



ROELAND PARK PEDESTRIAN AND BICYCLE SAFETY AD-HOC COMMITTEE REPORT

OCTOBER 17TH, 2016

CITY OF ROELAND PARK, KS

FINAL REPORT

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INTRODUCTION

INTRODUCTION

COMMITTEE FORMATION

FORMATION

The Roeland Park Pedestrian and Bicycle Safety Ad-Hoc Committee was formally created by the City Council on July 23, 2015 with a one year mission to look at the current state of transportation in and around the City as it relates to pedestrian conditions, ADA accessibility, bicycling, and transit accessibility. A series of goals was established for the community to consider for its final recommendation to City Council. Those goals include:

- The committee will collaborate with appropriate City personnel and departments as necessary, including, but not limited to the Police Department, Public Works, and administrative staff.
- The committee will identify both particular areas of concern and community assets as they relate to transportation issues.
- Recommendations for specific infrastructure improvements (e.g. signage, pavement markings, construction, etc.) will be made, with both short and long term solutions suggested. Recommendations will have associated costs and responsible party noted as often as possible.
- A completed Walk Friendly Community application will be provided and submitted on the City's behalf. This will result in specific feedback from the Walk Friendly Communities designation committee and has the potential to lead to a Walk Friendly Community designation.

- The Committee will notify the Governing Body of the following events/time periods with enough time to make a proclamation of support:

International Walk to School Day (October 7, 2015)

Bike Month (May 2016)

Bike to School Day (May 4, 2016)

- Promote creation of formal permanent city committee comprised of members of the Governing Body, City staff and the general public to promote active transportation and monitor the implementation of recommendations, infrastructure and policies.

INTRODUCTION

COMMITTEE ACTIONS

PROCESS

As part of fulfilling the committee goals, the committee performed the various activities:

- SWOT Analysis led by BikeWalkKC
- Working with City staff on filling out the Walk Friendly Communities application
- Collaborating with other Roeland Park committees to identify opportunities for collaboration
- Observations of problems throughout the city
- Identifying problem areas and key intersections for improvement.
- Identifying key literature from other sources that could provide guidance for the City in matters of pedestrian and bicycle infrastructure issues.
- Recent regional developments in public transportation.
- Deliver final report of recommendations to the Governing Body.

ACKNOWLEDGEMENTS

The Committee would like to recognize the efforts of the citizens and Council members involved as part of the Pedestrian and Bicycle Safety Ad-Hoc Committee and their efforts in completing this final report:

- Kyle Rogler, Committee Chair
- Teresa Kelly, Council Liaison
- Erin Thompson, Council Liaison
- Joe Blankenship
- Laura Steele
- Tyler Steele

The Committee would also like to recognize the collaboration with the Roeland Park Public Works, Police Department, and City staff in creating this report and for their work in helping the Committee complete the Walk Friendly Communities application,



ENGINEERING



EDUCATION



ENCOURAGEMENT



ENFORCEMENT



EVALUATION



EQUITY



EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

INTRODUCTION

This final report is a compilation of the hard work performed by the Committee, knowledge gained of best new practices, review of existing Roeland Park adopted policies, and findings based on the goals and mission statement assigned by the council. The Committee's recommendations are divided among six categories and work separately and in conjunction with other recommendations. The importance of walkability, pedestrian and bicycle safety can be summarized into three developments that effect Roeland Park.

SAFETY

A livable community is one that provides safe and convenient transportation choices for all citizens whether that mode of transportation is by walking, bicycling, transit, or driving. Each year pedestrian and bicyclist fatalities comprise about 16 percent of all traffic fatalities. As more citizens begin to taking up walking or biking as a part of their everyday routine, the physical environment needs to be changed to meet new safety requirements. Providing a safe environment will help protect citizens that choose an active lifestyle and will also encourage more citizens to participate.

HEALTH

Cities that promote active lifestyles provide benefits to citizens such as lower rates of obesity, heart disease, and other chronic ailments. When people are physically active, certain brain patterns also start to light up, enhancing mood and improving energy. Two trials at Duke University tested Zoloft vs. exercise to see which one was more effective at treating depression. They found 30 minutes of walking, three times a week was as effective as fighting clinical depression as prescription medicine. They also found that exercise improves mental clarity, memory, and other cognitive skills as well. Providing investments to incentivize an active lifestyle of walking, biking, or taking public transit will help increase the overall mental and physical health of all citizens.

ECONOMIC

Creating a safe pedestrian and cyclist environment has tremendous upsides to the economic well-being for the city. Millennials and Baby Boomer age groups both desire to have walkable neighborhoods with amenities and desire to minimize their car use for either environmental, economical, or physical reasons. Roeland Park's recent efforts by joining Community for All Ages and Age in Place, highlights the desire for citizens to be active in their community and contribute to its success. While the demand for walkable neighborhoods rises, at an all time high, supply of such neighborhoods is in short supply. Gearing Roeland Park up to be a bicycle and pedestrian friendly community will help attract new residents and new development to match the needs for all citizens. Walkable development is also shown to be generate a higher tax yield for cities and attract more visitors than auto-centric developments.

EXECUTIVE SUMMARY

COMMITTEE RECOMMENDATIONS

THE BIG SIX

The Committee has identified one key recommendation from the six categories covered in this report that should take prioritization in helping Roeland Park increase the safety of pedestrians and cyclists, encourage new development conducive to walkability, and forward the various goals and plans previously adopted by the City of Roeland Park. The Committee has provided a brief explanation of each recommendation in the Executive Summary with additional information in the core of the report. The following big six recommendations are a combination of policy, activity, planning, and development that build upon each other and represent potential changes that could have a great impact with a minimal amount of additional work and resources developed to research by the City of Roeland Park. The Committee believes that adopting these six recommendations will help create momentum for additional changes and provide a baseline for future improvements.

Additional recommendations beyond the big six should be considered for adoption by the Governing Body and the City of Roeland Park to help forward the goals and visions of Roeland Park in creating a safe pedestrian and bicycle environment for all citizens.



Roeland Park City Hall



Hopscotch Crosswalk. Source: Daniel Sinker



Source: NACTO

DESIGN GUIDELINES

Roeland Park's current code does not include any urban design or transportation planning standards that can integrate the public realm within the development context.

The Committee recommends that the National Association of City Transportation Officials (NACTO) - Urban Street Design Guide or similar design guidelines be formally adopted as part of the municipal code. Design guidelines provide a framework to include pedestrian, bicycle, public transit, and automobile considerations and references with existing national standards. These guidelines will help in the creation of new engineering standards across Roeland Park and help guide the development of key streets to become pedestrian and bicycle friendly.



Source: BikeWalkKC

SAFE ROUTES TO SCHOOLS

Safe Routes to School is the national movement to get more kids walking and biking to school. In 1960, half of kids walked or biked to school. Today fewer than 15% of kids walk or bike to school.

The Shawnee Mission School District is working on a pilot Bike to School program with Roesland Elementary with subsequent rollout to other schools in the District. Roeland Park should gather the lessons learned from the pilot Bike to School event and work with St. Agnes Catholic School, Bishop Miege High School, and Horizon Academy to help improve safe routes to those schools for children walking or biking.



