



**AGENDA**  
**City of Roeland Park, Kansas**  
**Governing Body Meeting**  
**City Hall, 4600 W 51st Street**  
**June 1, 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**  
Schraeder  
Madigan

**Finance**  
Hage  
Faidley

**Safety**  
Morales  
Dickens

**Public Works**  
Lero  
Hill

**I. Approval of Minutes**

- A. Governing Body Workshop Meeting Minutes May 18, 2026

**II. Discussion Items**

- A. 2027 Budget Presentation #2 - All Capital Improvements, Debt Service and Property Owner's Association Funds Reflecting Preliminary Approved: Objectives and CIP-Equipment Replacement Schedule (30 min)
- B. Review Complete Street Analysis and Preliminary Design Concept for Phase 2 Nall Ave. Project (15 min)
- C. Review and Direction for On-Street Parking Survey Tool (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](http://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 interrumpen, 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](http://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 May 18, 2026

**Item Type:** Action Item

**Recommendation:**

**Details:**

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

**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 May 18, 2026

**CITY OF ROELAND PARK, KANSAS**  
**GOVERNING BODY WORKSHOP MINUTES**  
**ROELAND PARK CITY HALL**  
**4600 WEST 51<sup>ST</sup> STREET, ROELAND PARK, KS 66205**  
**May 18, 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
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- 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 6:49 p.m.)

**I. MINUTES**

**1. Governing Body Workshop Meeting Minutes May 4, 2026**

The minutes were approved as submitted.

**II. DISCUSSION ITEMS**

**1. Review of Preliminary Revenues, Fund Balance, Outstanding Debt & Pay Assumptions**

City administrator Moody reviewed revenue-assumption methodology, including adjustments to solid waste assessments, user fees, and use of a 15.2 mill rate for property tax projections, and noted an anticipated reduction related to the final year of stormwater utility fee implementation. Sales tax was shown as the largest revenue source across all funds but projected to decline over the three-year period due to conservative budgeting, a planned 3% reduction, the sunset of the county courthouse sales tax, and the end of TDD sales taxes that are dedicated to debt service rather than operations.

City administrator Moody laid out the property tax assumptions and a historical summary of assessed value and mill-rate changes, noting a 12% average annual growth in assessed value from 2016–2026 and the resulting lower annual revenue growth of about 9.7% after accounting for mill-rate declines. The chapter closes by showing the recent appraised-value increases used for budgeting and the anticipated 0.2 mil reduction for 2027.

City administrator Moody reviewed the history of the mill rate, showed that revenues increased even as the mill rate fell, and explained the revenue-neutral calculation that yields about a 24.6 mil rate; City administrator Moody warned that the revenue-neutral requirement creates a downward spiral in mill rates that can be unsustainable and can complicate funding of services like solid waste without moving revenue sources to sales tax or higher mill rates.

Council member Faidley asked about the difference between 25 mil and the revenue-neutral rate, and the group emphasized that mill-rate reductions favor commercial property owners because of taxable-value treatment differences; the discussion also addressed how local option sales taxes shift burdens toward residents since businesses largely collect but do not pay sales tax directly.

City administrator Moody identified three drivers of the 2013 mill-rate increase—risk of losing a major retailer, growing annual debt service, and extended declines in assessed values during the Great Recession—and reviewed a multi-color debt graph showing peaks in 2015–2017 and the current reduction to a single outstanding bond that will retire soon.

City administrator Moody summarized a 2025 single-family cost-of-living comparison that places Roland Park near the metro average and estimated that at a 25 mil rate an average single-family home would pay about \$39–\$40 per month through 2027; franchise fees were projected as stable and inflation-driven with electric as the largest contributor; court revenues will continue to be budgeted using recent Q1 results despite a policy-driven decline.

Asst. city administrator Jone-Lacy explained the general fund’s small share of the mill rate, the 25% operating reserve plus a \$1.41M sales tax reserve established after an anticipated Walmart departure did not occur, and the resulting high ending fund balance (~50–55%). She stated excess general fund resources are typically transferred to capital funds and noted a planned \$400,000 transfer to the equipment and building reserve.

Asst. city administrator Jone-Lacy described the bond and interest fund (0.8 mills), a planned \$1,000,000 transfer, limited future revenue after special assessments retire in 2026–2027, and potential impacts from forthcoming state property-tax legislation. She raised the possibility that debt-service carve-outs could change the balance between pay-as-you-go and financed projects and discussed policy considerations without committing to a path forward.

A question was asked whether the city would move away from pay-as-you-go toward financing. Jennifer answered that any shift would depend on future legislation and whether debt service is carved out of property-tax limits, which could allow more mill-levy stability for debt payments.

Asst. city administrator Jone-Lacy presented a debt service chart showing expiring debt under pay-as-you-go. She reported improvements in the aquatic center’s financial performance under parks & rec superintendent Brungardt, though the facility still receives general fund transfers when necessary. She also explained the community center fund’s growth driven by a \$0.08 sales tax (~\$260,000) and the absence of recent major capital draws on that fund.

Asst. city administrator Jone-Lacy reviewed the stormwater fund funded by new stormwater fees and a planned mill-levy rollback through 2027, noting projects have rolled forward but larger improvements are expected soon. She summarized street/highway and special infrastructure funding sources (half-cent sales tax, grants, motor-fuel tax, donations), said no additional general fund transfers are budgeted as revenues and expenditures are projected to match, and described the equipment and building reserve’s transfer-based funding.

Asst. city administrator Jone-Lacy described the Boulevard apartments/CID revenue expectations and reimbursement plans for the developer, noted the new economic development fund holds prior reimbursements and a \$1,000,000 CID contribution for incentives and budgeted projects with rollover of unspent funds. City administrator Moody observed that CIP fund balances have continued to grow even while investments in streets and buildings proceed, and he characterized that as a favorable position for future projects.

City administrator Moody reviewed personnel funding constraints and introduced the proposed 2027 merit increase pool and market adjustment, explaining the rationale and intended effect on pay midpoints. They provided preliminary budget impact numbers and stated the proposal appears affordable within projected resource growth.

West North CPI and the employment cost index as the basis for midpoint and merit decisions, showed five- and ten-year pay-adjustment histories, and contrasted the city's measured multi-year approach with neighboring jurisdictions. They noted COVID-era impacts and that percentage increases applied to lower base pay limit absolute gains.

The city has used a multi-year, measured approach to pay adjustments and has averaged about 7.5% annual adjustments over the last five years relative to comparables.

Health insurance recent experience has been favorable via an insurance pool, but budgeting assumes a 7% increase split across fiscal years.

KPERS/KP&F retirement contribution rates are pending and will be incorporated into the budget after May/June notifications.

## **2. 2027 Budget Presentation #1 – Economic Development Funds**

Economic development funds — TDD and roadway/parking debt

City administrator Moody covered Transportation Development District-funded reimbursements tied to Price Chopper and sales-tax-backed debt for roadway and parking improvements, noted lower-than-projected revenues led to bond calls and a negative fund balance in some funds, and explained ongoing contributions to retire outstanding debt.

Economic development funds include TDD-backed reimbursements for Price Chopper improvements, sales-tax-backed roadway/parking debt, and a CID fund tied to the former Walmart site.

The CID fund tied to the former Walmart site has approximately \$2 million available and requires developers to spend \$2 to receive \$1 in CID funds; developers have submitted plans and engaged architects but engineered plans and formal building permits triggering CID reimbursements are not yet fully submitted or issued, and specific facade/trash-enclosure work was under a separate plan review.

A question was asked whether a timeline existed for using parking-lot funds, city administrator Moody identified the funding as part of TIF 3, which includes the Boulevard apartments, the community center in Nall Park, and industrial sites north of Roe Parkway.

Staff described plans to reconstruct and extend Roe Parkway as an all-new street with a continuous sidewalk, noted the need to secure final right-of-way and one remaining easement, and scheduled an appraiser's hearing to finalize acquisition within about two weeks. Staff will send a summary of finalized appraisal hearings and city costs.

The TIF 3 fund balance was reported at about \$2.5 million and described as generating annual increment revenues to complete Roe Parkway, with identified excess resources allocated for Nall Park improvements including two \$200,000 amounts in 2027 and 2028 for a project expected to span two years.

Staff outlined an estimated \$4 million cost to extend Skyline Drive to the community center, explaining the expense stems from required land and building acquisitions since the extension would pass through existing structures, and noted that increased taxable value from Boulevard redevelopment could augment TIF increment to support such projects.

The TIF 4 fund is projected to rise substantially (from about \$55,000 to \$660,000), enabling developer reimbursements subject to a 25% total investment cap across TIF, CID, and potential industrial revenue bond sales-tax avoidance, and staff noted fund balance behavior tied to developer reimbursement requests.

The Economic Development Fund is holding roughly \$2.6 million plus interest derived from TIF 1 and CID reimbursements, funding bus shelters and small support for Project RISE, and carrying a \$2.5 million placeholder for site redevelopment that may be revised during the 2026 budget review while emphasizing the fund's intent to encourage diversified redevelopment.

Council Member Faidley asked whether the Economic Development Fund can be used citywide and staff confirmed it can be used broadly under the resolution's direction to encourage redevelopment.

### **III. Committee Minutes**

*There were no Committee minutes to review.*

### **IV. Adjourn**

CMBR Hage adjourned the meeting.

(Roeland Park Workshop Adjourned at 7:52 p.m.)

**Item Number:** II. Discussion  
Items



**City of Roeland Park**  
Action Item Summary

**Submitted By:**

Keith Moody

**Committee/Department:** Administration

**Title:** 2027 Budget Presentation #2 - All Capital Improvements, Debt Service and Property Owner's Association Funds Reflecting Preliminary Approved: Objectives and CIP-Equipment Replacement Schedule (30 min)

**Item Type:** Presentation

**Recommendation:**

Staff recommends Council provide direction on further development of the 2027 Budget. The draft 2027 budget reflects the Objectives and CIP given preliminary approval. The Projected 2026 budget reflects revised revenue and expenditure amounts including items Council has given direction on earlier in the year.

**Details:**

Attached is the working budget document for the Debt Service Fund, Capital Improvement Funds and Property Owner Association Fund. The General Fund, Aquatic Fund, and Community Center Fund (our operating funds) will be reviewed at your next workshop (to break up the budget presentation process).

The attached line-item budget document starts with the 200 Debt Service Fund and ends with the 520 Property Owner Association Fund (from smallest to largest fund number). Notes at the bottom of each fund page provide insight into unique elements or changes.

Reading from left to right you will see the account number, account title, 2023-2025 Actual, 2026 Projected Budget (the revised budget for 2026), 2027 Budget (proposed), 2028 Budget (estimate) and 2029 Budget (estimate).

Cells highlighted in Light Blue indicate accounts containing amounts in support of Objectives or remind staff of a point we want to make about that entry. Green cells indicate staff have confirmed updates to these figures. Red cells indicate a new line item has been added, or we know that a change needs to be made to this figure. Yellow cells reflect the numbers that are still tentative.

The Debt Service Fund (200) is the first fund. Beginning Fund Balance is shown as the first revenue line. Revenues are shown at the beginning (top) of each fund sheet, subtotals are shown for each major segment of revenue. Expenses follow revenues. These are separated into expense types (Personnel, Contractual Services,

Commodities, Capital, Debt Service, Transfers). At the end of each fund is the Ending Fund Balance line. As we review each fund, we will highlight the estimated ending fund balances and provide an explanation for changes in the ending balance.

Please make notes as you review. We recognize that this document will not answer all questions and staff will stand ready to address questions. We have developed the document in Excel and staff have included comments in cells to serve as a detailed reference.

Because the City uses General Fund resources to pay for capital, the mill levy is a **key component** to being able to fund capital in a pay-as-go approach. The .20 mill reduction preliminarily reflected will not cause delays in completing the projects reflected in the CIP as presented.

Also attached is the current version of the capital improvement plan. The expenses associated with CIP items in years 2026 through 2029 are reflected in the appropriate line item of the budget. Staff will point these out during our review. Capital investment planned between 2026 and 2029 is higher than normal and reflects the City's efforts to address the most important citizen satisfaction element: maintenance of facilities and infrastructure. Balances within our capital funds fluctuate during this period but remain positive. The Special Street and Highway Fund balance is shown to be drawn down significantly. This is due to the large number and significant scope of street projects planned between 2026 and 2029. The Nall Park Master Plan Improvements are planned for 2027-28, this project will draw on reserves in the Special Infrastructure Fund.

Also attached for reference are the Preliminary Objectives. The appropriate line item (cell is highlighted in Light Blue) has the budget impact of each objective reflected.

Revenues have been estimated conservatively (we expect they will be higher than budget). Expenses continue to be refined to be closer to our current history, but again conservative (we expect they will be lower than budget).

The ending fund balance for each of our funds remains positive through the 2029 estimates. In addition, the ending fund balance benchmarks are being met through 2029, except for the Debt Service Fund. Since the only remaining bond issue will be retired in 2030 the ending fund balance of the Debt Service Fund is falls below the 10% benchmark at year end 2029. This is not a concern. The 2026 Projected Budget reflects current revenue and expense conditions that are now known vs what we estimated a year ago when the 2026 budget was developed.

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

**Additional Information**

This is a working document; changes are being made when we have more accurate information to base our projections upon (cells highlighted in yellow).

The County Clerk will provide revised taxable valuations following completion of the Valuation Appeals process (by 6/15). Generally, the total taxable value goes down following the appeals process.

Discussion of the mill rate occurs at each step leading to the budget adoption. This is another discussion opportunity.

**Diversity Equity & Inclusion Lens**

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

**ATTACHMENTS:**

1. 2027 Line Item Budget- Debt-CIPs-Property Owners 5-28-26
2. 5 Year CIP- Project by Department with Funding Sources 5-28-26
3. 2027 Objectives- Preliminarily Approved

City of Roeland Park

Line Item Budget- 200 Debt Service Fund

			2026						
			2023	2024	2025	Projected	2027 Budget	2028 Budget	2029 Budget
200	4010	Beginning Fund Balance	\$ 81,573	\$ 85,070	\$ 104,269	\$ 66,364	\$ 44,234	\$ 30,009	\$ 17,594
<b>Taxes</b>									
200	4050	Ad Valorem Tax	180,497	99,517	108,433	109,375	116,045	118,365	120,730
200	4070	Personal Property Tax-delinquent	4	10	89	50	50	50	50
200	4080	Real Property Tax - Delinquent	1,581	1,384	1,120	1,500	1,500	1,500	1,500
<b>Total Taxes</b>			<u>182,082</u>	<u>100,911</u>	<u>109,642</u>	<u>110,925</u>	<u>117,595</u>	<u>119,915</u>	<u>122,280</u>
<b>Special Assessments</b>									
200	4610	Special Assessments							
200	4620	Special Assmnt Tax - Delinquent		-	-	300	300	300	300
200	4630	Storm Drainage RC12-013	59,988	63,261	1,079	-	-	-	-
200	4640	Storm Drainage RC12-012	86,137	87,146	89,070	-	-	-	-
200	4650	Storm Drainage RC12-014	98,807	102,099	100,608	100,505	-	-	-
<b>Total Special Assessments</b>			<u>244,932</u>	<u>252,506</u>	<u>190,757</u>	<u>100,805</u>	<u>300</u>	<u>300</u>	<u>300</u>
<b>Intergovernmental</b>									
200	4020	Recreational Vehicle Tax	73	93	46	40	30	30	30
200	4021	Commercial Vehicle Tax	-	-	-	-	-	-	-
200	4040	Heavy Trucks Tax	96	97	106	60	50	50	50
200	4060	Motor Vehicle Tax	13,648	13,833	8,538	7,485	7,200	7,345	7,490
<b>Total Intergovernmental</b>			<u>13,817</u>	<u>14,023</u>	<u>8,690</u>	<u>7,585</u>	<u>7,280</u>	<u>7,425</u>	<u>7,570</u>
<b>Interest</b>									
200	4511	Interest on Investment	8,649	10,961	10,173	7,820	3,950	3,380	2,890
<b>Total Interest</b>			<u>8,649</u>	<u>10,961</u>	<u>10,173</u>	<u>7,820</u>	<u>3,950</u>	<u>3,380</u>	<u>2,890</u>
<b>Transfers</b>									
200	4830	Transfer from 27A Fund	135,000	-	-	-	-	-	-
200	4840	Transfer from General Fund	-	-	-	-	-	-	-
200	4880	Transfer from Streetlights Fund	-	-	-	-	-	-	-
<b>Total Transfers</b>			<u>135,000</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Revenues</b>			<u>584,480</u>	<u>378,401</u>	<u>319,262</u>	<u>227,135</u>	<u>129,125</u>	<u>131,020</u>	<u>133,040</u>
<b>B Contracted Services</b>									
200	5209	Professional Services	-	-	-	-	-	-	-
200	5214	Other Contracted Services	-	-	-	-	-	-	-
<b>B Contracted Services Total</b>			<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>

**City of Roeland Park**

**Line Item Budget- 200 Debt Service Fund**

			2023	2024	2025	2026 Projected	2027 Budget	2028 Budget	2029 Budget
	<b>E</b>	<b>Debt Service</b>							
200	5616	Bond Principal 2020-1	328,821	337,286	340,344	237,580	131,050	133,030	135,100
200	5617	Bond Interest 2020-1	26,882	21,916	16,823	11,685	8,100	6,120	4,110
200	5644	Principal Bonds - 2012-1	220,000	-	-	-	-	-	-
200	5645	Interest Bonds - 2012-1	5,280	-	-	-	-	-	-
	<b>E</b>	<b>Debt Service Total</b>	<u>580,983</u>	<u>359,202</u>	<u>357,167</u>	<u>249,265</u>	<u>139,150</u>	<u>139,150</u>	<u>139,210</u>
	<b>N</b>	<b>Non-Expenditures Appropriation</b>							
200	5751	TIF Fund Expenditure	-	-	-	-	4,200	4,285	4,370
	<b>N</b>	<b>Non-Appropriation Expenditures Total</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>4,200</u>	<u>4,285</u>	<u>4,370</u>
		<b>Total Expenditures</b>	<u>580,983</u>	<u>359,202</u>	<u>357,167</u>	<u>249,265</u>	<u>143,350</u>	<u>143,435</u>	<u>143,580</u>
200		<b>Ending Fund Balance</b>	<u>\$ 85,070</u>	<u>\$ 104,269</u>	<u>\$ 66,364</u>	<u>\$ 44,234</u>	<u>\$ 30,009</u>	<u>\$ 17,594</u>	<u>\$ 7,054</u>

**Reserve Benchmark = 10% to 15% of Total Annual Debt Service**

15%	29%	19%	18%	22%	13%	5%
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**Notes:**

\* In 2024 \$100,000 in Property Tax Revenue is being moved from the Debt Service Fund to the General Fund due to the significant decline in debt service.

\* The fund balance policy states that the Bond & Interest Fund will maintain reserves between 10%-15% of annual principal and interest payments.

\* The City issued the 2020-1 bonds in FY 2020 to pay a portion of the R Park and Aquatic Center improvements. In addition to the \$1.25 million in new debt, the issuance re-financed the 2010-1 and 2011-2 debt issuances which will save the City \$53,790 in interest over the life of the bonds.

\* The City retired the 2014-1 bonds in FY 2020 and the 2012-1 bonds in FY 2023, leaving only the 2020-1 bond issue outstanding in 2024 which will be retired in 2030.

