Roeland Park Ad Hoc Sidewalk Committee

Minutes for the 10-5-09

Present: Bill Art, Megan England, Betsy Mellor, Debbie Mootz, Linus Orth, Brian Weese, Bob Meyers, and Resident.

I. **Call to order** 6:10 PM

II. Old Business

a. Review of Article 3: General Street and Sidewalk Regulations. Move discussion to a future meeting.

b. Review of Roesland Elementary School Signing and Pavement Marking Study. Move discussion to a future meeting.

c. Review draft of sidewalk criteria-(MARC and edited by Councilmember England) Begin making changes directly to this document as we discuss. The committee reviewed the changes that we had made at the last meeting and added them to the working draft copy. We are making the changes to this document as we are talking about it. In this discussion concepts such as Pedestrian Refuge and Road Diet were talked about. Possible changes to Roe to a three lane road which would mean a lane each way with a middle lane for turns such as exist on Johnson Drive in Mission were suggested. Making it easier to cross Roe has been a discussion for a number of years. We talked about increasing the amount of time allowed to cross Roe in the existing sidewalk system.
Debra M. brought street traffic counts for a few streets to the meeting. Roeland Dr is about 230 cars/day; East bound 55th 1742 cars/day; Clark 207 cars/day; Neosho 829 cars/day; Buena Vista 735 cars/day; Briar 90 cars/day; Parish 1572 cars/day. Of note is that the information regarding Clark is 3 years old and needs to be updated. Parish drive information is three years old and may have increased traffic due to the construction of 48th street. Debra M. will provide updated information at the next meeting.

d. Review updated map of current sidewalks and proposed sidewalks. The map will have color codes for streets according to their designation i.e. CARS street and traffic counts for heavy traffic streets. The committee identified errors on the map that need to be

corrected, so that the committee can work off a map with current information. This will be corrected for the next meeting.

III. **New Business**
   a. **Budget/ Revenue source to maintain sidewalks.** Move discussion to a future meeting.
   b. **Linear feet of sidewalks needed and an estimate of cost per linear foot. Note: this needs to be completed so Finance Committee can complete the 2010 – 2014 Capital Improvement plan.** Move discussion to a future meeting.

IV. **Adjourn – 5:50PM**

The next meeting is on 11-2-09 and will begin at 5:45PM. Megan England has agreed to chair this meeting in the absence of Bill Art.

Sidewalk Committee – Draft Sidewalk Criteria
10/5/09 working copy

The Guiding Design Elements of Walkable Communities

from MARC's Creating Walkable Communities Guide for Local Governments

Coherence.
A clear, understandable and organized sidewalk and street and land-use system consistent with the scale and function of the surrounding urban context. The sidewalk and street system should link points of interest and activity, provide clean lines of sight and travel, and include simple instructive signage.

Continuity.
A pattern of design and usage that unifies the pedestrian system.

Equilibrium.
A balance among transportation modes that will accommodate and encourage pedestrian and bicycle participation.

Safety.
Pedestrian protection from automobiles and bicycles. Adequate time to cross intersections without interference. Physical separation from fast-moving cars. Signalization protection when crossing intersections. Provide an increased time for crossing of streets especially on Roe Blvd. Provide a pedestrian refuge at the center median. Consideration of road diets where feasible.

Comfort.
Secure and negotiable paving materials for sidewalks and crosswalks. Unobstructed passage on the sidewalk and at corners. Signals timed to enable safe and quick crossings.

Sociability.
A sense of hospitality and suitability for individual and community interactions. Sidewalks should provide for a variety of uses and activities characteristic of the diverse urban scene. (encourage the use of all pedestrian transportation – non gas powered / ie, bicycle, skateboarding, skates, wheelchairs etc. on city sidewalks)

Accessibility.
The opportunity for all individuals to utilize the pedestrian environment as fully as possible.

Efficiency.
Simplicity and cost-effectiveness in design and function. Minimum delay along a walking route.

Attractiveness.
Clean, efficient and well-maintained surroundings, with adjacent storefronts and activities that provide sidewalk interest.

Location of Sidewalks

A recent study confirmed that higher numbers of pedestrians can be found in areas where more complete and continuous sidewalks, walkways, crossings and other pedestrian facilities exist. There is a need to increase the general level of pedestrian facilities in our communities, including the available network of sidewalks and walkways. Even if there does not appear to be a current demand for pedestrian facilities, pedestrian travel can almost always be expected to increase when facilities are provided. For this reason, it is recommended that at least some type of pedestrian travel way be provided along all streets and highways.

It is recognized that development of pedestrian facilities on all streets will take time (especially where it is necessary to retrofit them into existing neighborhoods). Most communities will look for ways to gradually add pedestrian facilities on a street-by-street basis. Some may undertake a more ambitious program to add sidewalks to at least one side of every residential street within the period of a few years. Determining when and where sidewalks are needed is typically done by each local jurisdiction.

Table 3.1
Recommended Guidelines for Sidewalk Installation
Source: ITE, Design and Safety of Pedestrian Facilities.