Walk [Your City] signs. Source: Walk [Your City]

WAYFINDING

Often walking and bicycling to a store or park can be daunting if a citizen does not know how far the destination is, how to get there, and where there are safe places to cross the street. To help encourage walking to City parks, local stores, and major landmarks, the City of Roeland Park should consider creating wayfinding signs and a map of parks and amenities for citizens. The type of sign can range from a comprehensive wayfinding sign to the simple Walk [Your City] signs that can quickly attach to a post using zip ties. These simple signs help individuals gauge the distance to major landmarks in the city.

Creating a wayfinding system can also help in planning other items such as bicycle lanes, concentration of development, or programs for students at the City's landmarks and parks.

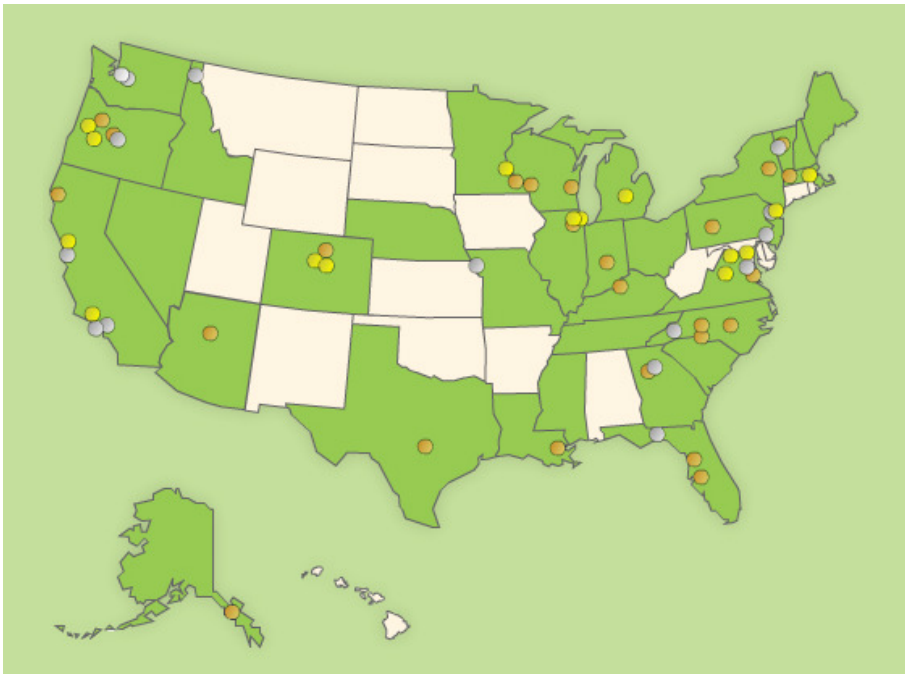


Aerial of a Planned Development. Source: DPZ

PLANNING SUSTAINABLE PLACES

MARC presented to the Roeland Park Planning Commission at the January 2015 meeting the Sustainability Code Audit as part of MARC's Sustainable Places Program. The Audit looked at Roeland Park's zoning code language and made a series of recommendations based on best practices and case study examples to encourage sustainable development. Case studies can be found on the Mid-America Regional Council's website under Sustainable Code Framework. The Committee looked at the Sustainable Code Audit to help guide and identify specific issues that dealt directly with pedestrian and bicycle safety.

The Committee recommends that a renewed effort be taken on by the Planning Commission and City staff to review Roeland Park's zoning codes and make changes as seen appropriate and recommended within the Code Audit.



Map of Walk Friendly Communities. Source: Walk Friendly Communities

WALK FRIENDLY COMMUNITIES

Walk Friendly Communities (WFC) is a national recognition program developed to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking environments.

The Committee worked with City staff, the Police Department, and Public Works to aggregate data for the application. The Committee will submit the application on behalf of the City for the 2016 deadline in December. The application covers a broad range of attributes in city policing, zoning code, and resolutions established by the City to establish a ranking and then provide a framework for achieving higher levels of recognition.



Equitable Use. Source: Universal Design 101

UNIVERSAL DESIGN

Universal design refers to the methodology and idea that buildings and environments should be accessible to all ranges of individuals: older citizens with disabilities, citizens without disabilities, and young citizens. Universal design blends aesthetics to broader accessibility movement and is usable to the greatest extent possible.

The committee recommends that the city adopt Universal Design as either a policy or adopt a design guideline that covers issues of Universal Design. Adopting Universal Design as a resolution or overall policy strategy which fulfills one of the major tenants of Community for All Ages Checklist and help provide guidance in making pedestrian, transit, and bicycle infrastructure be inclusive for all citizens to use.

EXECUTIVE SUMMARY

COMMITTEE RECOMMENDATIONS

RECOMMENDATIONS

The following items are an overview of the various recommendations made by the Committee to the Governing Body and City of Roeland Park for consideration. Additional information, details, and potential next steps can be found in further detail in this report.

ENGINEERING

- Adopt a series of street design guidelines for future street standards to improve pedestrian and bicycle safety.
- Develop new design standards and pedestrian elements based on the adopted design guidelines.
- Utilize design guidelines to provide accessible designs to major streets in Roeland Park.
- Adopt design guidelines for street trees to be part of the City's right-of-way.
- Change and adopt policies for welcoming and accessible sidewalk design..
- Change zoning regulations for block lengths.
- Adopt design guidelines for bicycle infrastructure design.
- Change and adopt policies related to land use that promotes and enhances walkability.
- Assess future development based on the principles of tax yield and best use to promote walkability.
- Change zoning regulations to include shared parking.
- Change zoning regulations regarding parking minimums.
- Adopt or change zoning regulation regarding bicycle parking.

EDUCATION

- Take advantage of local events and workshops that increase knowledge on bicycle and pedestrian safety issues.
- Organize walkability workshops for key intersections, streets, and areas of Roeland Park.
- Work to promote Safe Route to Schools and Walk to School Days for all schools in Roeland Park.
- Organize a bicycle safety course available to citizens to learn about confident cycling and traffic laws pertaining to bicycles.
- Organize a BetterBlock Event to engage citizens in the design of selected streets and areas of Roeland Park.
- Organize a BetterBlock Event to test how new pedestrian and bicycle safety features work on selected streets.

ENCOURAGEMENT

- Proclaim May as Bike Month and encourage events pertaining to bicycle safety to be organized.
- Create language in the Comprehensive Plan for future bike share stations.
- Encourage and help organize Walking School Buses for all local schools in Roeland Park.
- Encourage and plan for pedestrian scaled art to enhance the pedestrian experience.
- Develop a pedestrian scaled wayfinding to help guide citizens to parks, local businesses, and other amenities in the City.