**City of Roeland Park**  
**Line Item Budget- 250 Storm Water Fund**

			2026						
			2023	2024	2025	Projected	2027 Budget	2028 Budget	2029 Budget
250	4010	<b>Beginning Fund Balance</b>	\$ -	\$ -	\$ 131,805	\$ 10,974	\$ 78,649	\$ 21,309	\$ 3,189
<b>Interest</b>									
250	4511	Interest on Investment	-	3,649	8,606	7,550	9,885	8,000	6,585
		<b>Total Interest</b>	-	3,649	8,606	7,550	9,885	8,000	6,585
<b>Special Assessments</b>									
250	4610	Special Assessments- Storm Water Fee	-	181,734	220,929	257,500	298,000	306,940	316,150
		<b>Total Special Assessments</b>	-	181,734	220,929	257,500	298,000	306,940	316,150
<b>Total Revenues</b>			-	185,383	229,535	265,050	307,885	314,940	322,735
<b>A Salaries &amp; Benefits</b>									
250	5101	Salaries - Regular	-	49,000	51,450	54,025	56,725	59,560	62,540
		<b>A Salaries &amp; Benefits Total</b>	-	49,000	51,450	54,025	56,725	59,560	62,540
<b>B Contracted Services</b>									
250	5214	Other Contractual Services			12,283	12,350	10,500	10,500	10,500
250	5221	Maintenance & Repair of Storm Sewers	-	259	16,719	5,000	5,000	5,000	5,000
250	5260	Vehicle Maintenance	-	4,319	3,279	5,000	5,000	5,000	5,000
		<b>B Contracted Services Total</b>	-	4,578	32,281	22,350	20,500	20,500	20,500
<b>C Commodities</b>									
250	5302	Motor Fuels & Lubricants	-	-	3,000	3,000	3,000	3,000	3,000
		<b>C Commodities Total</b>	-	-	3,000	3,000	3,000	3,000	3,000
<b>E Capital Outlay</b>									
250	5442	Building Improvements	-	-	-	-	-	-	-
250	5469	Stormwater Improvements	-	-	263,635	118,000	285,000	250,000	230,000
		<b>E Capital Outlay Total</b>	-	-	263,635	118,000	285,000	250,000	230,000
<b>Total Expenditures</b>			-	53,578	350,366	197,375	365,225	333,060	316,040
250		<b>Ending Fund Balance</b>	\$ -	\$ 131,805	\$ 10,974	\$ 78,649	\$ 21,309	\$ 3,189	\$ 9,884

**Notes:**  
 \* In 2024 the 250 fund was re-named the Storm Water Fund. A storm water fee began being collected in 2024 from properties that are not currently subject to a storm water improvement special assessment. The fee will be applied to properties as their storm water improvement assessment retires. This implementation will occur during 2024, 2025, 2026, and 2027. A corresponding reduction in the property tax mill is anticipated which will make this new fee revenue neutral. In order to sustain this revenue neutral approach the storm water fee will need to increase each year in an amount equal to the annual growth rate for property values. A 2 mill total reduction is anticipated at full implementation of the storm water fee in 2027 (2024 mill reduction was 1.45, 2025 mill reduction was .22, anticipated 2026 mill reduction of .14 and 2027 of .19).

\* Operating costs related to storm water are accounted for in this fund as well as capital investments related to storm water.

City of Roeland Park

Line Item Budget- 270 Combined Special Highway & Street Fund 27A

			<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026 Projected</u>	<u>2027 Budget</u>	<u>2028 Budget</u>	<u>2029 Budget</u>
270	4010	<b>Beginning Fund Balance</b>	\$ 1,391,331	\$ 2,683,341	\$ 3,740,330	\$ 5,156,254	\$ 4,007,174	\$ 3,446,899	\$ 3,484,404
		<b>Sales Tax</b>							
270	4110	City Sales & Use Tax	1,040,529	1,024,050	1,044,314	1,017,070	1,027,240	1,037,510	943,095
270	4135	County Courthouse Sales Tax	221,882	217,663	223,955	217,445	55,450	-	-
		<b>Total Sales Tax</b>	<u>1,262,411</u>	<u>1,241,713</u>	<u>1,268,269</u>	<u>1,234,515</u>	<u>1,082,690</u>	<u>1,037,510</u>	<u>943,095</u>
		<b>Intergovernmental</b>							
270	4140	Spec City/County Highway Fund	181,348	182,982	181,625	180,960	180,960	180,960	180,960
270	4155	Grants	-	-	949,217	-	-	2,230,000	-
270	4150	CARS Funding	1,219,099	-	975,689	842,500	236,000	615,000	242,000
		<b>Total Intergovernmental</b>	<u>1,400,447</u>	<u>182,982</u>	<u>2,106,531</u>	<u>1,023,460</u>	<u>416,960</u>	<u>3,025,960</u>	<u>422,960</u>
		<b>Interest</b>							
270	4511	Interest on Investment	43,306	108,583	160,680	160,360	111,810	95,305	80,480
		<b>Total Interest</b>	<u>43,306</u>	<u>108,583</u>	<u>160,680</u>	<u>160,360</u>	<u>111,810</u>	<u>95,305</u>	<u>80,480</u>
		<b>Other</b>							
270	4520	Other Sources	-	-	317,516	8,000	118,000	556,000	-
270	4530	Reimbursed Expense	69,636	-	-	-	-	300,000	-
		<b>Total Other</b>	<u>69,636</u>	<u>-</u>	<u>317,516</u>	<u>8,000</u>	<u>118,000</u>	<u>856,000</u>	<u>-</u>
		<b>Transfers In</b>							
270	4840	Transfer from General Fund	545,000	280,000	1,430,000	75,000	-	-	-
		<b>Total Transfers</b>	<u>545,000</u>	<u>280,000</u>	<u>1,430,000</u>	<u>75,000</u>	<u>-</u>	<u>-</u>	<u>-</u>
		<b>Total Revenues</b>	<u>3,320,800</u>	<u>1,813,278</u>	<u>5,282,996</u>	<u>2,501,335</u>	<u>1,729,460</u>	<u>5,014,775</u>	<u>1,446,535</u>
		<b>A Salaries &amp; Benefits</b>							
270	5101	Salaries - Regular	75,365	78,380	82,300	86,415	90,735	95,270	100,035
		<b>A Salaries &amp; Benefits Total</b>	<u>75,365</u>	<u>78,380</u>	<u>82,300</u>	<u>86,415</u>	<u>90,735</u>	<u>95,270</u>	<u>100,035</u>
		<b>B Contracted Services</b>							
270	5209	Professional Services	82,722	96,754	64,328	85,000	85,000	85,000	85,000
270	5214	Other Contracted Services	-	-	-	-	-	-	-
		<b>B Contracted Services Total</b>	<u>82,722</u>	<u>96,754</u>	<u>64,328</u>	<u>85,000</u>	<u>85,000</u>	<u>85,000</u>	<u>85,000</u>
		<b>C Commodities</b>							
270	5303	Sand and Salt	-	7,329	17,397	25,000	25,000	25,000	25,000
		<b>C Commodities Total</b>	<u>-</u>	<u>7,329</u>	<u>17,397</u>	<u>25,000</u>	<u>25,000</u>	<u>25,000</u>	<u>25,000</u>

**City of Roeland Park**

**Line Item Budget- 270 Combined Special Highway & Street Fund 27A**

			<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026 Projected</u>	<u>2027 Budget</u>	<u>2028 Budget</u>	<u>2029 Budget</u>
<b>E Capital Outlay</b>									
270	5430	Residential Street Reconstruction	1,159,778	336,149	636,238	960,000	1,200,000	50,000	1,100,000
270	5454	Sidewalk Improvements	139	33,756	165,605	150,000	125,000	25,000	125,000
270	5422	Street Light Replacement	5,109	2,697	5,617	10,000	10,000	10,000	10,000
270	5456	Buena Vista Traffic Calming	-	16,240	3,959	250,000	-	-	-
270	5457	CARS Roe	-	12,429	128,363	-	-	-	-
270	5458	CARS Projects	-	-	-	-	704,000	1,787,000	532,000
270	5460	2022 CARS - 53rd St & Buena Vista	152,980	-	-	-	-	-	-
270	5461	2022 CARS - Johnson Drive	-	-	-	-	-	-	-
270	5462	2025 CARS- 55th b/t SMP & Roe 2022 CARS - Elledge b.t Roe Ln and	-	-	63,138	552,000	-	-	-
270	5463	47th	118,995	-	-	-	-	-	-
270	5464	2025 CARS - Mission Rd. 47th-53rd	40,417	96,605	1,790,214	-	-	-	-
270	5465	RSRP- Nall Phase 1 and 2	23,620	75,950	866,467	100,000	50,000	2,900,000	-
270	5480	2026 CARS - 51st from Cedar to City Limits 2023 CARS - 48th, Roe Lane to Roe	-	-	43,446	1,432,000	-	-	-
270	5466	Blvd 2023 CARS - 53rd, Mission to	209,652	-	-	-	-	-	-
270	5467	Chadwick	25,013	-	-	-	-	-	-
<b>E Capital Outlay Total</b>			<u>1,735,703</u>	<u>573,826</u>	<u>3,703,047</u>	<u>3,454,000</u>	<u>2,089,000</u>	<u>4,772,000</u>	<u>1,767,000</u>
<b>T Transfers</b>									
270	<b>58XX</b>	Transfer to Special Infrastructure Fund							
270	5818	Transfer To Bond & Interest Fund	135,000	-	-	-	-	-	-
<b>T Transfers Total</b>			<u>135,000</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Total Expenditures</b>			<u>2,028,790</u>	<u>756,289</u>	<u>3,867,072</u>	<u>3,650,415</u>	<u>2,289,735</u>	<u>4,977,270</u>	<u>1,977,035</u>
270	<b>Ending Fund Balance</b>		<u>\$ 2,683,341</u>	<u>\$ 3,740,330</u>	<u>\$ 5,156,254</u>	<u>4,007,174</u>	<u>3,446,899</u>	<u>3,484,404</u>	<u>2,953,904</u>

**Notes:**

- \* The Special Street fund is funded by a 3/4 cent sales tax to provide for the maintenance and improvements of streets and sidewalks.
- \* Capital Projects funded in 2025 and 2026 are described in more detail in the CIP section.
- \* The City started to receive a share of the county courthouse sales tax in 2017 which is being used to support street projects in this fund. This sales tax sunsets after Q1 of 2027. The sales tax is not being renewed.
- \* In 2017, the Council decided to fund capital projects on a pay-as-you go basis. All future capital shall be funded with reserves. As such the ending fund balances for capital funds will vary widely based on the cost of capital projects planned each year.

City of Roeland Park

Line Item Budget- 300 Special Infrastructure Fund 27D

			2026						
			2023	2024	2025	Projected	2027 Budget	2028 Budget	2029 Budget
300	4010	Beginning Fund Balance	1,788,542	2,118,486	2,754,160	2,135,685	2,027,405	2,263,000	2,856,910
<b>Sales Tax</b>									
300	4110	City Sales & Use Tax	1,040,529	1,023,083	1,044,314	1,017,070	1,027,240	1,037,510	943,095
		<b>Total Sales Tax</b>	1,040,529	1,023,083	1,044,314	1,017,070	1,027,240	1,037,510	943,095
<b>Intergovernmental</b>									
300	4155	Grants	-	-	-	250,000	1,190,000	1,500,000	-
		<b>Total Intergovernmental</b>	-	-	-	250,000	1,190,000	1,500,000	-
<b>Other</b>									
300	4161	Grants/Donations - Private	35,750	92,500	46,613	-	-	-	-
300	4767	Contributions for Art & Park Land	377,000	-	-	-	-	-	-
		<b>Total Other</b>	412,750	92,500	46,613	-	-	-	-
<b>Interest</b>									
300	4511	Investment Income	43,510	72,895	91,224	67,650	64,355	70,400	80,340
		<b>Total Interest</b>	43,510	72,895	91,224	67,650	64,355	70,400	80,340
<b>Transfers In</b>									
300	4840	Transfer From General Fund	550,000	300,000	-	-	-	-	-
300	48XX	Transfer from Special Street Fund	-	-	-	-	-	-	-
		<b>Total Transfers In</b>	550,000	300,000	-	-	-	-	-
		<b>Total Revenues</b>	<b>2,046,789</b>	<b>1,488,478</b>	<b>1,182,151</b>	<b>1,334,720</b>	<b>2,281,595</b>	<b>2,607,910</b>	<b>1,023,435</b>
<b>B Contracted Services</b>									
300	5209	Professional Services	8,512	37,491	-	40,000	40,000	40,000	40,000
		<b>B Contracted Services Total</b>	8,512	37,491	-	40,000	40,000	40,000	40,000
<b>D Capital Outlay</b>									
300	5421	Maintenance & Repair of Streets	168,131	1,554	27,562	465,000	225,000	225,000	240,000
300	5442	Building Improvements	400,000	500,000	1,348	-	18,000	-	-
300	5469	Stormwater Maintenance	35,354	-	-	750,000	-	-	-
300	5470	Park Maintenance	22,454	32,218	15,462	27,000	28,000	29,000	30,000
300	5477	Nall Park Improvements	-	-	56,246	50,000	1,700,000	1,500,000	-
300	5472	Park Improvements	193,991	93,347	204,276	90,000	35,000	220,000	-
300	5473	RPAC Improvements	-	31.00	-	-	-	-	-
300	5476	Community Center Improvement	888,403	188,163	1,495,732	21,000	-	-	-
300	5499	Mural on Retaining Wall	-	-	-	-	-	-	-
		<b>D Capital Outlay Total</b>	1,708,333	815,313	1,800,626	1,403,000	2,006,000	1,974,000	270,000
<b>N Non-Appropriation Expenditures</b>									
300	5750	Contingency	-	-	-	-	-	-	-
		<b>N Non-Appropriation Expenditures</b>	-	-	-	-	-	-	-
<b>T Transfers</b>									
300	5826	Transfer to Equipment and Building Reser	-	-	-	-	-	-	-
		<b>T Transfers Total</b>	-	-	-	-	-	-	-
		<b>Total Expenditures</b>	<b>1,716,845</b>	<b>852,804</b>	<b>1,800,626</b>	<b>1,443,000</b>	<b>2,046,000</b>	<b>2,014,000</b>	<b>310,000</b>
300		<b>Ending Fund Balance</b>	<b>\$ 2,118,486</b>	<b>\$ 2,754,160</b>	<b>\$ 2,135,685</b>	<b>2,027,405</b>	<b>2,263,000</b>	<b>2,856,910</b>	<b>3,570,345</b>

Notes:

\*2026 includes \$45,000 for R Park Irrigation System, completin of the Mighty Bike and \$10,000 for Butterfly Garden objectives (Blue Cells).

\*2027 includes funding for Art Galergy and Sweeney Park objectrives (Blue Cells)

\* Capital Projects funded in 2026 through 2029 are desribed in more detail in the CIP section.

\* The Governing Body made the decision to transfer resources in excess of the City's stated General Fund balance goals to the Special Infrastructure and Special Street funds to help cash-fund capital projects. The ending fund balance can change dramatically based upon the cost of capital projects planned. In addition, the amount transferred from the General Fund will vary based upon resources available.

City of Roeland Park

Line Item Budget- 360 Equipment & Bldg. Reserve Fund

			2023	2024	2025	2026	2027 Budget	2028 Budget	2029 Budget
						Projected			
360	4010	<b>Beginning Fund Balance</b>	\$ 1,162,984	\$ 854,982	\$ 570,945	\$ 521,656	\$ 493,421	\$ 1,217,221	\$ 1,254,296
<b>Other</b>									
360	4772	Leaf Program Reimbursement	-	-	-	-	-	-	-
360	4780	Sale of Assets	3,526,335	223	-	-	715,000	-	-
		<b>Total Other</b>	<u>3,526,335</u>	<u>223</u>	<u>-</u>	<u>-</u>	<u>715,000</u>	<u>-</u>	<u>-</u>
<b>Interest</b>									
360	4511	Investment Income	32,459	27,590	21,183	17,765	27,800	37,075	34,975
		<b>Total Interest</b>	<u>32,459</u>	<u>27,590</u>	<u>21,183</u>	<u>17,765</u>	<u>27,800</u>	<u>37,075</u>	<u>34,975</u>
<b>Transfers</b>									
360	4840	Transfer from General Fund	225,200	352,600	2,200	75,300	20,500	6,000	4,500
360	4841	Transfer from PD/GF	146,625	29,960	11,200	32,300	62,000	150,500	143,400
360	4842	Transfer from PW / GF	5,000	77,500	60,000	-	457,000	164,800	40,000
360	4844	Transfer from Neighborhood Services	-	-	2,000	-	-	-	-
360	4860	Transfer from Sp. Infrastructure	-	-	-	-	-	-	-
		<b>Total Transfers</b>	<u>376,825</u>	<u>460,060</u>	<u>75,400</u>	<u>107,600</u>	<u>539,500</u>	<u>321,300</u>	<u>187,900</u>
		<b>Total Revenues</b>	<u>3,935,619</u>	<u>487,873</u>	<u>96,583</u>	<u>125,365</u>	<u>1,282,300</u>	<u>358,375</u>	<u>222,875</u>
<b>B Contracted Services</b>									
360	5209	Professional Services	18,775	16,925	11,550	8,000	-	-	-
360	5214	Other Contractual Services	377,000	-	4,965	5,000	-	-	-
		<b>B Contracted Services Total</b>	<u>395,775</u>	<u>16,925</u>	<u>16,515</u>	<u>13,000</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>C Commodities</b>									
360	5315	Machinery & Auto Equipment	262,626	100,037	82,988	140,600	558,500	321,300	187,900
		<b>C Commodities Total</b>	<u>262,626</u>	<u>100,037</u>	<u>82,988</u>	<u>140,600</u>	<u>558,500</u>	<u>321,300</u>	<u>187,900</u>
<b>D Capital Outlay</b>									
360	5442	Building Expense	3,585,186	654,948	46,369	-	-	-	-
		<b>D Capital Outlay Total</b>	<u>3,585,186</u>	<u>654,948</u>	<u>46,369</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>N Non-Expenditures Appropriation</b>									
360	5705	Future CIP - PW	35	-	-	-	-	-	-
		<b>N Non-Appropriation Expenditures Total</b>	<u>35</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
		<b>Total Expenditures</b>	<u>4,243,622</u>	<u>771,910</u>	<u>145,872</u>	<u>153,600</u>	<u>558,500</u>	<u>321,300</u>	<u>187,900</u>
360		<b>Ending Fund Balance</b>	\$ 854,982	\$ 570,945	\$ 521,656	\$ 493,421	\$ 1,217,221	\$ 1,254,296	\$ 1,289,271

Notes:

- \*The Equipment and Building Reserve Fund is a continuing capital fund that receives transfers to pay for capital equipment and building improvements.
- \* Proceeds from land sales (NE RJ= \$1.2M, The Rocks= \$3.45M, the Johnson Drive lots, a portion of the acquired site for Public Works) are being used to fund the purchase and renovation of the new public works facility (years 2023 through 2025).
- \*The 2027 Budget reflects portable message trailer objective (Blue Cell).
- \* The 2027 budget reflects land sale proceeds for land in front of public works and lots along north side of Johnson Drive.

**City of Roeland Park**  
**Line Item Budget- 520 Property Owners Association**

			2023	2024	2025	2026	2027 Budget	2028 Budget	2029 Budget
						Projected			
520	4010	<b>Beginning Fund Balance</b>	\$ 26,009	\$ 27,910	\$ 21,876	\$ 13,628	\$ 15,628	\$ 17,628	\$ 19,628
<b>Other</b>									
520	4795	Miscellaneous	33,847	29,000	32,092	30,765	31,690	32,640	33,620
		<b>Total Other</b>	<u>33,847</u>	<u>29,000</u>	<u>32,092</u>	<u>30,765</u>	<u>31,690</u>	<u>32,640</u>	<u>33,620</u>
		<b>Total Revenues</b>	<u>33,847</u>	<u>29,000</u>	<u>32,092</u>	<u>30,765</u>	<u>31,690</u>	<u>32,640</u>	<u>33,620</u>
<b>B Contracted Services</b>									
520	5254	Miscellaneous Charges	71	72	103	-	-	-	-
520	5258	RPPOA Common Area Expenses	31,875	34,962	40,237	28,765	29,690	30,640	31,620
		<b>B Contracted Services Total</b>	<u>31,946</u>	<u>35,034</u>	<u>40,340</u>	<u>28,765</u>	<u>29,690</u>	<u>30,640</u>	<u>31,620</u>
		<b>Total Expenditures</b>	<u>31,946</u>	<u>35,034</u>	<u>40,340</u>	<u>28,765</u>	<u>29,690</u>	<u>30,640</u>	<u>31,620</u>
520		<b>Ending Fund Balance</b>	<u>\$ 27,910</u>	<u>\$ 21,876</u>	<u>\$ 13,628</u>	<u>\$ 15,628</u>	<u>\$ 17,628</u>	<u>\$ 19,628</u>	<u>\$ 21,628</u>

**Notes:**

\* The revenues in the Property Owner's Association fund are collected to cover the cost of maintaining the common areas and condominiums within City Hall. These fees are paid from the General Fund. The Property Owner's Association then issues a check to the City of Roeland Park to cover fees associated with maintenance of said common areas as all of these expenses are paid out of the City's General Fund. This process was established as part of condoing City Hall space that is leased on the third floor. The condoing also preserves the tax-exempt status of the space used for

\* The fund is managed by a Board of Directors which is the City Council and is required to meet annually.

