

**Roeland Park Ad Hoc Sidewalk Committee  
Meeting Minutes for 12-7-09**

**Present:** Bill Art, Megan England, Bob Meyers, Betsy Mellor, Linus Orth, Adrienne Foster, John Carter, Rex Taylor, Debra Mootz.

- I. **Call to order** – 5:50 PM
- II. **Old Business**

A. **Complete discussion on the updated draft of the Sidewalk Placement Criteria that Debra Mootz completed. (see attached), The committee needs to determine the value of “x” in this draft based on the recent traffic counts. (see attached).** See 12/07/09 working Copy attached. The committee made significant changes to the section on **“Sidewalk Requirements”**. The committee started some changes on **“Highest Priority”** The committee made it down to number 3) in this section. The committee agreed to look at the attached traffic count to consider a value for “x” by the next meeting.

There was some discussion of a redesign of Roe as a way to get back and forth across Roe going. The current configuration of Roe effectively separates the east side of Roeland Park from the west side of Roeland Park. This discussion has a lot of history behind it where discussion has considered a tunnel under Roe or a bridge over Roe to make it safer to cross.

B. **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 decided to finish the changes for the map once the Guidelines have been completed.

C. **Complete the review of Article 3: General Street and Sidewalk Regulations** - discussion item for a future meeting.

D. **Review of Roesland Elementary School Signing and Pavement Marking Study** - discussion item for a future meeting.

III. **New Business**

- a. **Budget/ Revenue source to maintain sidewalks.** The Committee needs to complete discussion for sidewalk location guidelines.
- 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.** The Committee needs to complete the sidewalk placement guidelines.

IV. **Adjourn 6:55 pm**

**Next meeting 1-4-2010 at 5:45 PM**

# City of Roeland Park Sidewalk Criteria

12/07/09 working copy

## ***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. Sidewalks are needed at schools, local businesses, and industrial areas that result in pedestrian concentrations (and at parks, office buildings, and in all residential areas). Whenever the roadside and land development conditions are such that pedestrians regularly move along a roadway, sidewalks should be furnished.

## ***Continuity/Connectivity.***

A pattern of design and usage that unifies the pedestrian system. In most cases, it is desirable to provide sidewalks on both sides of major streets used by pedestrians. Give consideration to connecting the nearby communities with sidewalks, even though pedestrian traffic may be light.

## ***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 enough 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. Providing sidewalks to serve as social and recreational facilities (ie, bicycle, skateboarding, skates, wheelchairs, hopscotch, jacks, chalk drawings, etc.) and thus serve a function in front of any residential property.

## ***Accessibility.***

The opportunity for all individuals to utilize the pedestrian environment as fully as possible. Sidewalks are a key element in fulfilling the accessibility requirements of the **ADA**, including access to properties and transit service.

***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.

## **POTENTIAL ROELAND PARK SIDEWALK LOCATION GUIDELINES:**

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

### **Sidewalk Requirements**

- 1) Residential sidewalks shall meet or exceed APWA standards with a minimum width of four feet.
- 2) Sidewalks must follow ADA requirements,(i.e. wheelchair ramps, )
- 3) The City through its' Public Works Committee shall annually review and comment on the future sidewalk construction plans contained in the City's Capital Improvement Plan.
- 4) The City will make available the Capital Improvement Plan to all residents via web and newsletter.
- 5) Prior to design, all residents in impacted areas shall be notified of project.
- 6) Public meeting will be held to inform the residents of the proposed project.
- 7) 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.)
- 8) 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.
- 9) Sidewalks should follow a consistent "side-of-street" where practicable.

### **Highest Priority**

- 1) A sidewalk, where none exist, shall be constructed as part of major storm water projects or street reconstruction projects.
- 2) Streets where sidewalks are requested by more than 50% of the property owners (by petition, as an assessment to those property owners).
- 3) Both sides of major streets with a **traffic count at or above “x” vehicles in any 24 hour period.**
- 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 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) 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) Second side of streets on a 1/4 mile grid

## Speed Sentry Log

Street	Direction	85%	Avg Spd	Avg # Veh/Day	% >30
Rosewood	S Bound	25	21.3	531	1.9
Elledge	E Bound	30	25.6	1046	11.7
Parish	S Bound	30	25.2	210	10.0
Clark Dr	S Bound	28	22.1	199	7.4
54th St	W Bound	28	23.3	266	7.4
Fontana	S Bound	28	24.0	271	9.0
54th St	E Bound	28	23.4	258	6.1
Mission Rd	S Bound	32	27.1	1572	4.1
Parish	S Bound	29	24.1	230	11.0
51st St	E Bound	29	23.0	1071	9.1
B'Vista	S Bound	30	25.7	978	12.7
55th St	E Bound	31	26.8	1559	17.6
Pawnee	S Bound	27	22.9	187	29.8
48th St	E Bound	26	21.4	553	3.1
51st Terr	W Bound	27	22.3	1336	4.4
51st St. W	W Bound	27	23.7	1143	3.9
Roeland Dr	N Bound	28	23.0	157	8.0
51st St. W	E Bound	30	25.5	1259	11.3
Elledge	E Bound	28	22.9	1658	5.4
Parish	N Bound	28	22.6	149	2.0
Reinhardt	N Bound	28	22.5	393	5.6
54th St	E Bound	28	23.5	241	5.7
Fontana	S Bound	27	22.1	522	4.1
Nall	N Bound	30	26.2	924	12.6
53rd Terr	E Bound	28	23.5	185	5.6
47th Terr	E Bound	21	16.1	20	0.0
B'Vista	N Bound	31	26.1	613	16.1
Ash	N Bound	27	23.2	540	4.3
Juniper	N Bound	26	21.6	135	3.7
Roeland Dr	N Bound	27	22.8	233	6.4
55th St	E Bound	31	27.1	1742	19.4
Clark Dr	N Bound	28	23.4	207	7.5
Neosho	N Bound	29	24.4	829	8.2
Briar	N Bound	24	19.8	90	0.7
B'Vista	S Bound	30	25.5	735	12.2
52nd Pl	E Bound	28	22.7	190	8.1

Streets with a percentage of speeders at or above 30% are highlighted and are considered priority streets for radar enforcement.