EXECUTIVE SUMMARY

COMMITTEE RECOMMENDATIONS

ENFORCEMENT

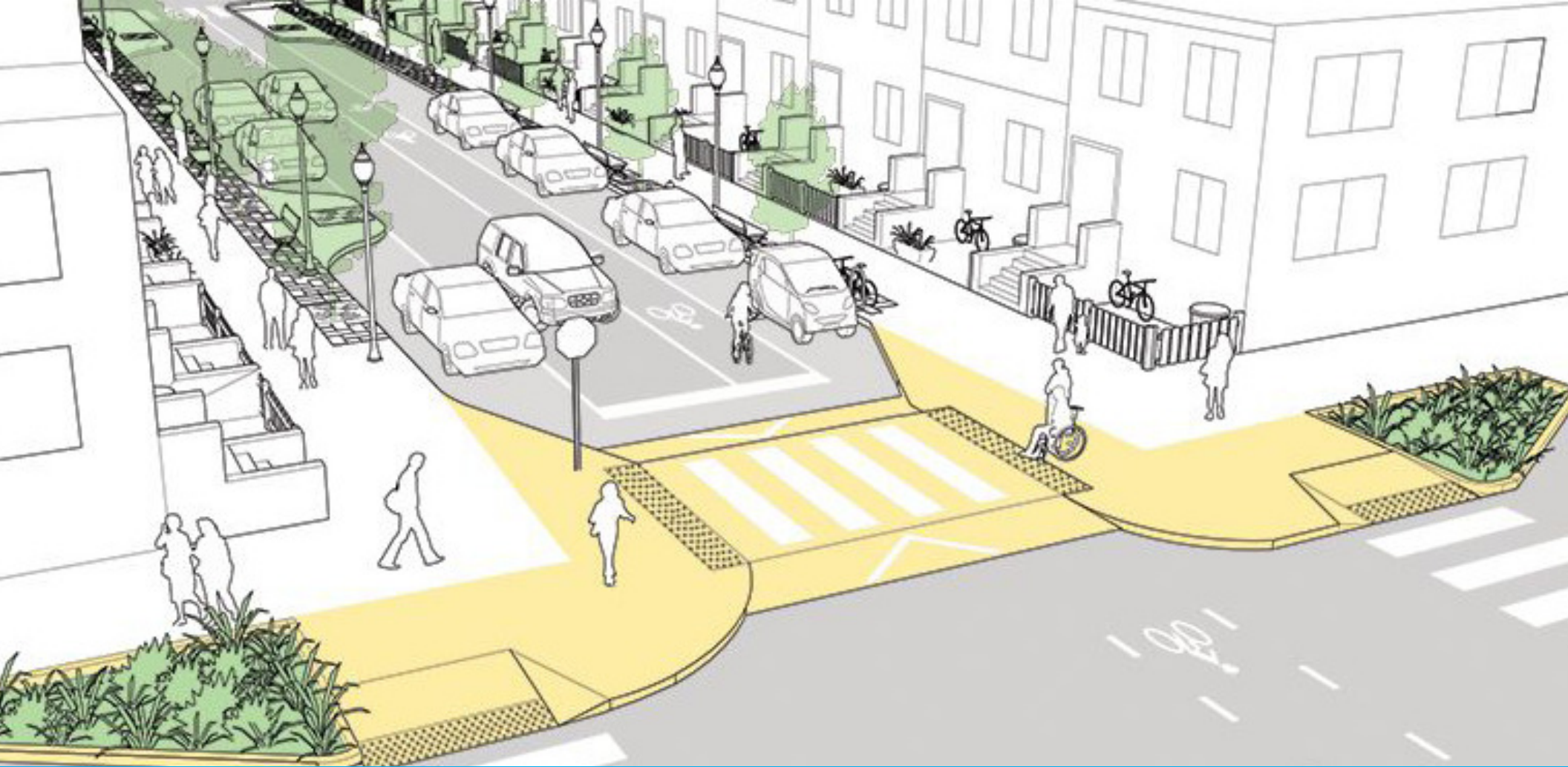
- Adopt recommendations of the MARC Sustainability Code Audit into the Roeland Park zoning code to increase safety and promote walkable development.
- Adopt model policy that helps in the creation of walkable development that aligns with the goals of the Comprehensive and Strategic Plan.
- Create technology and software solutions to visualize and enhance civic functions.
- Provide additional training to law enforcement to track crash data and learn about traffic laws that affect pedestrian and bicycle safety.
- Adopt policy language that aligns with the goals of Vision Zero.

EVALUATION

- Submit Walk-Friendly Communities Application and use the system as a way to identify future improvements.
- Adopt walkability audits as a standard of practice.
- Continue to work with Community for All Ages and achieve higher levels of recognition.
- Utilize previous documents adopted by Roeland Park to assess future decisions related to pedestrian and bicycle safety.
- Adopt the MARC Regional Bicycle Plan.

EQUITY

- Adopt policy language on Universal Design.
- Adopt Transit-Oriented Development policy or zoning language to utilize existing public transit infrastructure
- Work with Bridgj to help provide mobility access to citizens in need.
- Adopt design guidelines that promote equitable public transit stations that meet the needs of all citizens in Roeland Park.
- Integrate and adopt a Roeland Park bicycle plan.
- Provide safe intersection and crosswalk design that serve the needs of all citizens.
- Enhance and update the “Village Center” concept presented in the Comprehensive Plan based on the findings of this report.