\* The ending fund balance changes around 10% annually strictly due to the fact that the fund is very small and grows by roughly \$2,000/year per the annual adopted budget and Association bylaws.

2026 through 2030  
**Capital Improvement Plan**  
 Roeland Park, KS  
**Projects & Funding Sources By Department**

Department	Project #	Priority	2026	2027	2028	2029	2030	Total
<b>Aquatic Center</b>								
<b>Family Slide Pump</b>	19-Aqua-013	13	0	8,000	0	0	0	<b>8,000</b>
220 Aquatic Center Fund				8,000				<b>8,000</b>
<b>Computer Replacement</b>	29-Aqua-001	13	0	0	0	2,000	0	<b>2,000</b>
220 Aquatic Center Fund						2,000		<b>2,000</b>
<b>Main Recirculation Pump and Motor #1 Replacement</b>	30-Aqua-001	13	0	0	0	15,000	0	<b>15,000</b>
220 Aquatic Center Fund						15,000		<b>15,000</b>
<b>Enclosed Slide Pump</b>	19-Aqua-008	13	0	8,000	0	0	0	<b>8,000</b>
220 Aquatic Center Fund				8,000				<b>8,000</b>
<b>Swim Lane Divider Replacements</b>	21-Aqua-002	13	0	0	0	1,600	0	<b>1,600</b>
220 Aquatic Center Fund						1,600		<b>1,600</b>
<b>Filters for Sprayground</b>	19-Aqua-014	13	0	0	0	2,800	0	<b>2,800</b>
220 Aquatic Center Fund						2,800		<b>2,800</b>
<b>Lifeguard Stand Replacement</b>	22-Aqua-004	13	0	0	1,500	0	0	<b>1,500</b>
220 Aquatic Center Fund					1,500			<b>1,500</b>
<b>Bath House Air Handler And Condenser</b>	24-Aqua-002	13	0	13,000	0	0	0	<b>13,000</b>
220 Aquatic Center Fund				13,000				<b>13,000</b>
<b>Open Slide Pump</b>	19-Aqua-012	13	0	8,000	0	0	0	<b>8,000</b>
220 Aquatic Center Fund				8,000				<b>8,000</b>
<b>Pool Furniture Replacement</b>	20-Aqua-002	13	7,500	1,000	1,000	1,000	1,000	<b>11,500</b>
220 Aquatic Center Fund			7,500	1,000	1,000	1,000	1,000	<b>11,500</b>
<b>Main Recirculation Pump and Motor #2 Replacement</b>	30-Aqua-002	13	0	0	0	15,000	0	<b>15,000</b>
220 Aquatic Center Fund						15,000		<b>15,000</b>
<b>Starting Block Replacement</b>	24-Aqua-001	13	0	0	0	35,000	0	<b>35,000</b>
220 Aquatic Center Fund						35,000		<b>35,000</b>
<b>Replace Main Pool Pump Strainers</b>	16-Aqua-003	13	0	0	0	0	5,500	<b>5,500</b>
220 Aquatic Center Fund							5,500	<b>5,500</b>
<b>Diving Board Replacement</b>	18-Aqua-003	13	0	0	0	6,000	0	<b>6,000</b>
220 Aquatic Center Fund						6,000		<b>6,000</b>
<b>Painting Lobby, Office Area and Restrooms</b>	19-Aqua-006	7	0	0	10,000	0	0	<b>10,000</b>
220 Aquatic Center Fund					10,000			<b>10,000</b>
<b>Pool Deck Concrete Repair/ Replacement</b>	19-Aqua-004	6	0	0	0	10,000	0	<b>10,000</b>
220 Aquatic Center Fund						10,000		<b>10,000</b>
<b>RPAC Floor Epoxy Maintenance</b>	22-Aqua-002	6	0	0	10,000	0	0	<b>10,000</b>
220 Aquatic Center Fund					10,000			<b>10,000</b>
<b>Pool Deck Caulking</b>	17-Aqua-002	6	0	0	5,000	0	0	<b>5,000</b>
220 Aquatic Center Fund					5,000			<b>5,000</b>
<b>Convert Blower Pad Area To Additional Shade Area</b>	26-Aqua-001	5	18,000	0	0	0	0	<b>18,000</b>
220 Aquatic Center Fund			18,000					<b>18,000</b>
<b>Pool Shade Canopy Replacements</b>	18-Aqua-002	4	0	0	0	3,000	2,000	<b>5,000</b>
220 Aquatic Center Fund						3,000	2,000	<b>5,000</b>
<b>Slide Repainting</b>	28-Aqua-001	4	0	0	0	35,000	0	<b>35,000</b>

Department	Project #	Priority	2026	2027	2028	2029	2030	Total
220 Aquatic Center Fund						35,000		35,000
<b>Aquatic Center Expenditure Total</b>			<b>25,500</b>	<b>38,000</b>	<b>27,500</b>	<b>126,400</b>	<b>8,500</b>	<b>225,900</b>
<b>220 Aquatic Center Fund</b>			25,500	38,000	27,500	126,400	8,500	225,900
<b>Aquatic Center Sources Total</b>			<b>25,500</b>	<b>38,000</b>	<b>27,500</b>	<b>126,400</b>	<b>8,500</b>	<b>225,900</b>

### City Hall

<b>Large Display Monitors Council Chambers/Meeting Rm</b>	25-CH-006	13	2,000	0	0	0	0	2,000
360 Equipment Reserve			2,000					2,000
<b>Rolling Task Chairs in Small Meeting Room</b>	25-CH-004	13	0	0	1,200	0	0	1,200
360 Equipment Reserve					1,200			1,200
<b>Large Meeting Room Table</b>	25-CH-008	13	0	8,000	0	0	0	8,000
360 Equipment Reserve				8,000				8,000
<b>Mayor-Council-Staff Council Chamber Chairs</b>	25-CH-002	13	0	1,500	0	0	0	1,500
360 Equipment Reserve				1,500				1,500
<b>Replace City Hall Networking Routers</b>	19-CH-003	13	0	0	0	0	9,000	9,000
360 Equipment Reserve							9,000	9,000
<b>City Hall Server Firewall</b>	18-CH-003	13	0	0	0	0	6,300	6,300
360 Equipment Reserve							6,300	6,300
<b>Replace City Hall Computers</b>	19-CH-004	13	3,300	6,000	4,800	4,500	3,600	22,200
360 Equipment Reserve			3,300	6,000	4,800	4,500	3,600	22,200
<b>Replace City Hall Hot Water Heater</b>	19-CH-001	13	0	5,000	0	0	0	5,000
360 Equipment Reserve				5,000				5,000
<b>Replacement Locks for City Hall</b>	26-CH-001	6	70,000	0	0	0	0	70,000
360 Equipment Reserve			70,000					70,000
<b>Art Gallery Improvements</b>	27-CH-004	6	0	18,000	0	0	0	18,000
300 Special Infrastructure				18,000				18,000
<b>Comprehensive Plan Updates</b>	19-CH-002	5	0	10,000	0	0	0	10,000
101 General Overhead				10,000				10,000
<b>City Hall - Council Chambers Audio-Visual</b>	27-CH-001	5	33,000	0	0	0	0	33,000
360 Equipment Reserve			33,000					33,000
<b>City Hall Expenditure Total</b>			<b>108,300</b>	<b>48,500</b>	<b>6,000</b>	<b>4,500</b>	<b>18,900</b>	<b>186,200</b>

<b>101 General Overhead</b>				10,000				10,000
<b>300 Special Infrastructure</b>				18,000				18,000
<b>360 Equipment Reserve</b>			108,300	20,500	6,000	4,500	18,900	158,200
<b>City Hall Sources Total</b>			<b>108,300</b>	<b>48,500</b>	<b>6,000</b>	<b>4,500</b>	<b>18,900</b>	<b>186,200</b>

### Community Center

<b>Community Center Computer Replacement</b>	24-CCtr-002	13	0	1,600	1,100	0	1,600	4,300
290 Community Center				1,600	1,100		1,600	4,300
<b>Round Table Replacement</b>	19-CCtr-006	13	0	7,000	0	0	0	7,000
290 Community Center				7,000				7,000
<b>Community Center Networking Routers</b>	25-CCtr-001	13	0	0	0	0	9,000	9,000
290 Community Center							9,000	9,000
<b>Room 6 Air Handler/Furnace</b>	28-CCtr-001	13	0	0	3,000	0	0	3,000
290 Community Center					3,000			3,000

Department	Project #	Priority	2026	2027	2028	2029	2030	Total
<b>50 Gal Water Heater Replacement- Two Each</b>	22-CCtr-003	13	0	900	0	0	0	900
290 Community Center				900				900
<b>EV Charging Stations at Community Center</b>	25-CCtr-002	6	21,000	0	0	0	0	21,000
300 Special Infrastructure			21,000					21,000
<b>Community Center Expenditure Total</b>			<b>21,000</b>	<b>9,500</b>	<b>4,100</b>	<b>0</b>	<b>10,600</b>	<b>45,200</b>

<b>290 Community Center</b>				9,500	4,100		10,600	24,200
<b>300 Special Infrastructure</b>			21,000					21,000
<b>Community Center Sources Total</b>			<b>21,000</b>	<b>9,500</b>	<b>4,100</b>	<b>0</b>	<b>10,600</b>	<b>45,200</b>

### Neighborhood Services

<b>Neighborhood Services Ipads</b>	25-NS-001	13	0	0	0	0	2,000	2,000
360 Equipment Reserve							2,000	2,000
<b>Neighborhood Services Expenditure Total</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>2,000</b>

<b>360 Equipment Reserve</b>							2,000	2,000
<b>Neighborhood Services Sources Total</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>2,000</b>

### Parks and Recreation

<b>Nail Park Master Plan Improvements</b>	26-Park-004	9	50,000	1,900,000	1,700,000	0	0	3,650,000
300 Special Infrastructure			50,000	510,000				560,000
510 TIF 3 - caves				200,000	200,000			400,000
Other Grants					1,500,000			1,500,000
STP				1,190,000				1,190,000
<b>Park Maintenance/ Improvements</b>	16-Park-001	9	27,000	28,000	29,000	30,000	31,000	145,000
300 Special Infrastructure			27,000	28,000	29,000	30,000	31,000	145,000
<b>Install Irrigation at R Park</b>	26-Park-002	7	20,000	0	0	0	0	20,000
300 Special Infrastructure			20,000					20,000
<b>Historical Markers/ Interpretive Signage</b>	19-Park-001	7	5,000	0	0	0	0	5,000
360 Equipment Reserve			5,000					5,000
<b>Granada Park Playground Equipment Replacement</b>	27-Park-001	7	0	0	175,000	0	0	175,000
300 Special Infrastructure					175,000			175,000
<b>Tennis Court Resurfacing</b>	27-Park-002	6	0	0	45,000	0	0	45,000
300 Special Infrastructure					45,000			45,000
<b>Mighty Bike Play Sculpture at R Park</b>	25-Park-003	6	50,000	0	0	0	0	50,000
300 Special Infrastructure			50,000					50,000
<b>Amenities at Sweany Park</b>	21-Park-003	4	0	35,000	0	0	0	35,000
300 Special Infrastructure				35,000				35,000
<b>Develop Monarch Butterfly Refuge</b>	26-Park-001	4	10,000	0	0	0	0	10,000
300 Special Infrastructure			10,000					10,000
<b>Parks and Recreation Expenditure Total</b>			<b>162,000</b>	<b>1,963,000</b>	<b>1,949,000</b>	<b>30,000</b>	<b>31,000</b>	<b>4,135,000</b>

<b>300 Special Infrastructure</b>			157,000	573,000	249,000	30,000	31,000	1,040,000
<b>360 Equipment Reserve</b>			5,000					5,000
<b>510 TIF 3 - caves</b>				200,000	200,000			400,000
<b>Other Grants</b>					1,500,000			1,500,000

Department	Project #	Priority	2026	2027	2028	2029	2030	Total
<b>STP</b>				1,190,000				<b>1,190,000</b>
<b>Parks and Recreation Sources Total</b>			<b>162,000</b>	<b>1,963,000</b>	<b>1,949,000</b>	<b>30,000</b>	<b>31,000</b>	<b>4,135,000</b>
<b>Police Department</b>								
<b>Body Camera Replacement</b>	16-Pol-004	13	0	0	100,000	0	0	<b>100,000</b>
360 Equipment Reserve					100,000			<b>100,000</b>
<b>Replace Police Backup Server</b>	17-Pol-002	13	0	0	0	0	6,000	<b>6,000</b>
360 Equipment Reserve							6,000	<b>6,000</b>
<b>Patrol Car External Rooftop Lightbars</b>	26-Pol-002	13	15,000	0	0	0	0	<b>15,000</b>
360 Equipment Reserve			15,000					<b>15,000</b>
<b>Police K9 Dog</b>	19-Pol-005	13	0	15,000	0	0	0	<b>15,000</b>
360 Equipment Reserve				15,000				<b>15,000</b>
<b>Taser Replacement</b>	19-Pol-002	13	0	0	0	7,400	0	<b>7,400</b>
360 Equipment Reserve						7,400		<b>7,400</b>
<b>Radar and Variable Message Trailer</b>	27-Pol-001	13	0	19,000	0	0	0	<b>19,000</b>
360 Equipment Reserve				19,000				<b>19,000</b>
<b>Radar Speed Detection Unit Replacement</b>	16-Pol-007	13	5,000	0	5,000	0	5,000	<b>15,000</b>
360 Equipment Reserve			5,000		5,000		5,000	<b>15,000</b>
<b>Electric Police Bicycle</b>	19-Pol-006	13	0	0	0	0	4,000	<b>4,000</b>
360 Equipment Reserve							4,000	<b>4,000</b>
<b>Desktop/Laptop Computers for Office Use</b>	18-Pol-003	13	1,300	0	4,500	2,000	1,300	<b>9,100</b>
360 Equipment Reserve			1,300		4,500	2,000	1,300	<b>9,100</b>
<b>Police In-Car Computer Replacement</b>	19-Pol-001	13	3,000	9,000	0	0	4,000	<b>16,000</b>
360 Equipment Reserve			3,000	9,000			4,000	<b>16,000</b>
<b>Ford Escape - Chief Vehicle</b>	26-Pol-001	13	0	25,000	0	0	0	<b>25,000</b>
360 Equipment Reserve				25,000				<b>25,000</b>
<b>Police Patrol Vehicles: Explorers and Durangos</b>	23-Pol-004	13	0	0	0	110,000	165,000	<b>275,000</b>
360 Equipment Reserve						110,000	165,000	<b>275,000</b>
<b>AED Unit Replacement</b>	18-Pol-001	13	8,000	0	0	0	0	<b>8,000</b>
360 Equipment Reserve			8,000					<b>8,000</b>
<b>In-Car Cameras</b>	22-Pol-003	13	0	8,000	8,000	8,000	0	<b>24,000</b>
360 Equipment Reserve				8,000	8,000	8,000		<b>24,000</b>
<b>Police Drone</b>	24-Pol-003	13	0	0	7,000	0	0	<b>7,000</b>
360 Equipment Reserve					7,000			<b>7,000</b>
<b>Patrol Vehicle Emergency Equipment</b>	19-Pol-003	13	0	0	0	16,000	24,000	<b>40,000</b>
360 Equipment Reserve						16,000	24,000	<b>40,000</b>
<b>Duty Rifle Replacement</b>	16-Pol-008	13	0	5,000	0	0	0	<b>5,000</b>
360 Equipment Reserve				5,000				<b>5,000</b>
<b>Police: Ford Fusion - Travel -Special use.</b>	22-Pol-001	13	0	0	26,000	0	0	<b>26,000</b>
360 Equipment Reserve					26,000			<b>26,000</b>
<b>Sergeants Cubicles</b>	25-Pol-002	13	6,000	0	0	0	0	<b>6,000</b>
102 Police			6,000					<b>6,000</b>
<b>Police Department Expenditure Total</b>			<b>38,300</b>	<b>81,000</b>	<b>150,500</b>	<b>143,400</b>	<b>209,300</b>	<b>622,500</b>
<b>102 Police</b>			6,000					<b>6,000</b>
<b>360 Equipment Reserve</b>			32,300	81,000	150,500	143,400	209,300	<b>616,500</b>
<b>Police Department Sources Total</b>			<b>38,300</b>	<b>81,000</b>	<b>150,500</b>	<b>143,400</b>	<b>209,300</b>	<b>622,500</b>

Department	Project #	Priority	2026	2027	2028	2029	2030	Total
<b>Public Works</b>								
<b>#210 Leaf Vacuum Truck</b>	18-PW-003	13	0	0	0	0	300,000	<b>300,000</b>
360 Equipment Reserve							300,000	<b>300,000</b>
<b>#201 - 2010 Elgin Street Sweeper</b>	16-PW-004	13	0	450,000	0	0	0	<b>450,000</b>
360 Equipment Reserve				450,000				<b>450,000</b>
<b>#203 - 2003 Skidsteer Case 85XT</b>	23-PW-005	13	0	0	55,000	0	0	<b>55,000</b>
360 Equipment Reserve					55,000			<b>55,000</b>
<b>#401 - 2016 Coneqtec Cold Planer Replacement</b>	23-PW-017	13	0	0	17,000	0	0	<b>17,000</b>
360 Equipment Reserve					17,000			<b>17,000</b>
<b>Public Works Computer Replacement</b>	24-PW-015	13	0	7,000	1,800	0	0	<b>8,800</b>
360 Equipment Reserve				7,000	1,800			<b>8,800</b>
<b>#408 - Vbox Spreader Replacement</b>	26-PW-005	13	0	0	8,000	0	0	<b>8,000</b>
360 Equipment Reserve					8,000			<b>8,000</b>
<b>#414 - 2016 Boss Plow Replacement</b>	26-PW-004	13	0	0	9,000	0	0	<b>9,000</b>
360 Equipment Reserve					9,000			<b>9,000</b>
<b>#107 - 2016 F350 One-ton Replacement</b>	26-PW-002	13	0	0	74,000	0	0	<b>74,000</b>
360 Equipment Reserve					74,000			<b>74,000</b>
<b>#101 - F750 Dump Truck w/ Equip</b>	17-PW-003	13	0	0	0	0	135,000	<b>135,000</b>
360 Equipment Reserve							135,000	<b>135,000</b>
<b>#105 - 2017 Ford F250 Ext Cab 4X4 - Replacement</b>	17-PW-007	13	0	0	0	40,000	0	<b>40,000</b>
360 Equipment Reserve						40,000		<b>40,000</b>
<b>2028 RSR- Nail Ave from 51st to North End</b>	24-PW-009	10	100,000	50,000	2,850,000	0	0	<b>3,000,000</b>
270 Sp. Streets			100,000	50,000	320,000			<b>470,000</b>
Other Sources					100,000			<b>100,000</b>
Partner City					200,000			<b>200,000</b>
STP					2,230,000			<b>2,230,000</b>
<b>2026 Roe Parkway- Ph1 Extension &amp; Ph2 Reconstruction</b>	22-PW-004	10	1,678,000	0	0	0	0	<b>1,678,000</b>
510 TIF 3 - caves			1,678,000					<b>1,678,000</b>
<b>Annual Sidewalk Repair &amp; Replacement</b>	21-PW-001	10	150,000	25,000	25,000	25,000	25,000	<b>250,000</b>
270 Sp. Streets			150,000	25,000	25,000	25,000	25,000	<b>250,000</b>
<b>2026 CARS- 51st from Cedar to City Limits</b>	26-PW-009	10	1,432,000	0	0	0	0	<b>1,432,000</b>
270 Sp. Streets			843,500					<b>843,500</b>
CARS			580,500					<b>580,500</b>
Partner City			8,000					<b>8,000</b>
<b>Replace Southern Segment of Miego Storm Sewer</b>	26-PW-011	10	750,000	0	0	0	0	<b>750,000</b>
300 Special Infrastructure			500,000					<b>500,000</b>
SMAC			250,000					<b>250,000</b>
<b>In-House or Contracted Street Maintenance</b>	16-PW-002	9	415,000	225,000	225,000	225,000	225,000	<b>1,315,000</b>
300 Special Infrastructure			415,000	225,000	225,000	225,000	225,000	<b>1,315,000</b>
<b>Contracted Street Maintenance</b>	16-PW-003	9	216,000	217,000	218,000	219,000	220,000	<b>1,090,000</b>
106 Public Works			216,000	217,000	218,000	219,000	220,000	<b>1,090,000</b>
<b>2026 Buena Vista Traffic Calming Project</b>	26-PW-010	9	250,000	0	0	0	0	<b>250,000</b>