Land-Use/Roadway Functional Classification & Dwelling Unit	New Urban and Suburban Streets	Existing Urban and Suburban Streets
Commercial and Industrial (All Streets).	Both sides.	Both sides. Every effort should be made to add sidewalks where they do not exist and complete missing links.
Residential (Major Arterials).	Both sides.	Both sides.
Residential (Collectors).	Both sides.	Multi-family — Both sides. Single family dwellings — prefer both sides; require at least one side.
Residential (Local streets) More than 4 Units per Acre.	Both sides.	Prefer both sides; require at least one side.
1 to 4 Units per Acre.	Prefer Both sides; require at least one side.	At least 4-feet shoulder on both sides required.
Less than 1 Unit per Acre.	One side preferred; shoulder on both sides required.	One side preferred; at least 4-feet shoulder on both sides required.

NOTES:
1. *Any local street within two blocks of a school site that would be on a walking route to school— sidewalk and curb and gutter required.*
2. *Sidewalks may be omitted on one side of a new street where that side clearly cannot be developed and where there are no existing or anticipated uses that would generate pedestrian trips on that side.*
3. *Where there are service roads, the sidewalk adjacent to the main road may be eliminated and replaced by a sidewalk adjacent to the service road on the side away from the main road.*
4. *For rural roads not likely to serve development, a shoulder at least 4 feet in width, preferably 8 feet on primary highways, should be provided. Surface material should provide a stable, mud-free walking surface.*

<u>The American Association of State Highway and Transportation Officials</u> (AASHTO) provides the following guidance:

- Develop sidewalks as integral parts of all city streets.
- If pedestrian activity is anticipated, construct sidewalks as part of street development.
- Give consideration to connecting the nearby urban communities with sidewalks, even though pedestrian traffic may be light.
- Sidewalks in suburban areas are needed at schools, local businesses, and industrial plants that result in pedestrian concentrations (and at parks, office buildings, and in all residential areas).
- In general, whenever the roadside and land development conditions are such that pedestrians regularly move along a main or high-speed highway, they should be furnished
- As a general practice, sidewalks should be constructed along any street or highway not provided with shoulders, even though pedestrian traffic may be light. Sidewalks built along rural highways should be well removed from the traveled way, separated by a ditch or as much space as available within the right-of-way.
- In most cases, it is desirable to provide sidewalks on both sides of major streets used by pedestrians. Providing **sidewalks on both sides enables pedestrians to travel facing traffic in either direction and minimizes the need for pedestrians to cross streets**. Also, sidewalks also serve as social and recreational facilities and thus serve a function in front of any residential property.
- Finally, sidewalks are a key element in fulfilling the accessibility requirements of the **ADA,** including access to properties and transit service.

<u>POTENTIAL ROELAND PARK SIDEWALK LOCATION GUIDELINES:</u>

Considerations include:

a. Mass Transit routes
b. Arterial streets
c. Connections to public amenities (parks, schools, hospitals), commercial, employment
d. Pedestrian volume/demand
e. Safe routes to school
f. Vehicle traffic volume
g. Pedestrian road crossing opportunities
h. Linkages to existing sidewalks, trails and paths
i. Available space within the right of way
j. Side of street of origin and destination

<u>Sidewalk Requirements</u>

1) Sidewalks shall be required on both sides of all streets, except for:
   a) cul-de-sac streets containing eight or fewer single family lots, including corner lots.
   b) The circular "bulb" portion of all cul-de-sacs

2) Residential sidewalks shall be of concrete**, six feet wide and four inches thick, except in driveways where a six inch thickness shall be required.**
3) Where sidewalks are located adjacent to a vertical curb within a street intersection, wheelchair ramps will be required.
4) The City will send written notification to property owners when sidewalk work in front of their property is **proposed within (3 years of the Capital Improvement Budget)**
5) The City will create a Sidewalk Prioritization Committee to annually review and comment on the future sidewalk construction plans contained in the City's Capital Improvement Budget.
6) The City will define traffic counts as 24-hour Average Daily Traffic (ADT) counts- less **than 36 months old, with the average of 2 traffic counts taken (1 of which is not more than a year.)**
7) When quality trees or other natural features exist, that are desired to be preserved or protected and are in the path of a sidewalk, the sidewalk may be located so as to preserve those features.

Highest Priority

1) One side of streets on a 1/4 mile grid and the second side of streets on a 1/4 mile grid if part of a major utility project or street reconstruction project.
2) Streets where sidewalks are requested by more than 50% of the property owners
3) Both sides of major streets with an **hourly traffic count at or above "x" vehicles in any one hour time period within 24 hours.**
4) One side of all streets within a 1/4 mile of designated generators of pedestrian traffic including the following:
   a) Schools
   b) Entrance routes to city parks
   c) Others designated by the Planning Commission
5) New sidewalks on both sides when part of an extensive street reconstruction project
6) New sidewalk where a gap exists within the city block and/or a void in the sidewalk grid of up to one block exists that impedes pedestrian walking connectivity.

Medium Priority

1) **One side of major streets with an hourly traffic count at or above "x" vehicles in any 1 hour time period within 24 hours.**
2) Second side of streets on a 1/4 mile grid
3) All other streets not addressed on lowest priority

Lowest Priority

1) Streets in industrial zoned districts
2) Dead end or cul-de-sac streets
3) Paved streets with a traffic count less than "x" vehicles in any 1 hour time period within 24 hours.
4) Streets in flood plains