ENGINEERING

ENGINEERING

DESIGN GUIDELINES

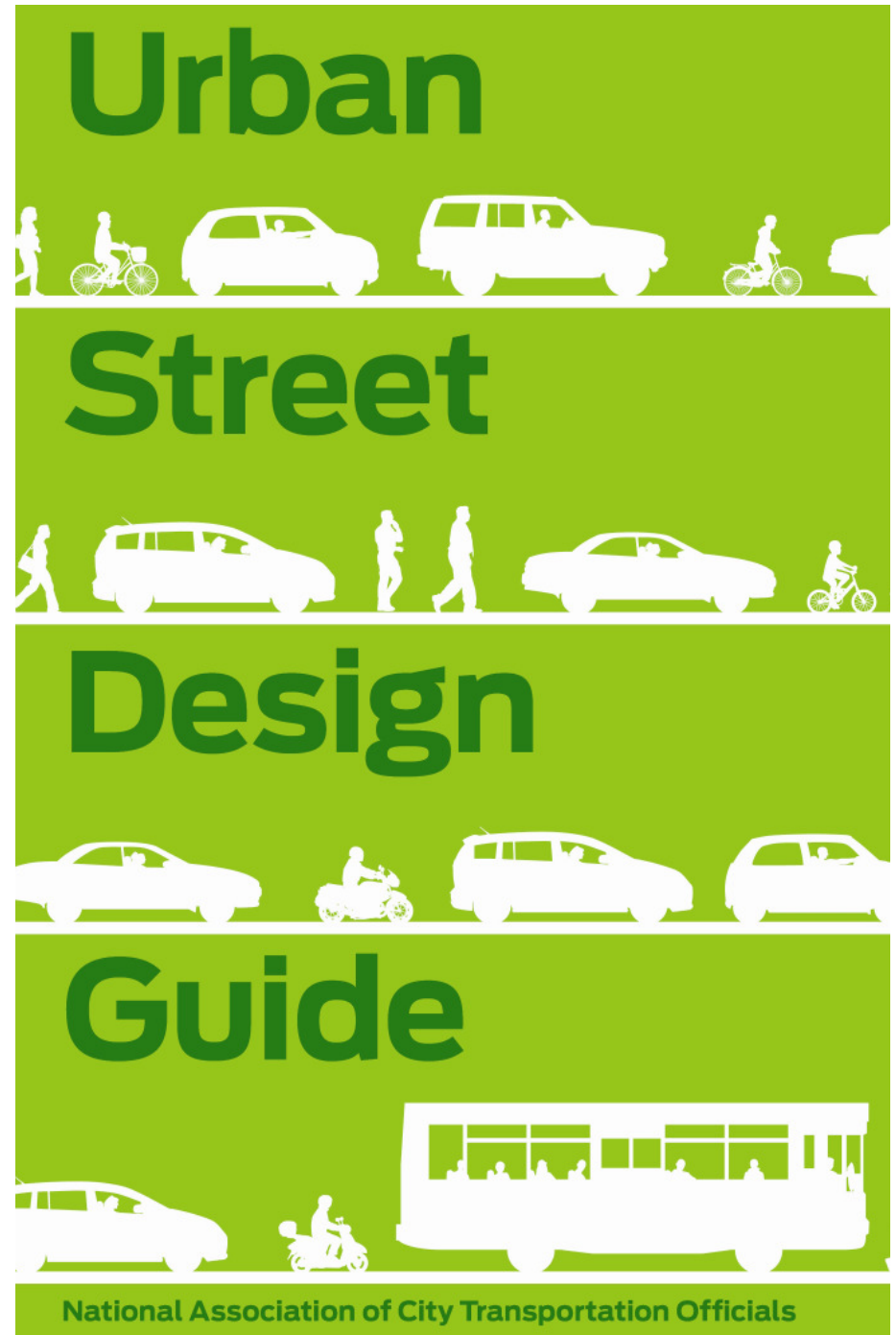
RESPONSIBLE PARTY

Planning Commission
City Staff
Public Works

PROPOSAL

Roeland Park's current code does not include any urban design or transportation planning standards that can integrate the public realm within the development context. The referred to standards in 13-107 are primarily technical engineering and construction standards and provide little guidance or criteria for planning multi-modal transportation options, integrating transportation or land use, creating pedestrian friendly streets, or using the City's right of way as an essential element of the public realm and amenities to citizens.

The Committee recommends that the National Association of City Transportation Officials (NACTO) - Urban Street Design Guide or similar design guidelines be formally adopted as part of the municipal code. Design guidelines provide a framework to include pedestrian, bicycle, public transit, and automobile considerations and references with existing national standards.



Urban Street Design Guide Cover. Source: NACTO

ENGINEERING

DESIGN STANDARDS

RESPONSIBLE PARTY

Public Works

City Engineer

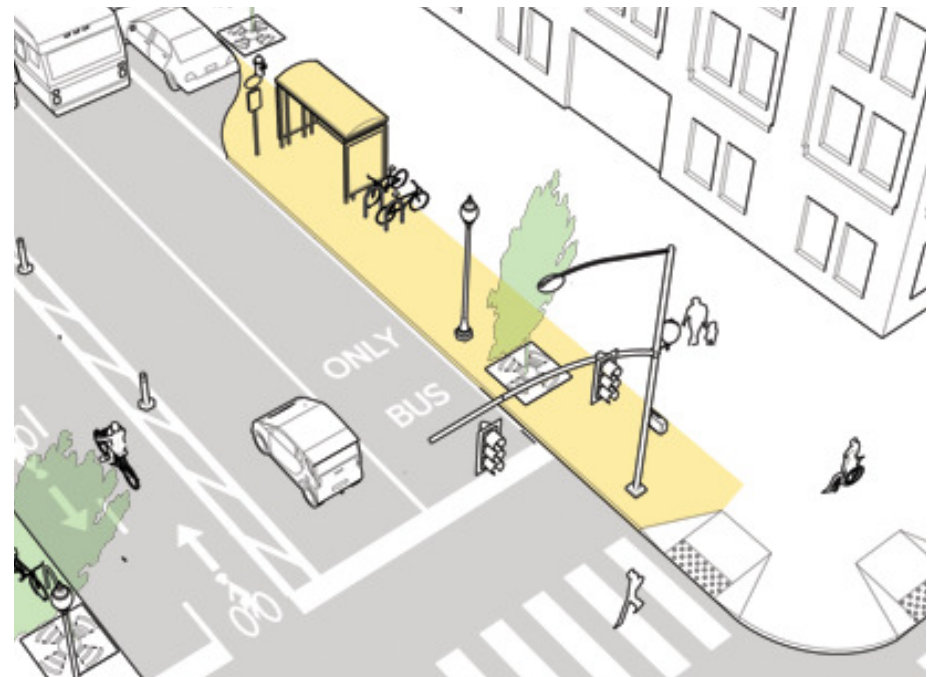
PROPOSAL

With the adoption of new design guidelines, there may be subtle changes to engineering drawings, construction methods and other elements related to sidewalk and street construction, creating infrastructure that serves all citizens and different modes of travel.

During this transition, new engineering documents created utilizing the design guidelines should be recorded and made as new standards of practice by the City of Roeland Park. This process will help make all parties aware of the new changes and create a library for future improvements that meet the new guidelines.



Source: NACTO



Source: NACTO

ENGINEERING

LANE WIDTHS

RESPONSIBLE PARTY

Public Works

City Engineer

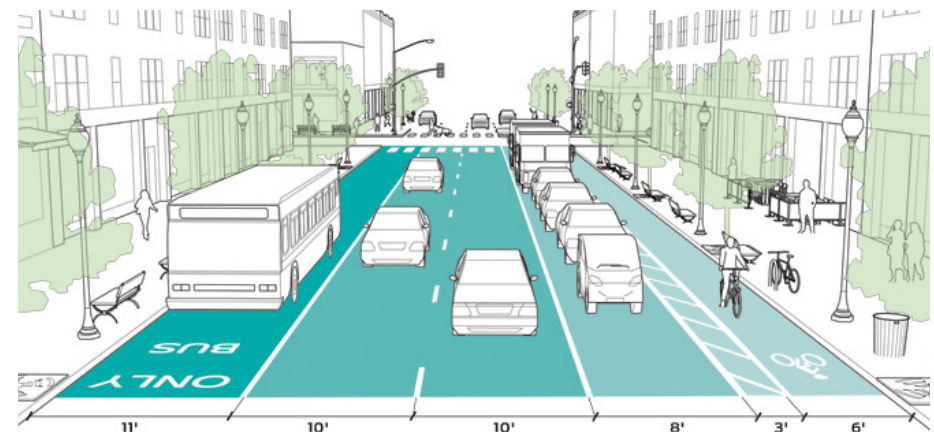
PROPOSAL

The lane width allotted to motorists, trucks, buses, bikes, and parked vehicles is a highly crucial aspect of street design in promoting pedestrian and motorist safety. A street should be designed for all needs and all age groups by delineating space. Width space is a premium on all streets in the City of Roeland Park and efforts should be made to “right-size” streets to serve all needs with the greatest efficiency of space.