Department	Project #	Priority	2026	2027	2028	2029	2030	Total
270 Sp. Streets			250,000					250,000
<b>Open Channel Storm Drainage Maintenance</b>	27-PW-002	9	0	150,000	150,000	50,000	0	350,000
250 Storm Water Fund				150,000	150,000	50,000		350,000
<b>2027 RSR Pawnee from Reinhart to 50th</b>	30-PW-002	9	50,000	1,200,000	0	0	0	1,250,000
270 Sp. Streets			50,000	1,200,000				1,250,000
<b>2026 RSR- Rosewood &amp; Granada</b>	24-PW-005	9	910,000	0	0	0	0	910,000
270 Sp. Streets			910,000					910,000
<b>2030 CARS - 50th Terr &amp; Cedar St Project</b>	30-PW-001	8	0	0	0	0	388,000	388,000
270 Sp. Streets							211,000	211,000
CARS							177,000	177,000
<b>2026 CARS- 55th St from SMPKWY to Roe Blvd</b>	23-PW-003	8	552,000	0	0	0	0	552,000
270 Sp. Streets			160,000					160,000
CARS			262,000					262,000
Partner City			130,000					130,000
<b>Street Light Replacement</b>	21-PW-007	8	10,000	10,000	10,000	10,000	10,000	50,000
270 Sp. Streets			10,000	10,000	10,000	10,000	10,000	50,000
<b>2029 RSR- 47th Ter/48 Lane/ 50th Ter</b>	27-PW-003	8	0	0	50,000	1,050,000	0	1,100,000
270 Sp. Streets					50,000	1,050,000		1,100,000
<b>Residential Street Reconstruction (RSR) Program</b>	19-PW-001	8	0	0	0	0	100,000	100,000
270 Sp. Streets							100,000	100,000
<b>2030 RSR- Granada from SMPKY to 56th</b>	29-PW-001	8	0	0	0	50,000	1,400,000	1,450,000
270 Sp. Streets						50,000		50,000
300 Special Infrastructure							1,308,437	1,308,437
Other Sources							91,563	91,563
<b>2027 CARS - Johnson Drive &amp; Ash Signal Replacement</b>	28-PW-001	8	0	520,000	0	0	0	520,000
270 Sp. Streets				166,000				166,000
CARS				236,000				236,000
Partner City				118,000				118,000
<b>2029 CARS - 48th St &amp; Roe Lane Signal Replacement</b>	29-PW-002	8	0	0	0	532,000	0	532,000
270 Sp. Streets						290,000		290,000
CARS						242,000		242,000
<b>Bi-Annual Sidewalk Extension Project</b>	21-PW-002	8	0	100,000	0	100,000	0	200,000
270 Sp. Streets				100,000		100,000		200,000
<b>2028 CARS- 47th from Roe Ln to Mission Rd</b>	27-PW-001	8	0	184,000	1,787,000	0	0	1,971,000
270 Sp. Streets				184,000	616,000			800,000
CARS					615,000			615,000
Partner City					556,000			556,000
<b>Storm Sewer Repair/ Replacement Program</b>	24-PW-003	7	118,000	135,000	75,000	180,000	275,000	783,000
250 Storm Water Fund			118,000	135,000	75,000	180,000	275,000	783,000
<b>Pavement Evaluation of Street Network</b>	20-PW-003	7	10,000	0	0	15,000	0	25,000
300 Special Infrastructure			10,000			15,000		25,000
<b>Provide Bus Stop Shelters Incorporating Public Art</b>	25-PW-002	5	66,000	0	0	0	0	66,000
101 General Overhead			16,000					16,000
570 Economic Development			50,000					50,000

Department	Project # Priority	2026	2027	2028	2029	2030	Total
<b>Public Works Expenditure Total</b>		<b>6,707,000</b>	<b>3,273,000</b>	<b>5,554,800</b>	<b>2,496,000</b>	<b>3,078,000</b>	<b>21,108,800</b>
<b>101 General Overhead</b>		16,000					<b>16,000</b>
<b>106 Public Works</b>		216,000	217,000	218,000	219,000	220,000	<b>1,090,000</b>
<b>250 Storm Water Fund</b>		118,000	285,000	225,000	230,000	275,000	<b>1,133,000</b>
<b>270 Sp. Streets</b>		2,473,500	1,735,000	1,021,000	1,525,000	346,000	<b>7,100,500</b>
<b>300 Special Infrastructure</b>		925,000	225,000	225,000	240,000	1,533,437	<b>3,148,437</b>
<b>360 Equipment Reserve</b>			457,000	164,800	40,000	435,000	<b>1,096,800</b>
<b>510 TIF 3 - caves</b>		1,678,000					<b>1,678,000</b>
<b>570 Economic Development</b>		50,000					<b>50,000</b>
<b>CARS</b>		842,500	236,000	615,000	242,000	177,000	<b>2,112,500</b>
<b>Other Sources</b>				100,000		91,563	<b>191,563</b>
<b>Partner City</b>		138,000	118,000	756,000			<b>1,012,000</b>
<b>SMAC</b>		250,000					<b>250,000</b>
<b>STP</b>				2,230,000			<b>2,230,000</b>
<b>Public Works Sources Total</b>		<b>6,707,000</b>	<b>3,273,000</b>	<b>5,554,800</b>	<b>2,496,000</b>	<b>3,078,000</b>	<b>21,108,800</b>
<b>EXPENDITURE GRAND TOTAL</b>		<b>7,062,100</b>	<b>5,413,000</b>	<b>7,691,900</b>	<b>2,800,300</b>	<b>3,358,300</b>	<b>26,325,600</b>

# Vision-Mission Behavioral Values Organizational Goals & Fiscal Year 2027 Objectives- Preliminarily Approved

**Our Vision:**

Roeland Park seeks to be a connected and caring community where diversity is celebrated, everyone belongs, and community members work together to shape a vibrant, sustainable future. (A visualization of what Roeland Park is seeking to be as a community)

**Our Mission:**

Roeland Park demonstrates an unwavering commitment to enhancing quality of life for all through inclusive decision-making, innovative thinking, and strategic investment. (Roeland Park’s daily approach to its work)

**Our Behavioral Values:** Behavioral Values guide the organization as we examine how to bridge the gap between what is politically acceptable (what we want to do) and what is operationally sustainable (can we do it).

Value	Definition
Committed to Continuous Learning	We learn new skills, gain knowledge, listen and seek to understand so as to be proactive and innovative in our leadership and decision making.
Sense of Humor	Remaining keenly aware of the context and approach, we use humor as a tool to create social connections and build relationships.
Respect	We hold all people and groups in high regard, treating them with kindness while creating an environment where they feel seen and heard.
Integrity	We are honest and uphold the highest ethical standards.
Inclusive	We welcome, represent, empower, and engage all people and groups through a focus on equity and fairness without favor or bias.
Transparency	We share information openly to create shared understanding and clarity and confidence in community governance.

**Our Organizational Goals and Current Year Objectives:** The broadly defined Organizational Goals are the outcomes that Roeland Park is consistently seeking. These are reviewed and updated at the start of each budget cycle to ensure each remains relevant prior to staff and the elected officials focusing on specific Objectives (priorities) for the next budget year. The Objectives are specific initiatives intended to further the City’s Goals and support our Values.

**A. Advance Diversity, Equity, and Inclusion** – within the community through intentional policy and procedures.

**Objectives: None for 2027**

**B. Prioritize Communication and Engagement with the Community**  
– by expanding opportunities to inform and engage residents in an open and participatory manner.

**Objectives:**

**1. Add a Part-time Events and Volunteer Coordinator**

Justification: The addition of a Part-Time Events & Volunteer Coordinator for FY27 would improve the long-term sustainability of Parks and Recreation programming and community engagement efforts. This position will plan and coordinate existing as well as additional events such as Pack the Park, R Park Food Truck Series, and more. This position will also serve as a point of contact for volunteers associated with the City. Welcoming new Board Members, coordinating with Bishop Miede for their volunteer day, and assisting the City Clerk with maintaining the Events Calendar. The position is anticipated to work 20 hours a week throughout the year and would report to the Parks and Recreation Superintendent. This objective supports priorities identified and discussed as part of the Park Master Plan process.

Cost Estimate: \$25,100 **Account: 5104.110 – Parks & Rec Part Time Salaries**  
\$12,000 **Account: 5237.101 – General Overhead Community Events** for event funding. Total of \$37,100.

Completion Date: 4/1/27

Responsible Party: Parks and Recreation Superintendent

Submitted By: Michael Poppa

What are the racial equity implications of this objective?

Community events and public programming provide low-barrier opportunities for residents of all backgrounds to access recreation, social connection, and civic engagement. Expanding the City's capacity to coordinate events and volunteer opportunities supports inclusive participation by offering activities that are open to the public, geographically accessible, and designed for a wide range of ages and interests. This objective is intended to benefit all residents by increasing access to community spaces and programming without financial or membership barriers. Improved coordination also supports broader communication and outreach efforts to ensure events are promoted across the community.

**C. Improve Community Assets** – through timely maintenance and replacement as well as improving assets to modern standards.

**Objectives:**

**1. Add playground equipment to Sweany Park focusing on sensory elements**

Justification:

There has been consistent feedback from the public, including in the public outreach for the Parks and Rec Master Plan and Strategic Plan, asking for more parks on the East side of Roe. According to the 2025 Roeland Park Citizens Survey, Roeland Park residents are asking the City to put emphasis on City parks and recreation over the next 2 years; 23% of residents cited a park on the East side of Roe as a top priority for City Parks and Recreation.

Sweany Park is an excellent candidate for improvements. It is well-shaded, already has some existing hardscape and currently isn't home to any equipment. The proposed improvements include a musical element, a visual element (light and shadow) and a small-scale active play element. These elements would bring unique offerings to Sweany differentiating it from R Park and Nall Park which focus on more active play in busier environments and don't include musical or light and shadow play.

We've selected 3 pieces of equipment that fit in those categories as examples and to ensure that the cost estimate is realistic including installation. A map showing preliminary proposed locations is below. The equipment can be installed right off the existing path and requires minimal concrete work.

This type of equipment would be unique in the city and bring new users to the park without overwhelming it. It gives residents an alternative to the larger, busier parks in the city for kids who might be more comfortable in a quieter setting.



Final plans would be developed by the Parks and Trees Committee incorporating community planning meetings.

Cost Estimate: \$35,000 **Account 5472.300 Park Improvements**

Completion Date: 11/30/27

Responsible Party: Parks and Recreation Superintendent, Parks and Trees Committee

Submitted By: Council Persons Lero and Hage

What are the racial equity implications of this objective? This objective would benefit all members of the community. Adding some sensory elements to this existing park expands the offerings we have within the city for different types of play.

## **2. Cooper Creek Riparian Restoration & Erosion Stabilization – Phase 1 (Assessment, Priority Controls, and Invasive Management)**

Justification: Restart and advance the City’s creek-corridor stewardship by: Completing a geomorphic and vegetation assessment of Cooper Creek, Designing and installing priority erosion controls at the most vulnerable segments, and re-establishing a multi-year invasive species management and native replanting plan to stabilize banks, protect public assets, and improve habitat and stormwater function.

A geomorphic and vegetation assessment is a focused, field-based evaluation used to quickly understand the physical shape of the creek (geomorphology) and the condition of its plant communities. This type of assessment is typically used for restoration planning, monitoring, and establishing baseline environmental conditions.

Follow-through on prior work: Several years ago, the City removed invasive species along Cooper Creek; since then, invasives have re-established and erosion has worsened—undermining earlier investments and accelerating bank loss. This objective delivers the necessary step to evaluate creek conditions and identify measures needed for stabilization and long-term maintenance so prior efforts are not lost.

Asset protection & liability reduction: Unchecked erosion threatens nearby public infrastructure, trails, and private property, increasing long-term costs and potential claims. Early stabilization is significantly less expensive than future structural repairs.

Stormwater & water-quality benefits: Riparian stabilization and native revegetation reduce sediment loading, slow runoff, and improve downstream water quality—supporting City stormwater objectives and aligning with regional best practices.

Community value: Restored riparian areas offer shade, pollinator habitat, and educational opportunities, while demonstrating visible progress on a long-standing neighborhood concern.

Cost Estimate: \$85,000 to \$135,000 estimate **Account 5469-250 Storm Water Improvements**

Rapid assessment & prioritization: \$10,000–\$15,000  
Design/permitting (field-fit, low-impact): \$15,000–\$25,000  
Construction of priority fixes (materials + labor): \$45,000–\$75,000  
Invasive treatments + native plants: \$10,000–\$20,000  
Monitoring/maintenance (Year 1 follow-up): \$5,000–\$10,000

Completion Date: 12/31/27

Responsible Party: Public Works Director

Submitted By: Council Person Morales

What are the racial equity implications of this objective?

Intended outcome: Reduce erosion risk, protect public assets, and improve environmental quality adjacent to residential areas—benefiting all users (walkers, cyclists, families) who rely on safe, clean, and accessible public spaces.

Inclusive benefit: Restoration and maintenance reduce flooding and sediment impacts that can disproportionately affect renters and lower-income households living near creeks or downstream. Communication materials will use plain language and be translated as needed; volunteer days will be scheduled at varied times to include shift workers and families.

Community involvement: Engage nearby residents through a clear project one-pager, an on-site informational sign during construction, and at least one hands-on planting/maintenance event coordinated with Parks and Public Works.

Environmental & economic impacts: Native planting reduces heat, sediment, and erosion; improves stormwater function; and lowers long-term maintenance costs. Careful treatment selection helps prevent shifting costs to future budgets.

Communication to stakeholders: Use the City website, social media, neighborhood email lists, and an onsite QR code to share the project schedule, species list, and maintenance plan.

### **3. Upgrades to the George R. Schlegel Gallery / Large Conference Room**

Justification: The Arts Advisory Committee shows the work of established and emerging regional artists and also presents the yearly Roeland Park Artists Invitational highlighting our own local artists. The same space also functions as a conference room for city business and committee meetings.

The AAC would like to update the space visually so that it feels like a

more intentional gallery and also improves the entry hall and conference room equipment to be more functional and cohesive and to make a better first impression for visitors to the council chambers by doing the following:

Paint the existing chair rail, gallery and the entry hall (color TBD).

Implement a policy of storing unused chairs either in the adjacent closet or elsewhere in the building. Also include some organization of the existing and evaluation of our excess lighting and hangers to improve storage efficiency.

Find a solution to easily play music during opening and closing shows over the council chamber and conference room audio system. Currently we're not able to directly connect to the audio system and have either used a portable speaker or had live music or no music at all. This can be achieved at minimal or no cost using the existing system.

Purchase new furniture for the entry hall. Existing furniture is functional but doesn't match and is dated. This is the first thing that visitors see when they are going to the gallery or council chambers and replacements would better represent the city. The table currently functions as a coffee station but doesn't have any storage. The proposed replacement pieces are high quality, solid wood and will last long term. They are also simple, well designed and won't take away from whatever art is on display.

<https://www.crateandbarrel.com/tate-68-walnut-9-drawer-dresser/s113922> - \$2,000  
68"w x 20"d x 33"h

<https://www.crateandbarrel.com/tate-45.5-walnut-3-drawer-dresser/s113237> - \$1,200

33.25" H X 45.5" W X 33.25" D



The Art Committee would like to expand our ability to show more 3d artwork and would like to purchase another set of pedestals. 4 pedestals total in 4 different sizes for maximum flexibility. Estimated cost with shipping is \$500. 15.5x15.5x40, 15.5x15.5x30, 11.5x11.5x40, 11.5x11.5x30

<https://www.pedestalsource.com/products/white-laminate-quickset-collapsible-pedestal>

The existing conference table is showing its age, is heavy and the different sections don't align well so it isn't a consistent surface. The proposed table would be solid wood, visually lighter and with clear finish so that any chips or scratches can be easily repaired. Talked with 3 different companies (Ingrain Studio, KC Custom Hardwoods and LeGrande Metal Works) and received a similar range of cost for a table of a similar size to the existing. Final design and details would be worked out and renderings provided before fabrication, but the new table would be approximately 48"x144" with a steel base and wood top. It would include pop-up outlets and be able to be divided into two 48"x72" tables and would be on casters to easily reorient the room. Estimated cost is \$8,000. There is currently \$3,000 allocated in the CIP for replacement of the table in 2027. This table was used for the rendering image: [https://www.kccustomhardwoods.com/collections/conference?srsltid=AfmBOoqXmcFS22jYI2AQ\\_yAzBQ5sIHZTWCx6P5vc1z2SigtgczR4I2GH](https://www.kccustomhardwoods.com/collections/conference?srsltid=AfmBOoqXmcFS22jYI2AQ_yAzBQ5sIHZTWCx6P5vc1z2SigtgczR4I2GH)



The Art Committee feels that with these improvements, we will provide a space that is fitting for the quality of work shown in the gallery and a more functional set up for opening and closing shows. For the people passing through the entry and gallery or using the conference room, the new furnishings will better represent the city and be more functional.

Renderings showing the entry hall and conference room with the above improvements are below:

Before



After



Replace existing conference table, remove chair rail and paint walls.



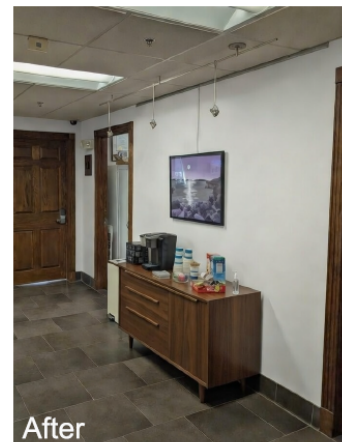
Before



After



Before



After

Change wall color and replace the existing furniture with new.

Cost Estimate: \$18,000 **Account 5442-300 Building Improvements- Special Infrastructure Fund**

Completion Date: 11/30/27

Responsible Party: Arts Committee

Submitted By: Arts Committee

What are the racial equity implications of this objective?

This objective would benefit all users of the gallery and conference room and a wide range of artists of different races and ethnicities.

## **D. Keep Our Community Safe & Secure – for all residents, businesses, and visitors.**

### **Objectives:**

#### **1. Purchase a Radar and Variable Message Traffic Trailer for Traffic Calming, Traffic Statistics, and General Messaging.**

Justification: The current Police Department traffic trailer collects valuable traffic data and displays vehicle speeds. It serves its purpose well; however, it is limited to monitoring speed only and not a broader messaging communication system.

The Police Department objective is to upgrade to a radar and variable messaging traffic trailer. The sign will help increase traffic safety and allow for messaging to all passing motorists.

Key functions of the upgraded traffic trailer include: Encourages speed reduction in high-risk areas, reduces need for constant enforcement presence, provides traffic data, communicates alerts on major incidents, promotes safety campaigns such as Click It or Ticket and community events, reinforces speed limits during school zone arrival and dismissal times, shows proactive efforts rather than reactive enforcement, and builds public trust by increasing visibility of public safety presence without being intrusive.

A messaging traffic trailer would also allow usefulness outside traffic enforcement. Information related to city construction projects, road closures, Parks and Rec events, and special events such as RoeFest could be displayed in advance to better inform the public. This would provide another highly visible way to communicate updates to the community and reach residents who may not regularly follow social media.



Capability and Specification information for sign: 5 Ft. W x 28in H. Remotely manage the sign using laptop and log-in from anywhere connected to Wi-Fi to change/schedule settings/messages, download traffic reports. Receive alerts via text or email (tamper, low battery, high speed). Camera inside the Sign activates during a tamper alert and snaps a photo. GPS device inside. Training included on software, 9 different Generate Traffic reports. No contract commitment, choose to renew the subscription after 12 months or not, Bluetooth capabilities remain in place to operate the sign, download data and settings. 3 Year Manufacturer's Warranty on all Sign Boards.

