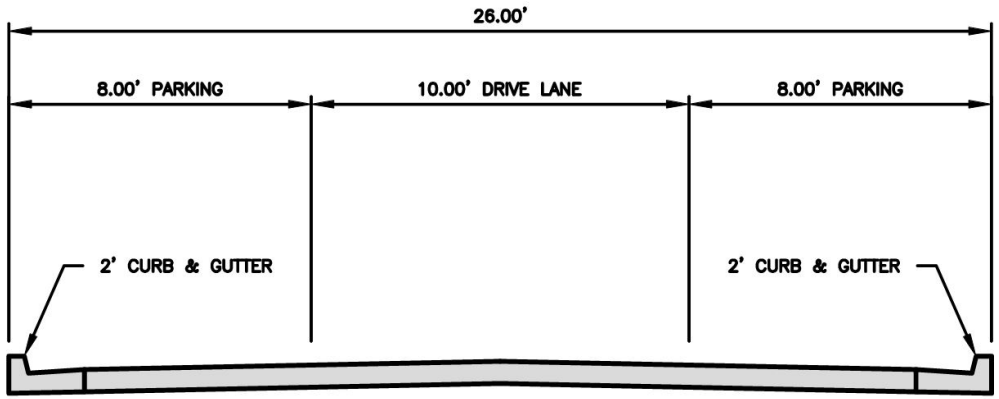
OVERVIEW

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

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

AVAILABLE GUIDANCE

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



ADDITIONAL GUIDANCE

Additional guidance is not extensive.

Institute of Transportation Engineer forum

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

LOCAL HISTORY

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

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

Bicycle considerations affect parking

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

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

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

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

DISCUSSION AND QUESTIONS

ROELAND PARK
esl 1951

LAMP
RYNEARSON

Restricting On Street Parking Policy

Approved8/20/2018
Effective 8/20/2018
Revised 8/20/2018

I. SCOPE

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

II. PURPOSE

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

III. RESPONSIBILITIES

A. City Clerk

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

B. Public Works Director

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

C. Police Chief

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

D. Governing Body

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

IV. PROCESS

A. Requests

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

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

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

B. Relevant Information to be Compiled and Considered

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

C. Consideration Process

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

D. Implementation Process

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