Historically, vehicle travel lanes have been wider (11-13 feet) to provide forgiving buffers to drivers, especially in high-speed environments. Historically lane widths less than 12 feet have been assumed to decrease traffic flow and capacity, a claim that has recently been refuted by the Florida Department of Transportation. In measuring the flow rates which are similar for lane widths between 10 feet and 12 feet, as long as all other geometric and traffic signalization conditions remained constant, “There is no measurable decrease in urban street capacity when through lane widths are narrowed from 12 feet to 10 feet.” (Appendix A-P, p. A152, Florida Department of Transportation (2007). Appendix A-P and Appendix Q. Conserve By Bicycle Program Study Final Report. Tallahassee, FL: FDOT.)

Restrictive policies that favor the use of wider travel lanes have no place in constrained settings, where every pedestrian counts. Lane width should be considered within the overall assemblage of the street. Travel lane widths of 10 feet generally provide adequate safety in neighborhood settings while discouraging speeding. Lanes of 11-foot widths can be used on designated truck and bus routes (one 11-foot lane per direction) or adjacent to lanes in the opposing direction.

Adopting a series of design guidelines such as the NACTO - Urban Street Design Guide or similar design guidelines will help in ensuring that lane widths and road safety take in consideration all modes of transportation.



Source: NACTO

ENGINEERING

TRAVEL SPEEDS

RESPONSIBLE PARTY

Public Works

City Engineer

PROPOSAL

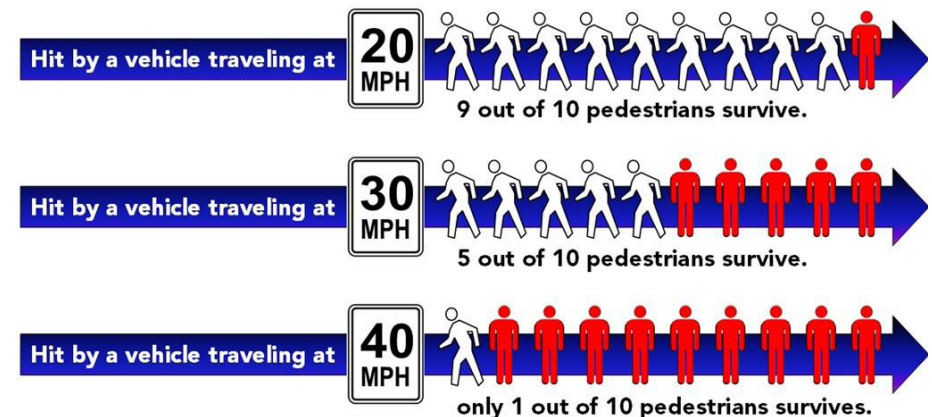
The relationships between lane widths and vehicle speed is complicated by many factors, including time of day, the amount of traffic present, and even the age of the driver. Narrower streets help promote slower driving speeds which, in turn, reduce the severity of crashes. Narrower streets have other benefits as well, including reduced crossing distances, shorter signal cycles, less stormwater, and require less construction material to build.

Research has shown that narrower lane widths can effectively manage speeds without decreasing safety, and that wider lanes do not correlate to safer streets. Moreover, wider travel lanes also increase exposure and crossing distance for pedestrians at intersections and mid block crossings.

For multi-lane roadways where transit or freight vehicles are present and require a wider travel lane, the wider lane should be the outside lane (curbside or next to parking). Inside lanes should continue to be designed at the minimum possible width. Major truck or transit routes through urban areas may require the use of wider lane widths.

Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations. In select cases, narrower travel lanes (9-9.5 feet) can be effective as through lanes in conjunction with a turn lane. Research suggests that lane widths less than 12 feet on urban and suburban arterials do not increase crash frequencies. (Ingrid Potts, Douglas W. Harwood, and Karen R. Richard, "Relationship of Lane Width to Safety on Urban and Suburban Arterials," (paper presented at the TRB 86th Annual Meeting, Washington, D.C., January 21-25, 2007). Relationship Between Lane Width and Speed, (Washington, D.C.: Parsons Transportation Group, 2003), 1-6.)

Later in this report, the Committee has policy recommendations for addressing travel speeds.



Vehicle Travel Speeds and Pedestrian Fatality. Source: Strong Towns

ENGINEERING

ROAD DIET

RESPONSIBLE PARTY

Public Works
City Engineer

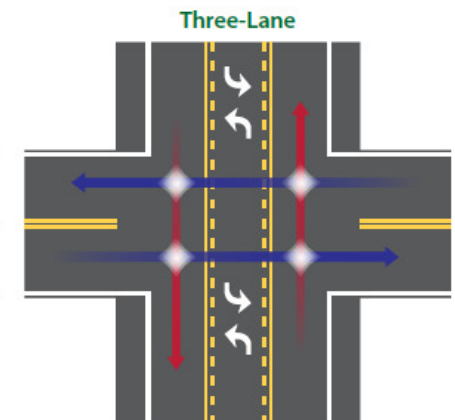
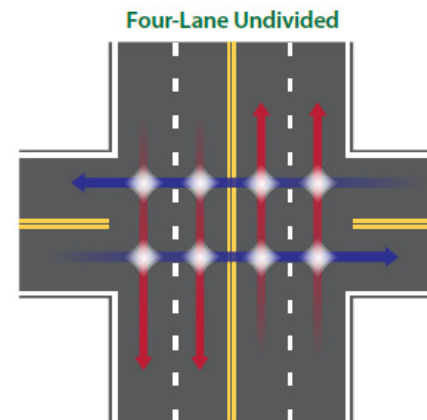
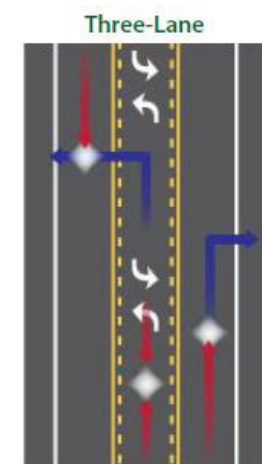
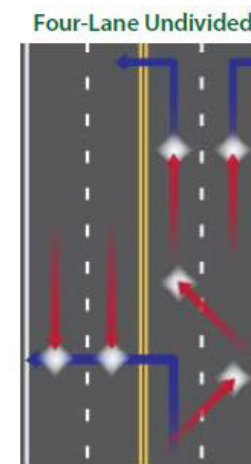
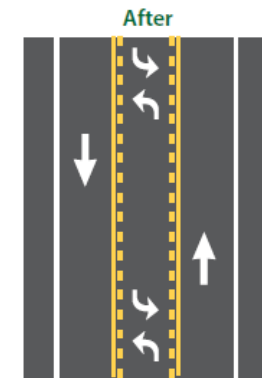
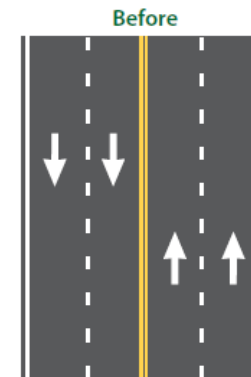
PROPOSAL

A road diet is a technique in transportation planning where either the number of travel lanes and/or effective width of the road is reduced in order to achieve systemic improvements.