Cost Estimate: \$19,000 initial purchase **Account 5315.360**  
Yearly operating cost of \$1,500 **Account 5266.102**

Completion Date: 02/26/2027

Responsible Party: Chief Cory Honas

Submitted By: Chief Cory Honas

What are the racial equity implications of this objective? It reaches all individuals who observe the messaging.

## **E. Provide Great Customer Service – with professional, timely and friendly staff.**

### **Objectives:**

#### **1. Establish the Roeland Park Stingray Swim Team**

Justification: The establishment of a swim team at the Roeland Park Aquatic Center will enhance utilization of one of the City's most significant seasonal

assets while supporting long-term operational sustainability. The aquatic center represents a substantial annual investment in staffing, utilities, maintenance, and compliance. A swim team creates structured, predictable use of the facility during traditionally lower-demand hours, improving overall cost efficiency and maximizing return on existing infrastructure. To position the program competitively within the local market and minimize disruption to open swim operations, proposed practice times would occur from 7:15 PM to 8:15 PM.

In addition to increasing facility utilization, a swim team provides a more stable and diversified revenue stream through registration fees and associated programming, reducing reliance on weather-dependent daily admissions. The program also creates a clear progression pathway for participants beyond swim lessons, strengthening long-term engagement with the aquatic center.

Participation in the Johnson County Swim and Dive League is not guaranteed. The discussion will start at the league’s April meeting. This City is NOT making any commitment currently. The league is currently operating with an uneven number of teams, and expansion considerations will occur at that time. As such, this objective reflects proactive planning rather than a confirmed commitment.

Finally, the swim team supports staff recruitment and retention efforts by creating a developmental pipeline for future lifeguards and offering leadership opportunities for experienced seasonal staff. As the City works to increase guard staffing levels and maintain high training standards, the program will help strengthen aquatic workforce stability while improving overall program quality.

<u>Cost Estimate:</u>	\$5,200 (\$6,990) (\$3,785) (\$130) (\$285) (\$250) <b>(\$6,240)</b>	<b>Account 4281.220 – Swim Team Revenue</b> <b>Account 5104.220 – Salaries – Part Time</b> <b>Account 5306.220 – Building Supplies &amp; Materials</b> <b>Account 5301.220 – Office Supplies</b> <b>Account 5305.220 – Dues &amp; Subscriptions</b> <b>Account 5307.220 – Other Commodities</b> <b>Impact to Aquatic Center Fund Net Income</b>
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Completion Date: 5/28/2027

Responsible Party: Parks and Recreation Superintendent

Submitted By: Aquatics Committee; written by Nathan Brungardt

What are the racial equity implications of this objective?

The proposed swim team expands structured recreational programming within a municipally operated facility that is open to all residents. Participation will be voluntary and available to any eligible participant who meets program requirements. While competitive swimming involves registration fees and potential travel to meets, these conditions are consistent with

other youth athletic programs offered through municipal and community-based organizations.

The objective supports access to recreation, youth development, and water competency skill progression, which are recognized as social determinants of health. The program does not reduce or limit access to existing aquatic services and does not reallocate resources away from other community groups.

**F. Cultivate a Rewarding Work Environment** – where creativity, efficiency, productivity, and work-life balance are continuous pursuits.

**Objectives: None for 2027**

**G. Encourage Investment in Our Community** – whether it be redevelopment, new development, or maintenance.

**Objectives: None for 2027**

**H. Work to Implement Strategic Goals** – as outlined in the Strategic Plan, Comprehensive Plan, Planning Sustainable Places Study, and other planning documents adopted by Council.

**Objectives:**

**1. Explore Partnerships for Parks on the East side of Roe Boulevard**

Justification: The Parks Master Plan identified a need to expand park access and recreational opportunities on the east side of Roe Avenue. Exploring partnerships with public, private, and institutional entities may provide opportunities to acquire land, share resources, or jointly develop park space to serve this area of the community. This objective would allow staff to evaluate potential partnership models, identify feasible sites, and determine funding or development strategies that could support future park development while minimizing the financial burden on the City. The cost estimate reflects: \$3,000 for concept level site sketches, \$1,500 for land surveying, and \$500 for stakeholder meetings.

Cost Estimate: \$ 5,000 **Account 5214.110 – Parks – Other Contracted Services**

Completion Date: Ongoing – 12/1/27

Responsible Party: Parks and Recreation Superintendent

Submitted By: Nathan Brungardt

What are the racial equity implications of this objective?

Expanding park access and recreational opportunities on the east side of Roe Avenue supports equitable access to public recreation and open space. Parks and recreational amenities contribute to community health, social connection, and overall quality of life. Exploring partnerships to develop additional park space in this area may help address geographic gaps in park access and ensure that residents across different neighborhoods have opportunities to benefit from public recreational resources. As potential partnerships and locations are evaluated, staff will consider how access, connectivity, and programming can serve a broad range of residents and ensure that park amenities remain welcoming and accessible to all members of the community.

## 2. Develop an E-bike Grant Program

Justification:

In order to encourage the use of zero emission transportation options as a step toward meeting the city’s Net Zero goal, the city will research and implement an E-bike grant program for the residents of Roeland Park.

History: Roeland Park had hoped to partner with Mission and BikeWalkKC to make rental E-bikes available within the two cities. When the federal grant for the project was not awarded, it was suggested that the city’s matching funds (\$50,000) be used for other micro-mobility projects. This objective aligns with that suggestion along with the anticipated update to the Bicycle and Pedestrian Strategic Plan in 2027.

Conceptually e-bike grants would be available to Roeland Park residents on a sliding scale based on Area Median Income, similar to the criteria used in the Neighbors Helping Neighbors grant program. The following is an example of how grant awards could be structured: 80% or below qualifies for the highest reimbursement (\$1,500), 85% qualifies for up to \$1,000 in reimbursement and 93% qualifies for up to \$500 in reimbursement. The amounts are TBD as is the possibility of making a portion of funds unrestricted by income if an initial application period reveals low applicant numbers. An age requirement would also be anticipated.

Residents will work with KC metro bike shops (Prairie Sailor, Erik’s Bikes, etc.) who have agreed to sponsor the pilot program by making affordable E-bikes available. These shops will accept a city-issued voucher and be reimbursed accordingly. This allows residents to avoid excessive upfront costs which can be a barrier to ownership. Grants will cover the purchase of a Class 1 or Class 2 E-bike and a helmet/reflective vest.

Cost Estimate: \$50,000      **Account 5268-101 Bikeshare-EV Bike Program**

Completion Date: April 30, 2027 (program continues until all funds are dispersed)

Responsible Party: Management Analyst and Sustainability Committee

Submitted By: Sustainability Committee & Council Person Faidley

What are the racial equity implications of this objective?

- What is the intended outcome of this item? To offer an emission-free transportation alternative to residents.
- Does this item benefit all racial groups? Yes
- Does this item leave out any racial groups? No
- What (if any) social determinants of health are impacted by this item? Bicycling has been shown to positively impact physical and mental health outcomes while reducing GHG emissions.
- What (if any) are the unintended economic and environmental impacts of this item? The city will carefully monitor any increase in traffic crashes tied to E-bike ridership.
- How has the impacted community been involved? Community members have been polled to gain insight into the level of interest that may exist in a pilot program.
- How will the program be communicated to all stakeholders? Feature article(s) in the Roeland Parker, e-news, website and social media.

**A Guide for Racial Equity Impact Questions:** the guide below is provided as an aid to help develop answers to the broad question of “what are the racial equity implications of this objective”. 2024 marked the implementation of a racial equity lens as a supporting data component for Objectives.

- What is the intended outcome of this item?
- Does this item benefit all racial groups?
- Does this item leave out any racial groups?
- 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?

Social determinants of health are the conditions in the environment where people are born, live, learn, work, play, worship, and age that affect a wide range of health and quality-of-life outcomes. Several social determinants of health that are particularly relevant to municipal government are: crime prevention and criminal justice, safe and healthy living conditions, connectivity of neighborhoods, and access to recreation opportunities.

**Item Number:** II.B.  
Discussion Items



**City of Roeland Park**  
Action Item Summary

**Submitted By:**  
Nick Ward-Bopp, Public Works Director

**Committee/Department:** Public Works

**Title:** Review and Approval of Preliminary Design for Phase 2 Nall Ave. Project (15 min)

**Item Type:** Action Item

**Recommendation:**  
Approve Preliminary Design for Phase 2 Nall Ave. Project

**Details:**  
Attached is the Complete Streets Analysis of Nall Ave. from 51st to Nall Park and the preliminary design for Phase 2 Nall Ave Improvements. A subsequent task order that covers final design will be presented for council's consideration once preliminary design is approved and the project scope is better defined.

The project extends from 51st St to the north end of Nall Park. The project will include adding a new sidewalk that would extend north to the park. The city will coordinate with Mission, Evergy, and JCW during the design process.

This project is scheduled for construction in 2028 (moved up from 2029 due to STBG funds being awarded). Its anticipated construction will occur at the end of the JCW treatment plant improvements. The Nall Park Master Plan improvements will begin in 2027 and end in 2028 coordinating well with the street improvement project.

Easements will need to be acquired for this project in order to accommodate a multi-purpose trail anticipated.

Fiscal Impact	
<b>Amount of Request:</b> \$	
<b>Budgeted item?</b>	<b>Budgeted Amount:</b>
<b>Line Item Code/Description:</b>	

**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. Presentation of Complete Streets Analysis of Nall Ave. 51<sup>st</sup> to Nall Park
2. Presentation of Preliminary Design for Phase 2 Nall Project

## TECHNICAL MEMORANDUM

TO: Nick Ward-Bopp, Director of Public Works  
FROM: Janelle Clayton, PE, PTOE  
DATE: May 22, 2026  
SUBJECT: Nall Avenue (W 51<sup>st</sup> Street to Nall Park) - Complete Streets Review

The purpose of this technical memorandum is to summarize the review of Complete Streets elements for the Nall Avenue project from W 51<sup>st</sup> Street to Nall Park in Roeland Park, Kansas in accordance with City Ordinance No. 1024.

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

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

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

Project Information	
Project Location	Nall Avenue – W 51 <sup>st</sup> Street to Nall Park
City Project Title/Number	Nall Avenue (51 <sup>st</sup> Street to Nall Park) Right of Way Plans
Project Funding Source	City
Project Scope	2" Mill & Overlay of Nall Avenue from 51 <sup>st</sup> Street to 49 <sup>th</sup> Street and switching to a full-street reconstruction from 49 <sup>th</sup> Street to the north end. The project will include a sidewalk connection from 49 <sup>th</sup> Street to Nall Park and will require evaluating alternatives for the sidewalk location. Driveway aprons and sidewalk ramps will be replaced as needed for ADA compliance. Integral sidewalk retaining walls will be necessary for new sidewalk.
Project Length	Approx. 0.47 miles
Roeland Park Ward(s)	Ward 1
City's Street Classification	1 <sup>st</sup> Collector Street
Posted Speed Limit	20 MPH – Only One Speed Limit Sign at North End
Design Speed	25 MPH
85 <sup>th</sup> Percentile Speed	32.7 MPH NB; 30.9 MPH SB
Average Daily Traffic	1,044 Vehicles Per Day: 459 VPD NB; 585 VPD SB
Truck Percentage	NB: 8.5% (Includes Buses & Delivery Trucks) 4.5% (Heavy Trucks) SB: 20.0% (Includes Buses & Delivery Trucks) 3.5% (Heavy Trucks)
Trucks Allowed	Yes
Transit Route	None on Nall Avenue; Roe Boulevard is the closest route on the RIDE KC system – No stops are located in the near vicinity.
Roeland Park Pedestrian & Bicycle Infrastructure Strategy	
Roeland Park Destinations Nearby?	<ul style="list-style-type: none"> <li>● Nall Park is located 0.45 miles north of W 51<sup>st</sup> Street on Nall Avenue.</li> <li>● Roeland Park Community Center is located 0.17 miles to the east of Nall Avenue.</li> <li>● A commercial area (and Village Node as identified in the 2012 Comprehensive Plan) is located approximately 0.33 miles to the east of Nall Avenue.</li> <li>● Jack M. Carpenter Park is located 0.12 miles to the south on Cedar Street.</li> </ul>
On the Priority Sidewalk Network?	Yes. Nall Avenue from W 49 <sup>th</sup> Street (E) to Nall Park is on the First Priority Network
On the Proposed Bicycle Network?	Yes – Neighborhood Greenway
Priority Intersections?	W 51 <sup>st</sup> Street & Nall Avenue – First Priority Nall Avenue & W 50 <sup>th</sup> Terrace – Second Priority Nall Avenue & W 50 <sup>th</sup> Street – Second Priority Nall Avenue & W 49 <sup>th</sup> Street (E) – Second Priority
Listed Projects?	Sidewalk – East side of Nall Avenue from 49 <sup>th</sup> Street (E) to Nall Park Sidepath to Arboretum

## DATA COLLECTION

### Traffic Volumes & Speed Data

Speed and volume data were obtained along Nall Avenue near 4931 Nall Avenue on Thursday April 23<sup>rd</sup>, 2026, and north of W 51<sup>st</sup> Street on Tuesday April 21<sup>st</sup>, 2026. The average typical weekday daily traffic volume near 4931 Nall Avenue is 643 vehicles per day (vpd); 339 vpd northbound and 304 vpd southbound. The average typical weekday daily traffic volume north of W 51<sup>st</sup> Street is 1,044 vehicles per day (vpd); 459 vpd northbound and 585 vpd southbound. This volume is lower than the typical volume on a collector roadway which is 2,000 – 5,000 vehicles per day, but still within expected ranges.

### Crash Review

Crash data was provided by the Kansas Department of Transportation (KDOT) for the years 2019 through 2025 for Nall Avenue from the intersection with W 51<sup>st</sup> Street to Nall Park.

Two crashes were reported for the years 2019-2025. All the crashes were Property Damage Only crashes; no Injury or Fatalities. One of the crashes occurred during daylight hours at the intersection of W 51<sup>st</sup> Street & Nall Avenue when an eastbound vehicle slid on a metal plate over the road and into the intersection hitting a northbound vehicle that was already proceeding through the intersection. The other crash occurred when a northbound vehicle on Nall Avenue struck a parked vehicle that was parked on the east side of Nall Avenue when it was dark with the street lights on.

Both crashes were Property Damage Only and occurred with no adverse weather conditions. *In reviewing the crash reports, there is no evidence that there are any contributing factors for the crashes that occurred.*

## COMPLETE STREETS ELEMENTS

### Americans with Disabilities Act (ADA) Compliant Pedestrian Routes

Existing 4' sidewalk is provided along the east side of Nall Avenue from W 51<sup>st</sup> Street to W 49<sup>th</sup> Street (E). No sidewalk currently exists along Nall Avenue from W 49<sup>th</sup> Street (E) to Nall Park. The project includes the design and construction of an 8' multi-use path the entire length of the project from W 51<sup>st</sup> Street to Nall Park. An 8' multi-use path is also planned along the south side of W 51<sup>st</sup> Street as part of the 51<sup>st</sup> Street project. A pedestrian crossing should be constructed across W 51<sup>st</sup> Street from the east side of Nall Avenue to connect the multi-use paths.

ADA ramps are currently provided at the public street intersections with W 51<sup>st</sup> Street, W 50<sup>th</sup> Terrace, W 50<sup>th</sup> Street, and the southeast corner of W 49<sup>th</sup> Street (E). The sidewalk cross slopes through the residential driveways will be designed to meet ADA compliance with the construction of the new multi-use path. *With the construction of the 8' multi-use path along the east side of Nall Avenue, directional ramps should be installed (where practical) at each street crossing. No pedestrian crossings across Nall Avenue are planned, as no sidewalk facilities are present along the west side of Nall Avenue nor at any of the cross streets to the west.*

## Street & Sidewalk Lighting

Existing LED street lighting is generally provided along the west side of Nall Avenue with luminaires mounted on power poles from W 51<sup>st</sup> Street to W 49<sup>th</sup> Street (W) with spacing from 165' to 270', then transitions to stand-alone street light poles on the east side of Nall Avenue to the north dead-end cul-de-sac with spacing from 140' to 185'. The existing lighting levels are shown on the attached **Exhibit 1**. The existing geometrics are shown in the aerial image, while the proposed curblines reflecting the new 8' multi-use path is shown in blue. *No changes to existing street lighting are recommended at this time as the area is primarily residential in nature and the intersections are illuminated.*

## Pedestrian & Bicycle Facilities

Existing 4' sidewalk is provided along the east side of Nall Avenue from W 51<sup>st</sup> Street to W 49<sup>th</sup> Street (E). No sidewalk currently exists along Nall Avenue from W 49<sup>th</sup> Street (E) to Nall Park. The project includes the design and construction of an 8' multi-use path the entire length of the project from W 51<sup>st</sup> Street to Nall Park. There are currently no marked bicycle lanes or Share-The-Road markings along Nall Avenue north of W 51<sup>st</sup> Street. There are sharrows that were recently installed for a shared lane along Nall Avenue south of W 51<sup>st</sup> Street.

Nall Avenue is on the City's Priority Sidewalk Network. It is listed as a Neighborhood Greenway on the City's Proposed Bicycle Network and as a shared-use path on MARC's Bikeway plan. The proposed 8' multi-use path will satisfy these sidewalk and bicycle route designations. *Recommendation: Provide an 8' multi-use trail along the east side of Nall Avenue from W 51<sup>st</sup> Street to Nall Park. Provide a pedestrian crossing from the northeast corner to the southeast corner of W 51<sup>st</sup> Street & Nall Avenue to connect the two shared-use paths.*

## Access Management

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

## ADA Compliant Public Transit Stops & Stations

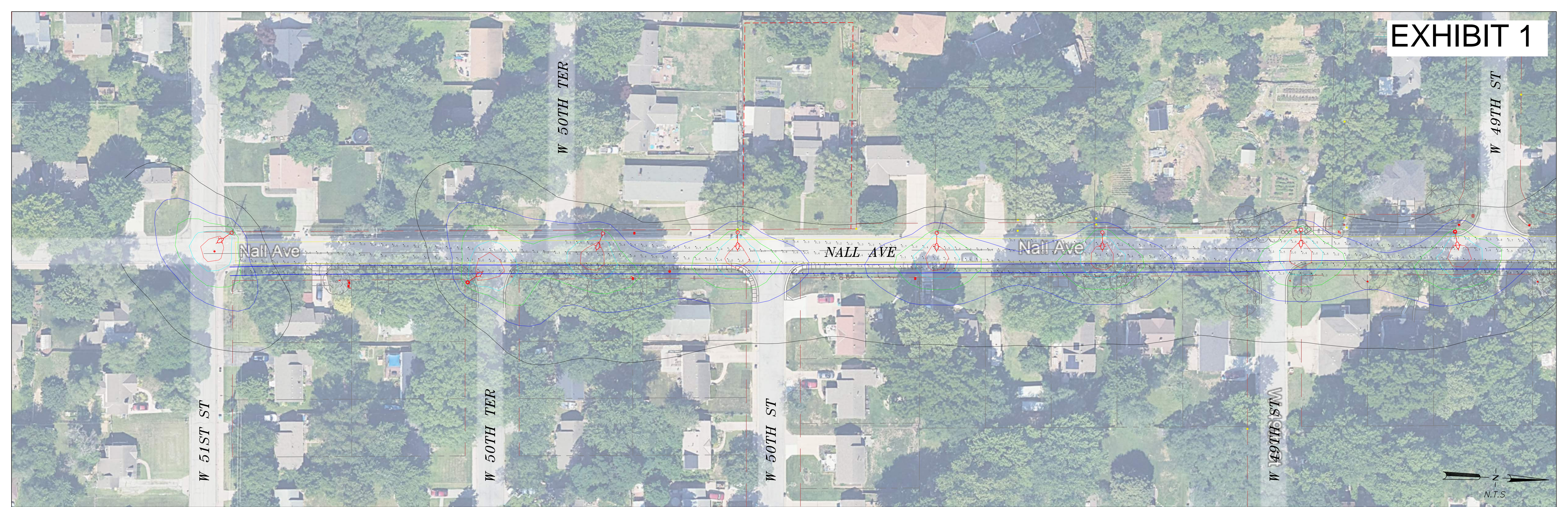
There are no transit stops near the study corridor. *Recommendation: No changes are recommended.*

## Context Sensitive Landscaping

The design plans will account for the existing trees along Nall Avenue to be maintained to the extent possible. Some trees and landscaping may need to be removed to construct the shared-use path. As no other amenities, such as benches, etc. are planned, no other landscaping is planned. *Recommendation: No changes are recommended.*

## Utility Relocation & Street Amenities Allowing for Efficient Levels of Service

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



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



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

Project types (Please circle type of project):

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

Design Checklist		
Street: Nall Avenue		From: W 51st Street To: Nall Park
Guidelines	Comments	
<i>Roadway Characteristics and Geometry</i>		
Street Classification	<input type="checkbox"/> Arterial <input checked="" type="checkbox"/> Collector <input type="checkbox"/> Local	1st Collector Street
Land Use	<input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Mixed Use <input type="checkbox"/> Agricultural	Single-Family homes are present along the corridor. A wastewater treatment plant is located at the north end of the corridor on the west side. Nall Park is located at the north end of the corridor on the east side.
Design Speed	25 MPH	
Has a Traffic Study been conducted?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Daily traffic counts and speed data were collected on Tues. 4/21/26 and Thurs. 4/23/26.
Level of Service	Existing: N/A Proposed: N/A	No Level of Service information available. Daily volumes are slightly lower than a typical collector road.
Street Width	Existing: 26' Proposed: 24'-26'	22' travel way, 26' back-to-back 20' travel way, 24' back-to-back
Existing ROW Width	Generally 50' +	
Will ROW acquisition be required?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Only Temporary Construction Easements are anticipated to be needed. This will be evaluated during the design process.
Historical Crash and Safety Data	<input type="checkbox"/> Warrants met to reconfigure intersections <input checked="" type="checkbox"/> Warrants not met	See crash analysis in attached memorandum. No correctable crash patterns present along Nall Avenue.