By reducing lane width, as shown earlier in the section, streets can become safer by reducing the design travel speed and opening space for larger sidewalks or bicycle lanes.

Lane reduction is most effective when converting a 4-lane road into a 3-lane road with a center turn lane. The lane conversion reduces the number of potential car conflicts and opens up space for amenities such as bicycle lanes or transit platforms.

The FHWA advises that roadways with ADT of 20,000 vpd or less may be good candidates for a road diet and should be evaluated for feasibility. Road diets have been shown to be effective to 23,000 vpd based on a study performed in Kentucky. Roe Boulevard currently experiences an ADT of 19,000 - 20,000 vpd according to a 2010 survey by KDOT. The committee recommends that Roe Boulevard and other streets within Roeland Park should be assessed and considered candidates for future road diet programs.



Road Diet Conversion. Source: National Highway Traffic Safety Administration

ENGINEERING

ROE BOULEVARD 2020

RESPONSIBLE PARTY

Public Works

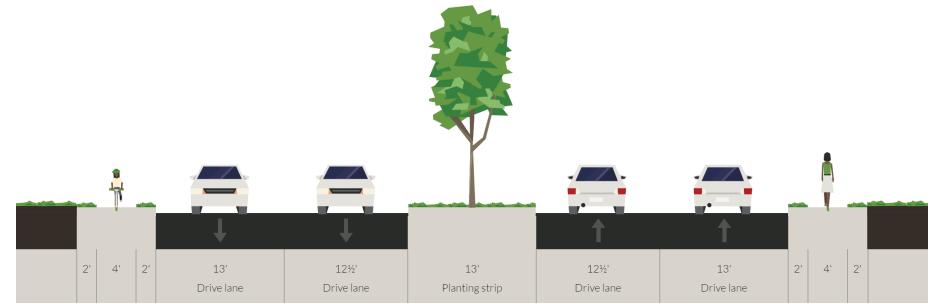
City Engineer

PROPOSAL

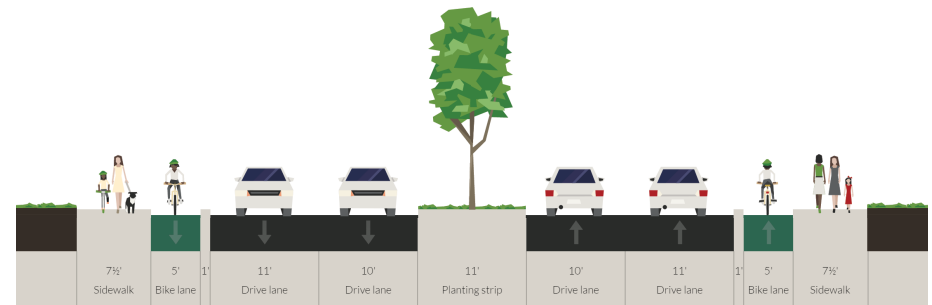
Roeland Park recently applied for the Mid-America Regional Council (MARC) Surface Transportation Program (STP). For the STP, Roeland Park Public Works submitted a range of scope that Roeland Park would use as part of resurfacing Roe Boulevard. Language in the STP included adding pedestrian amenities to the boulevard, such as wider sidewalks.

The design has not yet been established, but now is the opportune time to plan and design Roe Boulevard to ensure that the community transportation system meets the needs of all users and serve as an exemplar in the Kansas City region on how streets for people can be designed. The goals of Community of All Ages, Comprehensive Plan, and Strategic Plan should be considered in the development of Roe Boulevard

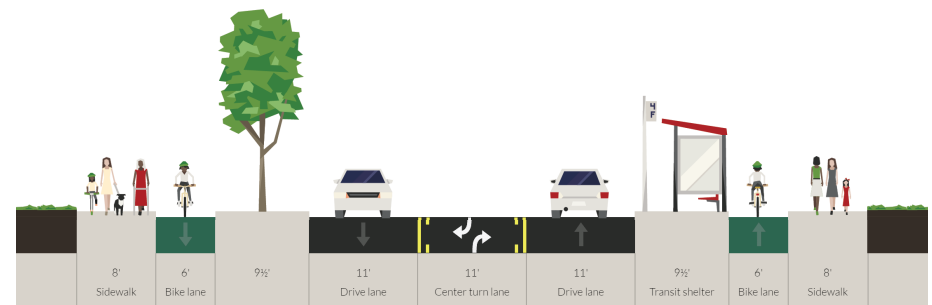
The pictured diagrams for Roe Boulevard represent possibilities to achieve improvements for pedestrians, cyclists and public transit. The City should utilize state and county resources, such as Johnson County Live Well grant, for additional resources in technical services, best practices and funding for inclusive street design. The Committee recommends, as Roeland Park prepares to resurface Roe Boulevard, that the City should work with the principles and values listed within this report.



Road Boulevard - Existing Condition



Road Boulevard - Potential Vision



Road Boulevard - Road Diet Vision

ENGINEERING

CROSSWALKS

RESPONSIBLE PARTY

Public Works
City Engineer

PROPOSAL

Pedestrians are very sensitive to out-of-the-way travel, and reasonable accommodation should be made to make crossings both convenient and safe at locations with adequate visibility. Marked crosswalks indicate optimal or preferred locations for pedestrians to cross and help designate right-of-way for motorists to yield to pedestrians. At signalized intersections, all four legs of the intersection should have crosswalks.

In Roeland Park, many streets with sidewalks lack a basic crosswalk to highlight an area of safe crossing to pedestrians and lack of visibility to automobile drivers. Along with the creation of the sidewalk plan, crosswalks also should be painted or installed to provide safety and convenience to citizens. A striped crosswalk is the most basic form of crosswalk while a continental crosswalk or raised crosswalk have the benefit of increased visibility that help alert automobile drivers.

Adopting a series of design guidelines such as the NACTO - Urban Street Design Guide or similar design guidelines will help with the design and placement of crosswalks throughout the city. Additional resources may be required to identify key intersections that need crosswalks installed.



Stripped Crosswalk Source: Google



Continental Crosswalk Source: Google

ENGINEERING

CROSSWALKS

RESPONSIBLE PARTY

Public Works
Arts Committee

PROPOSAL

While crosswalks serve an important safety and convenience purpose for pedestrians, crosswalks can also be an important artistic and identity feature to a city.

Many local community organizations, non-profits, and artists have utilized crosswalks and intersections as places for public art to make a pedestrian walk more interesting, provide an identity to the community, and to make crosswalks more visible to increase safety of pedestrians.

The Committee recommends that the Arts Committee identify key intersections or crossings that could be potential art projects and coordinate with public works on their design. Artistic crosswalks could also be part of the rebranding of Roeland Park and helping design the sidewalks and streets that citizens use every day.