Existing Intersection Configuration	All-Way Stop Control - Nall & W 51st Two-Way Stop Control on E/W Approaches - Nall with W 50th Terr (E & W), W 50th Street (E & W), W 49th Street (E & W), Jim Bills Road.	
Proposed Intersection Configuration	Same as existing	
<i>Motorist Accommodations</i>		
Existing On-Street Parking	<input checked="" type="checkbox"/> Permitted both sides <input type="checkbox"/> Permitted one side <input type="checkbox"/> Not Permitted	
Proposed On-Street Parking	<input checked="" type="checkbox"/> Permitted both sides <input type="checkbox"/> Permitted one side <input checked="" type="checkbox"/> Not Permitted	Permitted on both sides from W 51st Street to W 49th Street (E). Parking prohibited from W 49th Street (E) to Nall Park parking lot. Additional parking for Nall Park will be provided on the north end of Nall Avenue.
Existing On-Street Parking Configuration	<input checked="" type="checkbox"/> Parallel Parking <input type="checkbox"/> Angled Parking <input type="checkbox"/> N/A	There are three existing sections of perpendicular parking spaces at the north end of Nall Avenue for Nall Park.
Proposed On-Street Parking Configuration	<input checked="" type="checkbox"/> Parallel Parking <input type="checkbox"/> Angled Parking <input type="checkbox"/> N/A	Additional parallel parking for Nall Park will be provided on the north end of Nall Avenue after the intersection with Jim Bills Road. The three existing sections of perpendicular parking will be removed and replaced with on-street parallel parking and head-in parking.
Number of Parking Spaces Provided	Existing Est. 57 spaces along Nall from 51st to 49th and 48 marked spaces at Nall Park.	Proposed = Est. 57 spaces along Nall from 51st to 49th 23 head-in and 17 parallel at Nall Park.
<i>Commercial and Emergency Vehicle Accommodations</i>		
Does design accommodate emergency vehicle turning radius?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Does design accommodate tractor-trailer turning radius?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Are on-street loading zones required?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	



<i>Transit Rider and School Bus Accomodations</i>		
Are there transit stops along this street?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Are the stops sheltered?	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> No	
Is there adequate access to the stops from the sidewalk?	<input type="checkbox"/> N/A Yes <input type="checkbox"/> No	
Is there adequate access from the stops to the road?	<input type="checkbox"/> N/A Yes <input type="checkbox"/> No	
Is there adequate access from the stops to the road?	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> No	
Is the access ADA compliant?	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> No	
<i>Pedestrian Accomodations</i>		
Existing Pedestrian Facilities	<input checked="" type="checkbox"/> Sidewalk <input type="checkbox"/> Trail <input type="checkbox"/> None	Sidewalk located on east side of Nall Avenue from W 51st Street to W 49th Street (E).
Are the facilities existing ADA compliant?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Sidewalk sections crossing driveways are not ADA compliant due to the warp at the back of the sidewalk.
Are there gaps in access or other impediements to pedestrians?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Sidewalk ends at W 49th Street removing a safe travel way for pedestrians to access Nall Park.
Proposed Pedestrian Facilities	<input type="checkbox"/> Sidewalk <input checked="" type="checkbox"/> Trail <input type="checkbox"/> None	8' multi-use trail is proposed along the east side of Nall from W 51st Street to Nall Park.



<i>Bicyclist Accomodations</i>		
<i>Is this street on the comprehensive bike plan?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<i>Existing Bicyclist Facilities</i>	<input type="checkbox"/> On Street <input type="checkbox"/> Off Street <input checked="" type="checkbox"/> None	
<i>Proposed Bicyclist Facilities</i>	<input type="checkbox"/> On Street <input checked="" type="checkbox"/> Off Street <input type="checkbox"/> None	8' multi-use trail is proposed along the east side of Nall from W 51st Street to Nall Park.
<i>Proposed On-Street Accomodation (if applicable)</i>	<input type="checkbox"/> Dedicate Lane <input type="checkbox"/> Shared Lane Marking <input type="checkbox"/> Signs	N/A
<i>Streetscaping Accomodations</i>		
<i>Is funding available for landscaping?</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<i>Is funding for street lighting available?</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<i>Does design account for future addition of streetscaping items?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<i>Utility Coordination</i>		
<i>Are utility conflicts present within the project boundaries?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<i>Has coordination been made to have conflicts removed before construction?</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	



# Nall Avenue Reconstruction (51<sup>st</sup> Street to Nall Park)

Roeland Park, KS

# Agenda



- ▶ Corridor Overview
- ▶ South Section - Existing Conditions, Analysis, Proposed Improvements
- ▶ Middle Section - Existing Conditions, Analysis, Proposed Improvements
- ▶ North Section - Existing Conditions, Analysis, Proposed Improvements
- ▶ Current Schedule, Project Cost and Funding
- ▶ Final Recommendation

# Corridor Overview

KEY:

Red= South Section

Orange= Middle Section

Brown=North Section



# Existing Conditions - South Section (51<sup>st</sup> St to 49<sup>th</sup> Street)



Nall Ave at 51<sup>st</sup> Street looking north

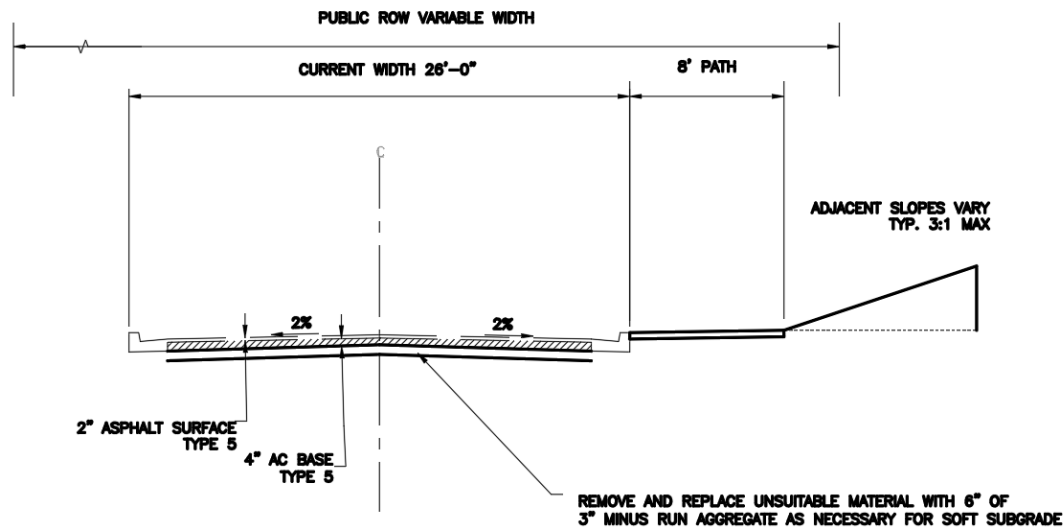
- ▶ 26' Back of curb to back of curb (22' PVMT) residential street
- ▶ 50' Right-of-way
- ▶ Existing 4' sidewalk on the east side from 51<sup>st</sup> to 49<sup>th</sup> Street
- ▶ Share the road pavement symbols south of 51<sup>st</sup> Street on Nall Ave to 58<sup>th</sup> Street
- ▶ On street parking permitted

# Analysis - South Section (51<sup>st</sup> Street to 49<sup>th</sup> Street)

- ▶ Spot curb replacement required
- ▶ Spot base failure will require asphalt patching
- ▶ Pavement is in decent condition (Not requiring reconstruction)
- ▶ Gradual slopes for grading and driveway construction at ADA sidewalk
- ▶ Opportunity to connect with 51<sup>st</sup> Street multipurpose trail



# Proposed Conditions - South Section (51<sup>st</sup> St to 49<sup>th</sup> Street)



TYPICAL SECTION  
NALL AVE. 51<sup>st</sup> TO 49<sup>th</sup> 8' PATH

## Street Section

- ▶ Maintain existing pavement width
- ▶ Replace sidewalk with 8' multipurpose trail to connect 51<sup>st</sup> Street to Nall Park
- ▶ End share the road
- ▶ Replace driveway aprons for new ADA trail
- ▶ Mill and overlay (2")
- ▶ Maintain on-street parking

# Corridor Overview

KEY:

Red= South Section

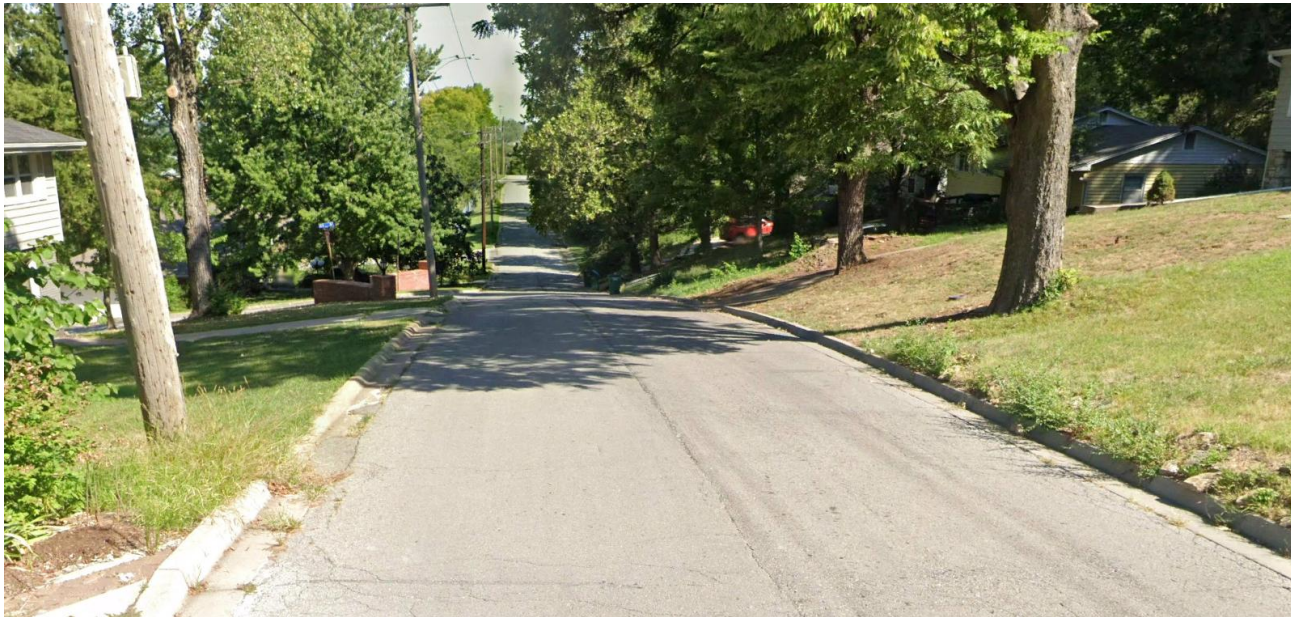
Orange= Middle Section

Brown=North Section



## Existing Conditions - Middle Section (49<sup>th</sup> St to Nall Park)

- ▶ 26' B-B (22' PVMT) residential street
- ▶ No sidewalk north of 49<sup>th</sup> Street
- ▶ Steep grade climb east of street (4901 driveway is 33%)
- ▶ Gradual to moderate grade fall west side of the street
- ▶ On street parking permitted



Top of hill looking north (49<sup>th</sup> street)

# Trail Analysis - Middle Section (49<sup>th</sup> Street to Jim Bills Road) (East Side)



4901 Nall Ave - 33%

- ▶ Provides a continuous pedestrian path on the east side
- ▶ Keeps the trail in Roeland Park
- ▶ Only one power pole conflict
- ▶ Steep slopes/driveways
- ▶ Sidewalk retaining walls required

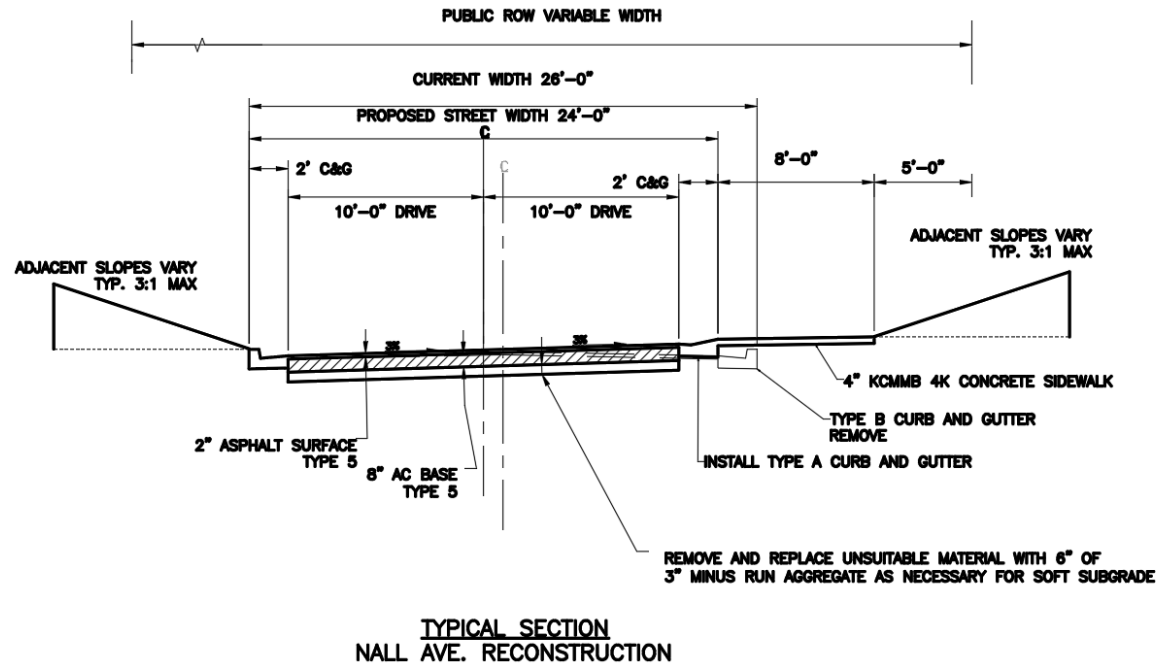
# Trail Analysis - Middle Section (49<sup>th</sup> Street to Jim Bills Road) (East Side)



4904 Nall Ave - west side

- ▶ West side challenges
  - ▶ Discontinuous pedestrian path
  - ▶ Power poles requiring relocation
  - ▶ Replace driveways to garages
  - ▶ City of Mission has concerns on trail in their jurisdiction

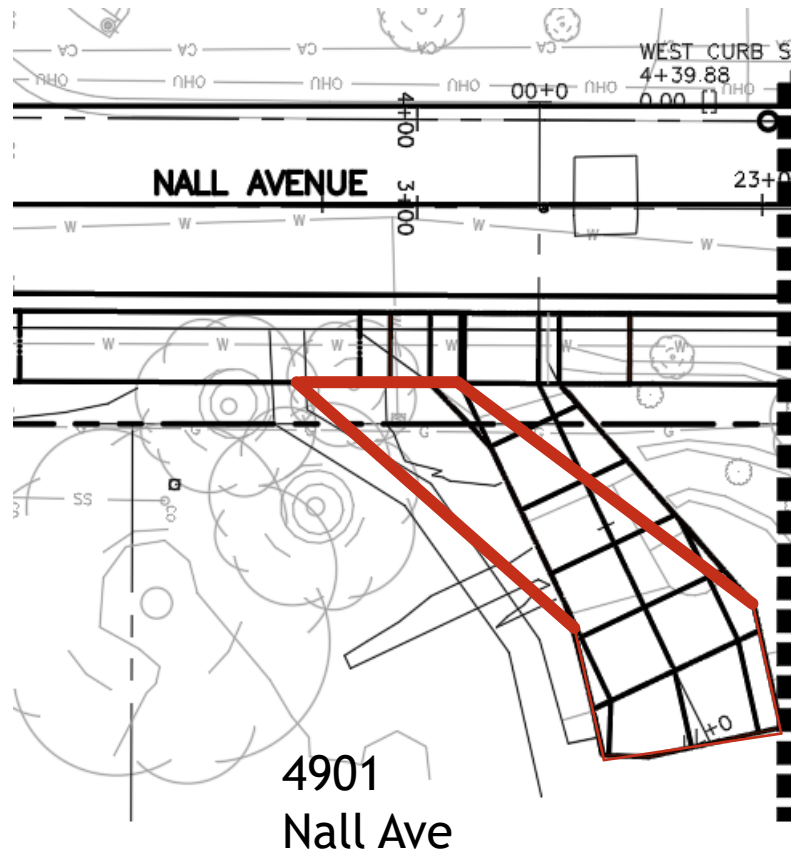
# Proposed Improvements - Middle Section (49<sup>th</sup> St to Jim Bills Rd) - 8 ft Trail on East Side



Street section

- ▶ Reconstruct street from 49<sup>th</sup> Street to Nall Park
- ▶ Hold west side curb location and shift east side curb west to shrink the street by 2 ft
  - ▶ Reduce parking to one side of street
- ▶ Super elevate street by 3% with type A curb - gains 10 inches of elevation
  - ▶ Assist driveway grades

# Proposed Improvements - Middle Section (49<sup>th</sup> St to Jim Bills Rd) - 8 ft Trail on East Side



- ▶ Adjust 4901 drive to the south (gain additional elevation) replace to garage
- ▶ Grade of drives reduced or matched the existing
- ▶ Replace driveway for 4909 and 4917 to private stairs
- ▶ Sidewalk retaining walls (2'-5')

# Corridor Overview

KEY:

Red= South Section

Orange= Middle Section

Brown=North Section

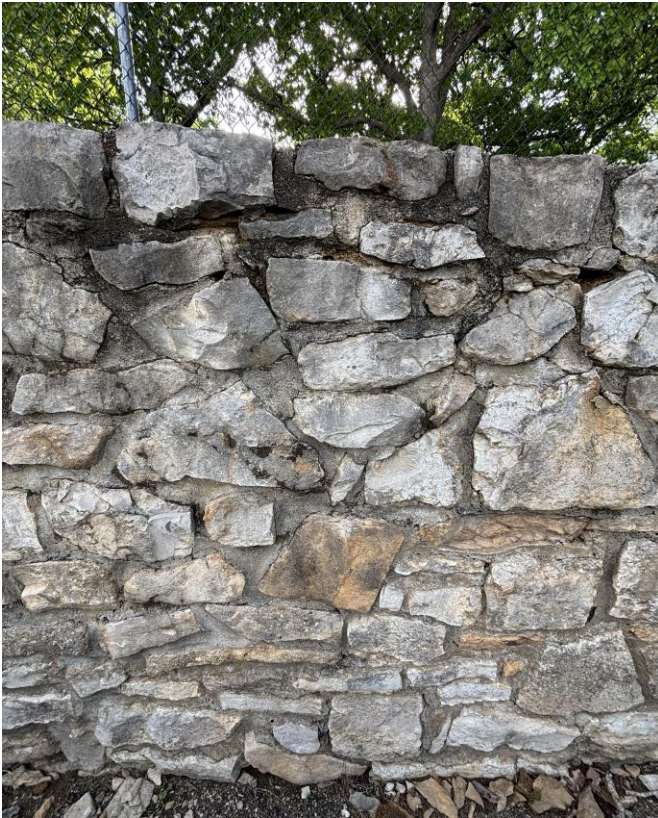


# Existing Condition - North Section (Jim Bills Road to Nall Park)



- ▶ 26' B-B
- ▶ Head in parking spaces adjacent to sidewalk to the north including 2 handicap spaces = 23
- ▶ Three separate head in parking areas to the south with limestone retaining walls = 25
- ▶ Total number of spaces existing = 48
- ▶ South parking areas have no sidewalk or trail connection to park
- ▶ Limestone walls showing signs of some delamination but are not leaning

# Trail Location Analysis - North Section (Jim Bills to Nall Park)



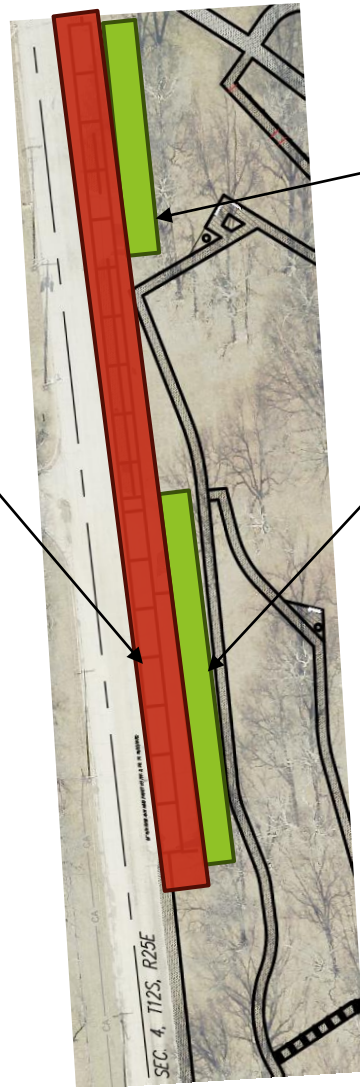
- ▶ Options
  - ▶ Tuck point walls to maintain existing parking - tedious and expensive
  - ▶ Remove and replace walls
    - ▶ expensive and left with maintaining walls
    - ▶ Option for expanding parking footprint
  - ▶ Remove walls and backfill - Widen street for parallel parking and grade 4:1

# Parking Analysis - North Section (Jim Bills to Nall Park)



# Proposed Improvements North Section (Jim Bills Road to Nall Park) - Parallel Parking

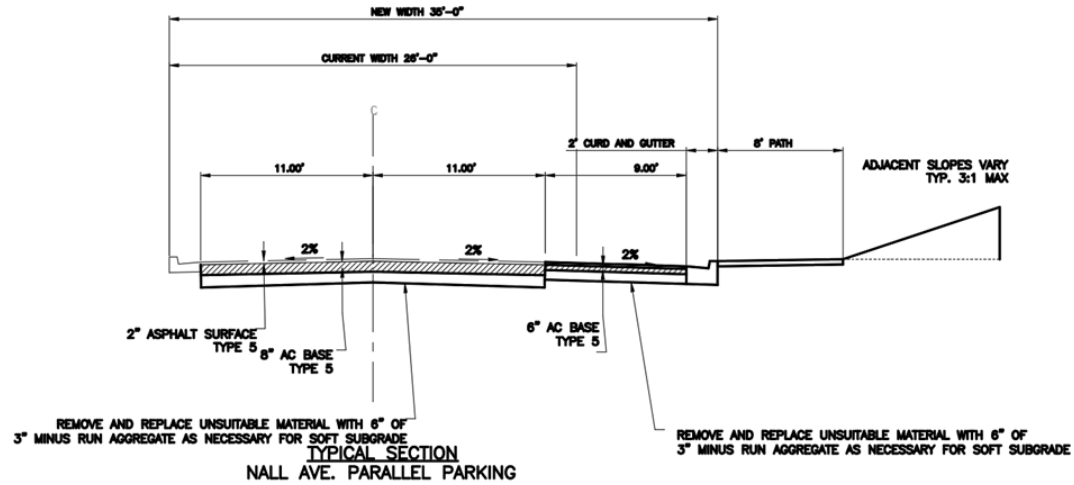
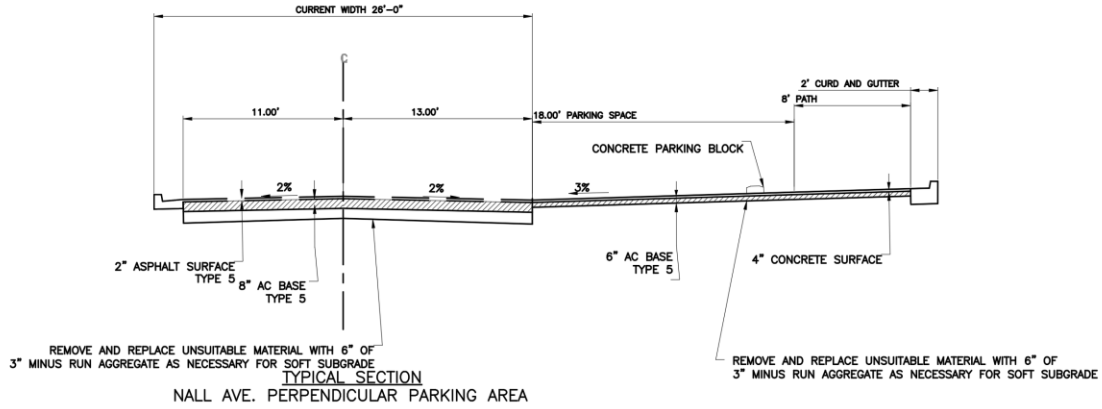
Parallel parking



Area converted to green space

- ▶ Remove the 3 stone wall sections of parking and backfill to a max of 4:1 and sod
- ▶ 26' wide street B-B
- ▶ 9' wide parking spot
- ▶ 2' curb and gutter and 8 ft multi purpose trail

# PARKING EX VS PROPOSED



# Current Schedule, Project Cost and Funding



- ▶ Schedule:
  - ▶ Currently under design
  - ▶ Construction in 2028
- ▶ Application included a project cost estimate of \$3.18M
- ▶ \$2.231M in STBG

# Final Recommendation

- ▶ 8 ft multi-purpose trail connecting 51<sup>st</sup> Street to Nall Park along the east side of Nall Ave
- ▶ Reduce street width and super elevate street to assist driveway grades in the middle section between 49<sup>th</sup> Street and Jim Bills Road
- ▶ Extreme driveway grades will be designed to be at a minimum equal to existing or in some cases improved
- ▶ Remove walls and widen street for parallel parking

# Thank You Questions?

**Item Number:** II. Discussion  
Items



**City of Roeland Park**  
Action Item Summary

**Submitted By:**

Keith Moody

**Committee/Department:** Public Works

**Title:** Review and Direction for On-Street Parking Survey Tool (10 min)

**Item Type:** Presentation

**Recommendation:**

Staff is seeking direction on which version of the on street parking restriction related survey tool to employ. A short and longer versions have been developed by ETC.

**Details:**

**Staff Report for 6/1/26 Workshop:**

Council provided direction to staff to develop a survey tool to gain feedback from residents along streets that are 25' or less in width. ETC worked with staff and the city engineers to develop questions. Based upon feedback from some council members concerning the survey tool being too long ETC developed a shortened version. Both version are attached. The shortened version includes the questions removed at the end so that it is easy for you to see what questions have been removed. Staff is looking for direction on which version of the survey tool to employ. Ryan with ETC will attend virtually to address questions Council may have.

**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.

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

**Additional Information**

**Diversity Equity & Inclusion Lens**

What are the implications to intersectionality?

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

**ATTACHMENTS:**

1. On Street Parking Survey Questions- Short Version PDF 5-26-26
2. On Street Parking Survey Questions- Long Version PDF 5-20-26
3. RP Street Width Map with Mailing Outline for People to Include in a Survey 4-28-26
4. On Street Parking Overview by Lamp Rynearson 4-2-26
5. On Street Parking Presentation 7-7-25
6. Restricting On Street Parking Policy-8-20-18

# 2026 City of Roeland Park Street Parking Survey

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

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

- 
1. **How many vehicles are regularly kept at your household?** \_\_\_\_\_ vehicles
2. **During which times are vehicles most often parked in front of your home on the street?** *[Please CHECK ALL that apply.]*
- |                            |                               |   |
|----------------------------|-------------------------------|---|
| ___ (1) Weekday mornings   | ___ (4) Overnight on weekdays | ___ (7) Weekend evenings                        |
| ___ (2) Weekday afternoons | ___ (5) Weekend mornings      | ___ (8) Overnight on weekends                   |
| ___ (3) Weekday evenings   | ___ (6) Weekend afternoons    | ___ (9) Vehicles are rarely parked on my street |
3. **Have you personally experienced or observed any of the following issues on your street?** *[Please CHECK ALL that apply.]*
- \_\_\_ (01) Emergency vehicles having difficulty passing through
  - \_\_\_ (02) Trash, recycling or delivery vehicles having difficulty passing through
  - \_\_\_ (03) Snowplows and street sweepers having difficulty clearing or cleaning the street
  - \_\_\_ (04) Drivers having to stop or pull over to let another vehicle pass
  - \_\_\_ (05) Reduced visibility when backing out of driveways
  - \_\_\_ (06) Damage to cars parked on the street or to property from passing vehicles
  - \_\_\_ (08) Increased frustration between neighbors over parking
  - \_\_\_ (09) I have not experienced or observed any of these issues
  - \_\_\_ (10) Other: \_\_\_\_\_
- 
4. **How supportive would you be of the City restricting on-street parking on residential streets that are 25 feet wide or less?**
- |                         |                 |                      |
|-------------------------|-----------------|----------------------|
| ___ (1) Very supportive | ___ (3) Neutral | ___ (5) Very opposed |
| ___ (2) Supportive      | ___ (4) Opposed | ___ (9) Not sure     |
5. **What concerns would you have if the City restricted on-street parking on your street?** *[Please CHECK ALL that apply.]*
- \_\_\_ (01) Not enough parking for my household
  - \_\_\_ (02) Not enough parking for visitors or guests
  - \_\_\_ (03) Difficulty for contractors, caregivers, or service providers
  - \_\_\_ (04) Parking would shift to nearby streets
  - \_\_\_ (05) Parking would become less convenient
  - \_\_\_ (06) It could create conflicts between neighbors
  - \_\_\_ (07) Streets may feel wider and encourage faster driving
  - \_\_\_ (08) It may make the neighborhood feel less residential
  - \_\_\_ (09) It may be difficult for the City to enforce
  - \_\_\_ (10) It may reduce accessibility for older adults or people with disabilities
  - \_\_\_ (11) I do not have any concerns
  - \_\_\_ (12) Other: \_\_\_\_\_
- 
6. **Another long-term option could be widening streets that are less than 26 feet wide. This would require additional cost, reconstruction, and in some cases the need for sidewalk easements or additional right-of-way. How supportive would you be of widening narrow residential streets to improve access for emergency and service vehicles?**
- |                         |                 |                      |
|-------------------------|-----------------|----------------------|
| ___ (1) Very supportive | ___ (3) Neutral | ___ (5) Very opposed |
| ___ (2) Supportive      | ___ (4) Opposed | ___ (9) Not sure     |

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

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

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

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

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

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

- (1) Yes     (2) No

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

Email: \_\_\_\_\_

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

**11. What is your age?** \_\_\_\_\_ years

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

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

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

**Thank you for sharing your feedback.**

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

Your responses will remain completely confidential. The information printed to the right will ONLY be used to help identify which areas of the City are having problems with City services. If your address is not correct, please provide the correct information. Thank you.

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

2. **Where does your household usually park its vehicles?** *[Please CHECK ALL that apply.]*
- (1) Garage
  - (2) Driveway
  - (3) On the street in front of my home
  - (4) On the street near my home
  - (5) On another nearby street
  - (6) Private parking lot or shared parking area
  - (7) Other: \_\_\_\_\_
6. **How much of a problem, if at all, is on-street parking on your part of the street?**
- (1) Major problem
  - (2) Moderate problem
  - (3) Minor problem
  - (4) Not a problem
  - (5) Not sure
7. **To what extent do you agree with the following statement? *On-street parking on narrow streets can make it more difficult for emergency vehicles, snowplows, street sweepers, trash trucks, and other service vehicles to safely pass through.***
- (1) Strongly agree
  - (2) Agree
  - (3) Neutral
  - (4) Disagree
  - (5) Strongly disagree
  - (9) Don't know
11. **If on-street parking were restricted on your street, which approach would you prefer most?** *[Please CHECK ONLY ONE.]*
- (1) No parking on either side of the street at any time
  - (2) Parking allowed on only one side of the street at all times
  - (3) Parking allowed on one side of the street on some days and the other side on other days
  - (4) Parking restricted only during certain hours
  - (5) Parking restricted only on weekdays
  - (6) Parking restricted only on weekends
  - (7) Parking restricted only overnight
  - (8) I do not support any new parking restrictions
  - (9) Not sure
13. **If parking were allowed on only one side of your street, which would you prefer?**
- (1) Parking should be allowed on my side of the street
  - (2) Parking should be allowed on the opposite side of the street
  - (3) I do not have a preference
  - (4) Parking should not be allowed on either side
  - (5) Not sure
14. **If on-street parking is limited or removed, how concerned would you be that vehicles may travel faster on your street?**
- (1) Very concerned
  - (2) Somewhat concerned
  - (3) Neutral
  - (3) Not too concerned
  - (4) Not at all concerned
  - (9) Don't know
16. **Which statement best reflects your opinion about widening narrow residential streets?**
- (1) The City should consider widening narrow streets, even if easements or additional right-of-way are needed
  - (2) The City should only consider widening streets where there are major safety or service access issues
  - (3) The City should focus on parking restrictions instead of widening streets

- \_\_\_ (4) The City should not widen residential streets
- \_\_\_ (5) Not sure



# 2026 City of Roeland Park Street Parking Survey

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

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

**1. How many vehicles are regularly kept at your household?**

- |   |  |
|---|--|
| <input type="checkbox"/> (1) 0 vehicles | <input type="checkbox"/> (4) 3 vehicles          |
| <input type="checkbox"/> (2) 1 vehicle  | <input type="checkbox"/> (5) 4 or more vehicles+ |
| <input type="checkbox"/> (3) 2 vehicles |  |

**2. Where does your household usually park its vehicles? [Please CHECK ALL that apply.]**

- |  |   |
|--|---|
| <input type="checkbox"/> (1) Garage                            | <input type="checkbox"/> (5) On another nearby street                   |
| <input type="checkbox"/> (2) Driveway                          | <input type="checkbox"/> (6) Private parking lot or shared parking area |
| <input type="checkbox"/> (3) On the street in front of my home | <input type="checkbox"/> (7) Other: _____                               |
| <input type="checkbox"/> (4) On the street near my home        |   |

**3. How often does your household park at least one vehicle on the street?**

- |   |  |
|---|--|
| <input type="checkbox"/> (1) Every day              | <input type="checkbox"/> (4) A few times per month |
| <input type="checkbox"/> (2) Several times per week | <input type="checkbox"/> (5) Rarely                |
| <input type="checkbox"/> (3) About once per week    | <input type="checkbox"/> (6) Never                 |

**4. During which times are vehicles most often parked on your part of the street? [Please CHECK ALL that apply.]**

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> (1) Weekday mornings   | <input type="checkbox"/> (4) Overnight on weekdays | <input type="checkbox"/> (7) Weekend evenings                        |
| <input type="checkbox"/> (2) Weekday afternoons | <input type="checkbox"/> (5) Weekend mornings      | <input type="checkbox"/> (8) Overnight on weekends                   |
| <input type="checkbox"/> (3) Weekday evenings   | <input type="checkbox"/> (6) Weekend afternoons    | <input type="checkbox"/> (9) Vehicles are rarely parked on my street |

**5. When vehicles are parked on street in your neighborhood, where are they usually parked?**

- |  |   |
|--|---|
| <input type="checkbox"/> (1) Only in front of my home                                    | <input type="checkbox"/> (3) In any available space on my street      |
| <input type="checkbox"/> (2) Usually in front of my home, but sometimes elsewhere nearby | <input type="checkbox"/> (4) On a nearby street                       |
|  | <input type="checkbox"/> (5) My household does not park on the street |

**6. How much of a problem, if at all, is on-street parking on your part of the street?**

- |   |  |
|---|--|
| <input type="checkbox"/> (1) Major problem    | <input type="checkbox"/> (4) Not a problem |
| <input type="checkbox"/> (2) Moderate problem | <input type="checkbox"/> (5) Not sure      |
| <input type="checkbox"/> (3) Minor problem    |  |

**7. To what extent do you agree with the following statement? *On-street parking on narrow streets can make it more difficult for emergency vehicles, snowplows, street sweepers, trash trucks, and other service vehicles to safely pass through.***

- |   |                                       |  |
|---|---------------------------------------|--|
| <input type="checkbox"/> (1) Strongly agree | <input type="checkbox"/> (3) Neutral  | <input type="checkbox"/> (5) Strongly disagree |
| <input type="checkbox"/> (2) Agree          | <input type="checkbox"/> (4) Disagree | <input type="checkbox"/> (9) Don't know        |

8. **Have you personally experienced or observed any of the following issues on your street? [Please CHECK ALL that apply.]**

- (01) Emergency vehicles having difficulty passing through
- (02) Trash, recycling or delivery vehicles having difficulty passing through
- (03) Snowplows and street sweepers having difficulty clearing or cleaning the street
- (04) Drivers having to stop or pull over to let another vehicle pass
- (05) Reduced visibility when backing out of driveways
- (06) Damage to cars parked on the street or to property from passing vehicles
- (08) Increased frustration between neighbors over parking
- (09) I have not experienced or observed any of these issues
- (10) Other: \_\_\_\_\_

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

- (1) Very supportive
- (2) Supportive
- (3) Neutral
- (4) Opposed
- (5) Very opposed
- (6) Not sure

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

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

11. **If on-street parking were restricted on your street, which approach would you prefer most? [Please CHECK ONLY ONE.]**

- (1) No parking on either side of the street at any time
- (2) Parking allowed on only one side of the street at all times
- (3) Parking allowed on one side of the street on some days and the other side on other days
- (4) Parking restricted only during certain hours
- (5) Parking restricted only on weekdays
- (6) Parking restricted only on weekends
- (7) Parking restricted only overnight
- (8) I do not support any new parking restrictions
- (9) Not sure

12. **What concerns would you have if the City restricted on-street parking on your street? [Please CHECK ALL that apply.]**

- (01) Not enough parking for my household
- (02) Not enough parking for visitors or guests
- (03) Difficulty for contractors, caregivers, or service providers
- (04) Parking would shift to nearby streets
- (05) Parking would become less convenient
- (06) It could create conflicts between neighbors
- (07) Streets may feel wider and encourage faster driving
- (08) It may make the neighborhood feel less residential
- (09) It may be difficult for the City to enforce
- (10) It may reduce accessibility for older adults or people with disabilities
- (11) I do not have any concerns
- (12) Other: \_\_\_\_\_

13. **If parking were allowed on only one side of your street, which would you prefer?**

- (1) Parking should be allowed on my side of the street
- (2) Parking should be allowed on the opposite side of the street
- (3) I do not have a preference
- (4) Parking should not be allowed on either side

\_\_\_ (5) Not sure

14. If on-street parking is limited or removed, how concerned would you be that vehicles may travel faster on your street?