Artistic Crosswalk by Carlos Cruz Dies Source: Google



Artistic Crosswalk by Carlos Cruz Dies Source: Google

ENGINEERING

CURB EXTENSIONS

RESPONSIBLE PARTY

Public Works

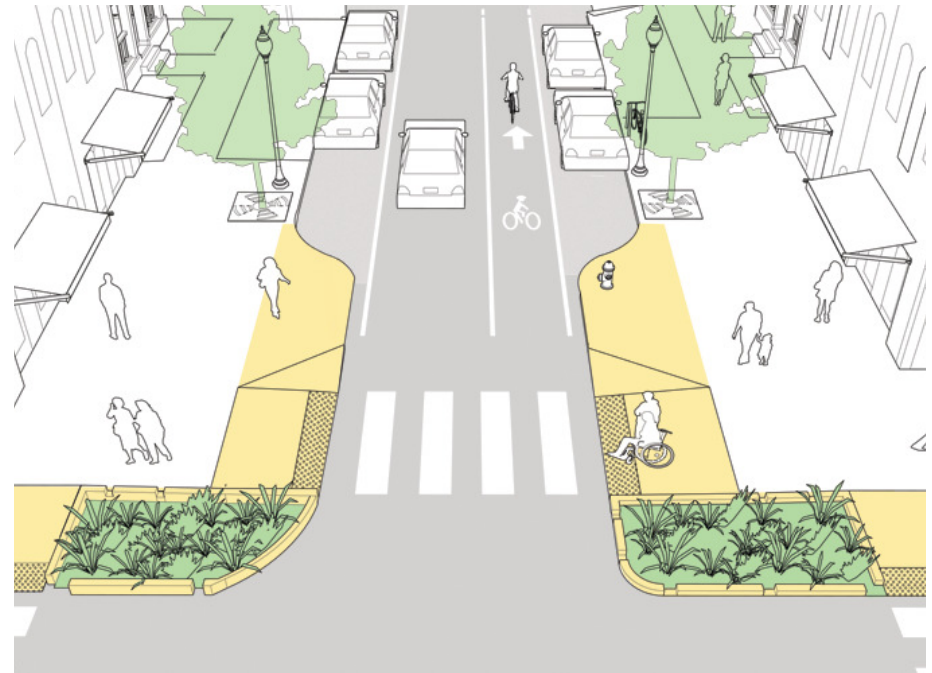
City Engineer

PROPOSAL

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plants, and street trees. Curb extensions increase the overall visibility of pedestrians by aligning them with a parking lane, while also reducing their crossing distance. Curb extensions tighten intersection curb radii and encourage slower turning speeds.

Curb extensions can be implemented using low-cost, interim materials. In such cases, curb extensions should be demarcated from the existing road-bed using temporary curbs, bollards, planters, or striping.

Adopting a series of design guidelines such as the NACTO - Urban Street Design Guide or similar design guidelines will help with the design and placement of curb extensions throughout the City. Walkability audits will also highlight areas where curb extension can greatly increase the pedestrian experience and encourage walking.



Curb Extension Source: NACTO



Curb Extension Source: City Lab

ENGINEERING

STREET TREES

RESPONSIBLE PARTY

Public Works

Parks Committee

PROPOSAL

Street trees are one of the greatest investments that a city can make. Street trees shade the sidewalk, increasing the thermal comfort of a pedestrian, enhancing a street with beauty, act as a safety bollard, define a space to help provide a sense of enclosure, and help calm road traffic by decreasing vehicle speeds. Many of the great streets in the nation all feature tree lined streets.

Roeland Park does have a City Arborist, but there are no design guidelines or standards for street trees in the public right of way.

The Committee recommends that design guidelines be adopted for street trees and that street trees become an integral part of streetscape design for major thoroughfares and residential areas.



Rhodes Island Avenue NW. Source: Google



Anywhere, USA. Source: Strong Towns

ENGINEERING

SIDEWALKS

RESPONSIBLE PARTY

Planning Commission
Public Works

PROPOSAL

Sidewalks should be welcoming and accessible to all, and provide a continuous, unobstructed, well-maintained, and clutter-free walking environment. Sidewalks should provide a zone for continuous mobility, a zone for amenities, utilities, and furnishings, and a zone for building frontage.

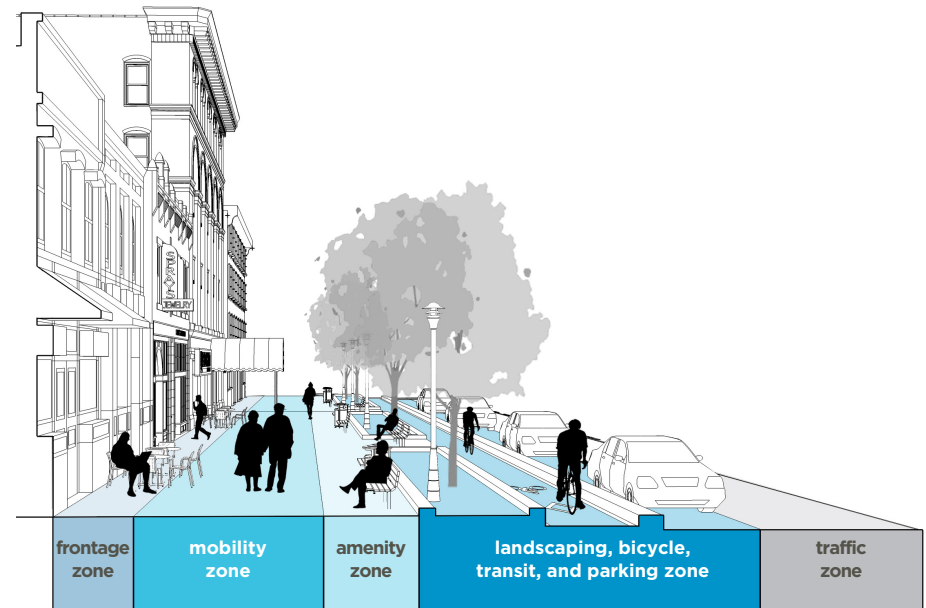
The width of the sidewalk should vary based on the size and activity of the street. Active streets should provide a larger mobility zone to accommodate a greater number of pedestrians. Narrow side streets require less space for pedestrians to comfortably travel.

An amenity zone for sidewalks ensures that all the necessary lighting, furnishings, utilities, seating, signage, and other installations do not impede the comfortable travel of pedestrians on the sidewalk.

A building frontage allows for street-fronting doors to safely open, as well as provide space for landscaping. Roeland Park should incorporate best practices for sidewalk design in urban areas as a part of the complete streets policy.

Currently, Section 14-1440 of the Roeland Park Municipal code only requires a 4' minimum sidewalk. A 4' minimum sidewalk is not sufficient for walkable streetscapes. A 5' sidewalk is usually considered the bare minimum and in many more walkable contexts, such as around shops, 12' or more should be a minimum. The City should also look at the Community For All Ages Checklist: Transportation and Mobility for additional information.