\_\_\_ (1) Very concerned                      \_\_\_ (3) Neutral                      \_\_\_ (4) Not at all concerned  
\_\_\_ (2) Somewhat concerned              \_\_\_ (3) Not too concerned              \_\_\_ (9) Don't know

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

\_\_\_ (1) Very supportive                      \_\_\_ (3) Neutral                      \_\_\_ (5) Very opposed  
\_\_\_ (2) Supportive                      \_\_\_ (4) Opposed                      \_\_\_ (6) Not sure

16. Which statement best reflects your opinion about widening narrow residential streets?

\_\_\_ (1) The City should consider widening narrow streets, even if easements or additional right-of-way are needed  
\_\_\_ (2) The City should only consider widening streets where there are major safety or service access issues  
\_\_\_ (3) The City should focus on parking restrictions instead of widening streets  
\_\_\_ (4) The City should not widen residential streets  
\_\_\_ (5) Not sure

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

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

18. Which THREE of these items do you think should receive the MOST EMPHASIS from City leaders over the next TWO years? [Write in your answers below using the numbers from the list in Question 17.]

1st: \_\_\_ 2nd: \_\_\_ 3rd: \_\_\_

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

\_\_\_ (1) Yes     \_\_\_ (2) No

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

Email: \_\_\_\_\_

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

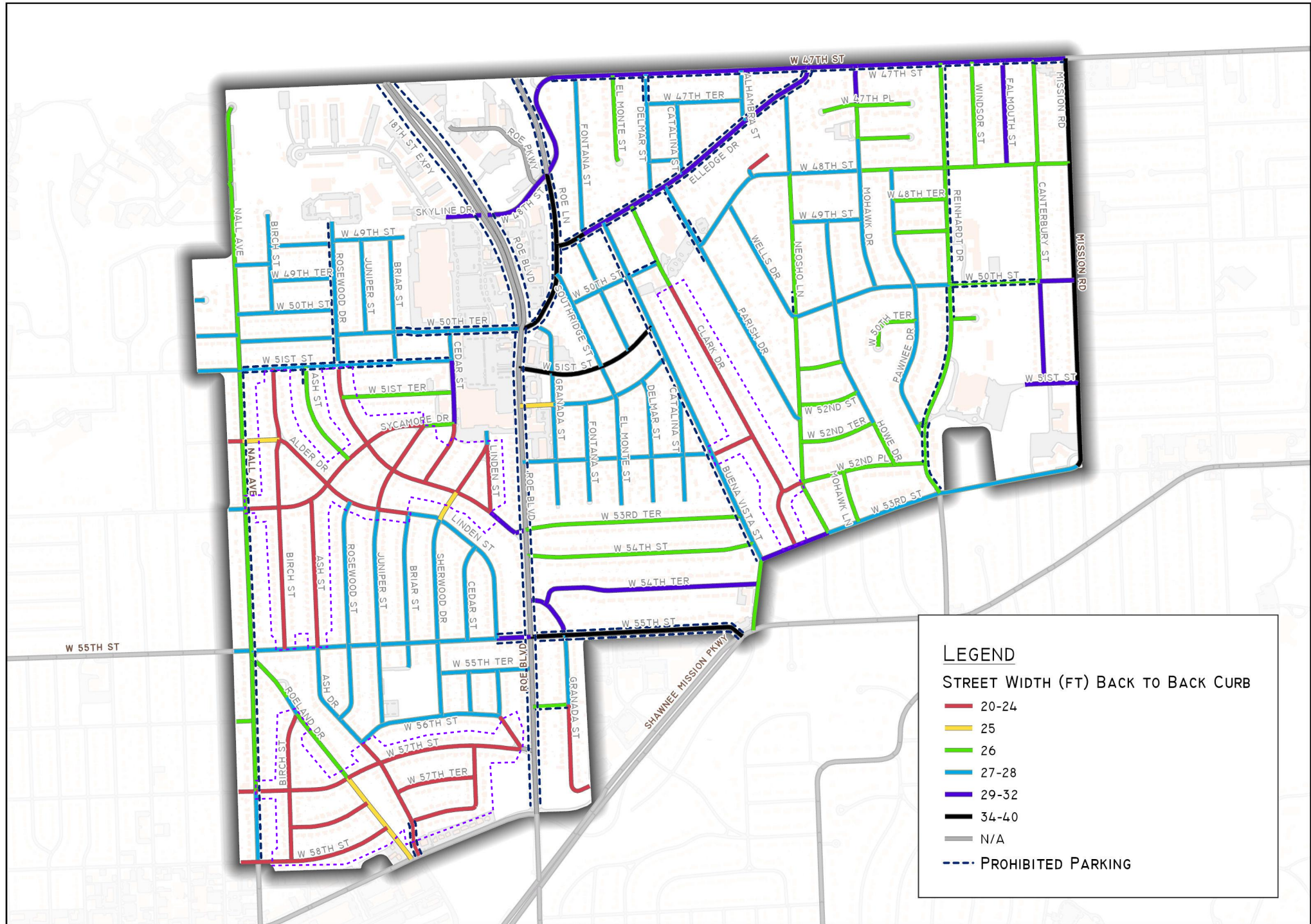
21. **What is your age?** \_\_\_\_\_ years
22. **Including yourself, how many persons in your household are...**
- |                    |                   |                   |                   |
|--------------------|-------------------|-------------------|-------------------|
| Under age 5: _____ | Ages 15-19: _____ | Ages 35-44: _____ | Ages 65-74: _____ |
| Ages 5-9: _____    | Ages 20-24: _____ | Ages 45-54: _____ | Ages 75+: _____   |
| Ages 10-14: _____  | Ages 25-34: _____ | Ages 55-64: _____ |                   |
23. **Do you own or rent your current residence?** \_\_\_\_\_(1) Own \_\_\_\_\_(2) Rent

## **Thank you for sharing your feedback.**

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

Please return your completed survey in the enclosed postage-paid envelope addressed to:  
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Your responses will remain completely confidential. The information printed to the right will ONLY be used to help identify which areas of the City are having problems with City services. If your address is not correct, please provide the correct information. Thank you.



**LEGEND**

STREET WIDTH (FT) BACK TO BACK CURB

- 20-24
- 25
- 26
- 27-28
- 29-32
- 34-40
- N/A
- PROHIBITED PARKING



STREET WIDTHS - ROELAND PARK, KS



# ON STREET PARKING

Roeland Park, KS

# OVERVIEW



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

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

# CONSIDERATIONS

On street parking has components including:

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



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

# AVAILABLE GUIDANCE

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

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



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

# Additional Guidance



Additional guidance is not extensive.

Institute of Transportation Engineer forum and Neighborhood Street Design Guidelines



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

**LAMP  
RYNEARSON**

ON STREET PARKING

# LOCAL HISTORY

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

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



**LAMP  
RYNEARSON**

ON STREET PARKING



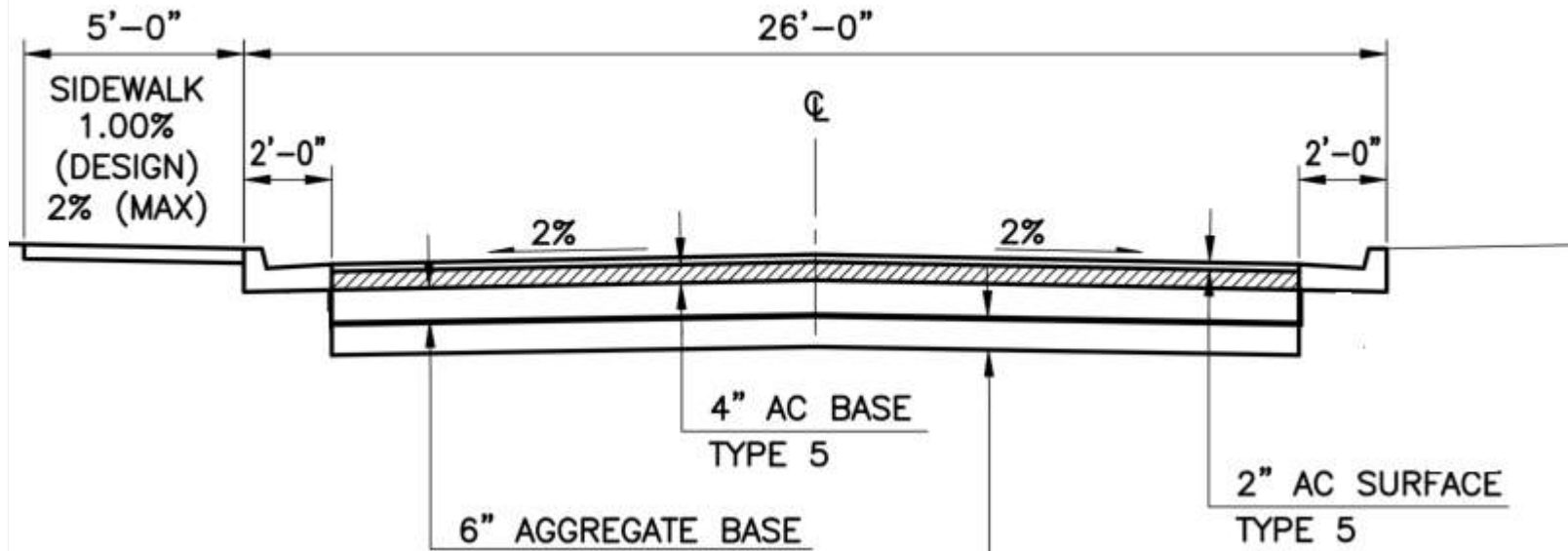
Bicycle considerations affect parking

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

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

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

# Street Widths



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

# No Parking Areas



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

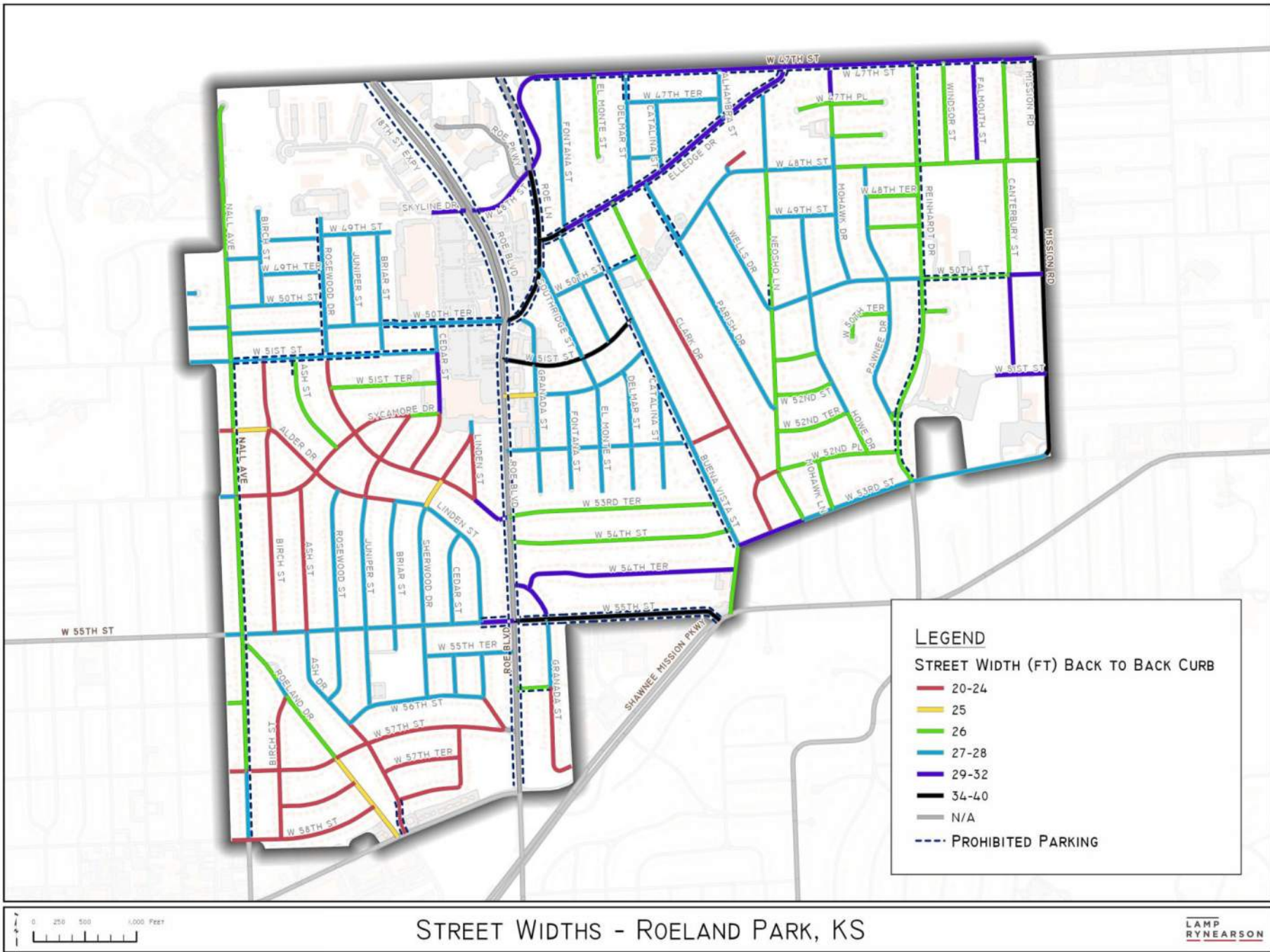
No person shall stop, stand or park a motor vehicle except when necessary to avoid conflict with other traffic or in compliance with direction of a police officer or traffic control device in any of the following places:

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

# Street Width Map

**LAMP  
RYNEARSON**

ON STREET PARKING



STREET WIDTHS - ROELAND PARK, KS

**LAMP  
RYNEARSON**

# Street Widths Inventory



# Inventory Conclusions

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



**LAMP  
RYNEARSON**

ON STREET PARKING

Most parking restrictions seem to relate to the following factors:

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

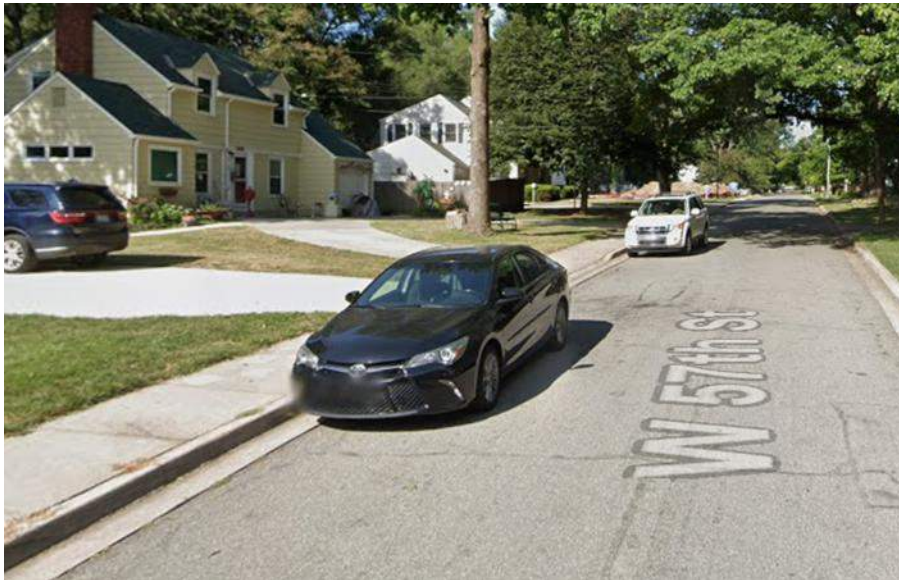
Most streets < 26' seem to be located geographically in the SW portion of the city. Almost no streets < 26' have parking restrictions

# Other Cities nearby



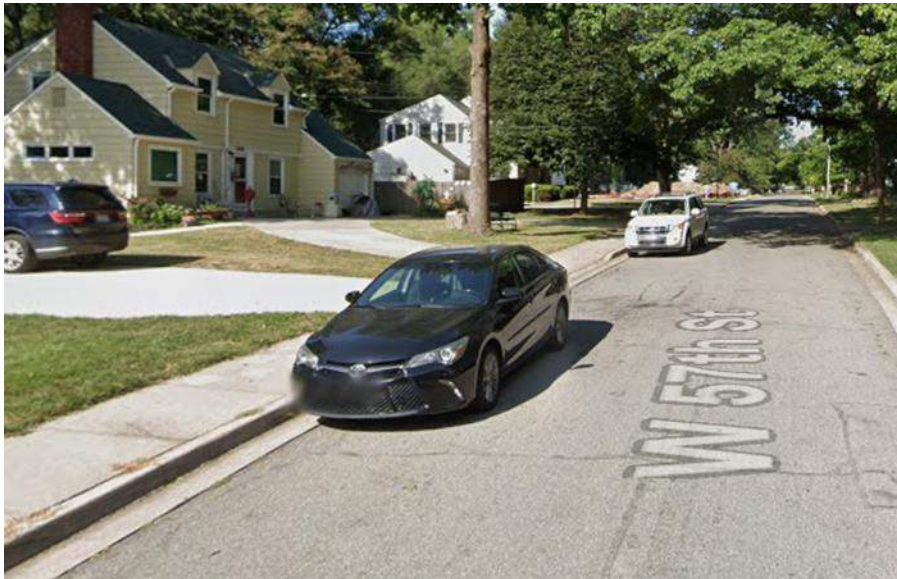
- Westwood – No parking on any street, public road, or highway within the city between the hours of 2:00 a.m. and 6:00 a.m.
- Leawood - No person shall park or place any vehicle upon the streets, alleys, boulevards, or other public ways continuously for a period of more than twenty-four (24) hours.
-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

# Recommendations



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

# Policy?



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

# Q & A





**LAMP**  
**RYNEARSON**

ON STREET PARKING  
ROELAND PARK, KS

JULY 7, 2025

## OVERVIEW

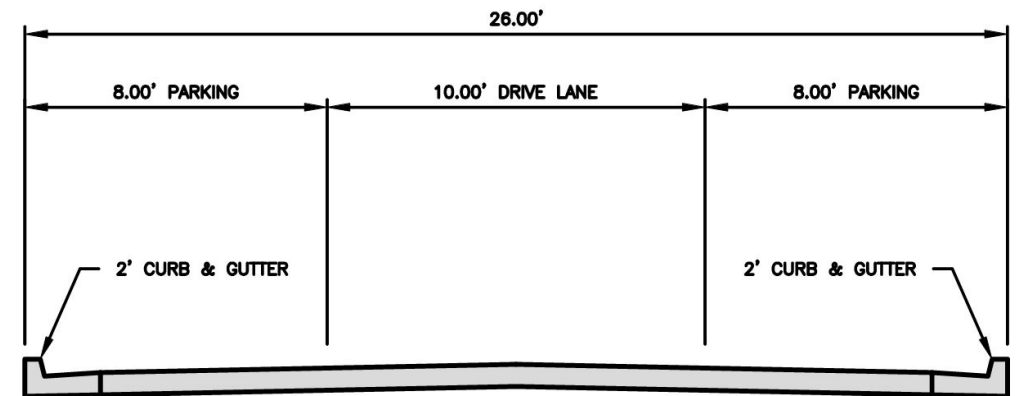
On Street Parking is typically allowed in Roeland Park with exceptions:

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



# AVAILABLE GUIDANCE

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



# ADDITIONAL GUIDANCE



Additional guidance is not extensive.

Institute of Transportation Engineer forum

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

# LOCAL HISTORY



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

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

Bicycle considerations affect parking

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

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

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

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

# DISCUSSION AND QUESTIONS



**I. SCOPE**

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

**II. PURPOSE**

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

**III. RESPONSIBILITIES**

**A. City Clerk**

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

**B. Public Works Director**

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

**C. Police Chief**

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

**D. Governing Body**

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

**IV. PROCESS**

**A. Requests**

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

## City of Roeland Park - Restricting On Street Parking Policy

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

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

### **B. Relevant Information to be Compiled and Considered**

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

### **C. Consideration Process**

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

### **D. Implementation Process**

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