This proposed code change was recommended by the Sustainable Code Audit performed by MARC in 2015. The Committee recommends that the City review language in Section 16-1440 and make the necessary changes.



Sidewalk Zones Source: Kansas City Transit Oriented Development Policy

ENGINEERING

BLOCK LENGTHS

RESPONSIBLE PARTY

Planning Commission
Development Group
Comprehensive Plan

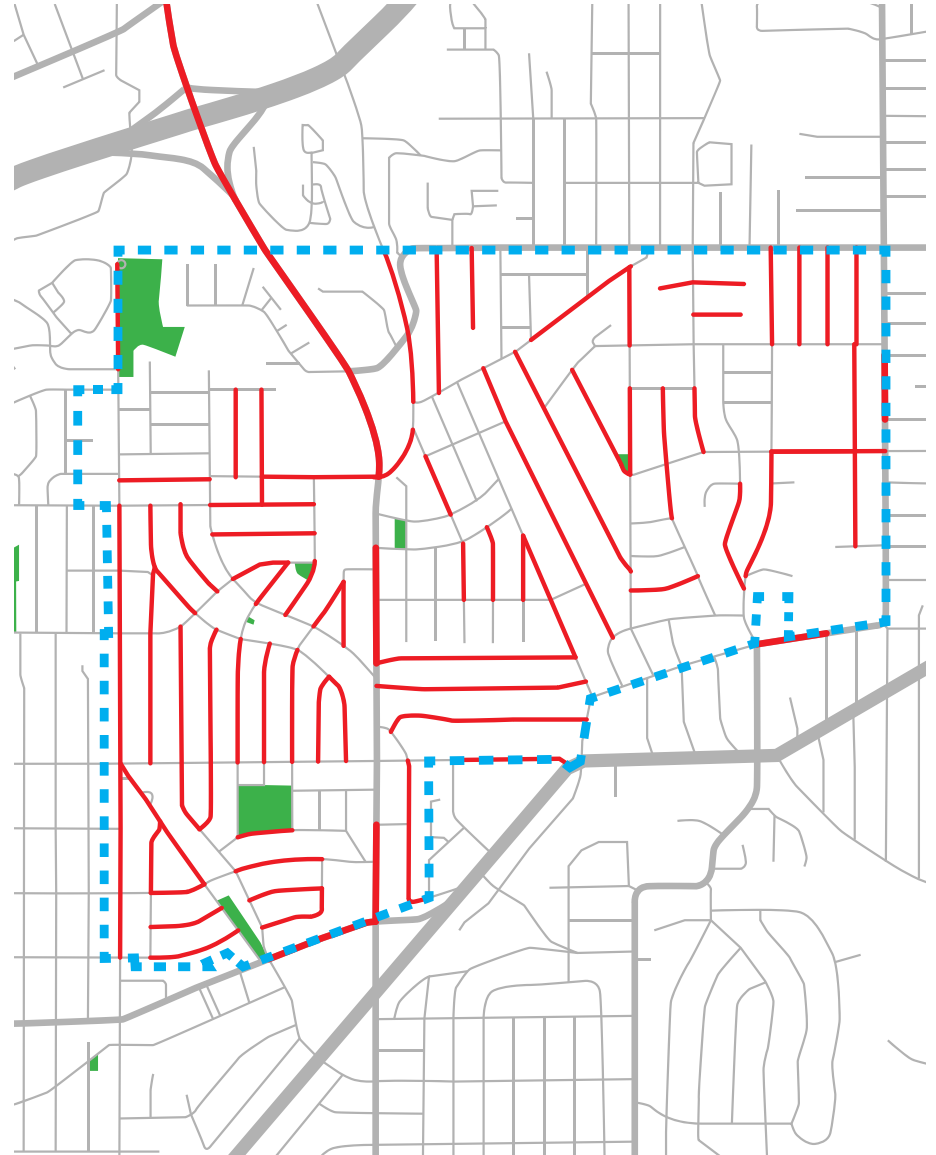
PROPOSAL

Cities with smaller blocks are often best known for ease of walkability. Smaller block lengths create more choices for pedestrians to alter their path and visit a desirable address such as a coffee shop. In contrast, larger blocks mean fewer streets and thus wider streets to handle increased traffic volume.

Roeland Park was developed, over several decades, as a patchwork of subdivisions. The older subdivisions developed before 1940 have short blocks to allow ease of access to the Strang Line Intercity Rail by foot, while subdivisions of Roeland Park developed after 1940 tend to have larger blocks which are geared toward automobile transportation. As Roeland Park redevelops, there is an opportunity to make strategic connections to the city grid to increase walkability. Block lengths should not exceed 600 feet for residential areas and 250 feet to 400 feet in commercial or mixed use areas.

This proposed code change was recommended by the Sustainable Code Audit performed by MARC in 2015. The Committee recommends that the City review language in Section 16-1415 and make the necessary changes. Making adjustments to this code will also help with the Community for All Ages checklist.

MAP OF BLOCK LENGTHS +600' IN LENGTH



ENGINEERING

BICYCLE INFRASTRUCTURE

RESPONSIBLE PARTY

Public Works
City Engineer

PROPOSAL

Shared Lane Markings (SLMs), or “sharrows,” are road markings used to indicate a shared lane environment for bicycles and automobiles. Sharrows often are placed on roadways 12’ or wider to accommodate both automobiles and cyclists. The shared lane marking is a pavement marking but should not be considered a substitute for bike lanes, cycle tracks, or other separation treatments where these types of facilities are otherwise warranted or space permits.

A sharrow does not provide any physical safety features from automobile traffic, requires wider street design that encourages speeding by automobiles, and does not encourage more cautious cyclists, such as children, to feel safe on a street and thus preventing bicycle use.

The Committee recommends that the City should not utilize sharrows or have extremely limited use in the City as they do not provide additional safety to cyclists.



Sharrow in Brookline, MA Source: Kansas City Transit Oriented Development Policy



Sharrow on Roe Lane

ENGINEERING

BICYCLE INFRASTRUCTURE

RESPONSIBLE PARTY

Public Works

City Engineer

PROPOSAL

Protected bike lanes are bikeways that are at street level and use a variety of methods for physical protection from passing traffic. A one-way protected cycle track may be combined with a parking lane or other barrier between the cycle track and the motor vehicle travel lane. When a cycle track is elevated above street level it is called a raised cycle track and different design considerations may apply.

The most important feature of protected bike lanes is that there is a physical separation between the cyclist and automobile. This provides additional safety to the cyclist and encourages cautious cyclists to feel safe and utilize streets for cycling. A study published in the Journal of Transport and Land Use found that intersections in Montreal with protected bike lanes saw 61 percent more bike traffic than those without. The results demonstrate a strong preference for bike infrastructure – the more separation from traffic, the better.

Adopting a series of design guidelines will help in the design and location of bicycle lanes in the city of Roeland Park. The City should also reference the Community for all Ages: Public Outdoor Spaces and Buildings and Transportation and Mobility for additional information.



One-way Protected Bike lane in Chicago, IL Source: NACTO



Raised Protected Bike lane in Vancouver, BC Source: NACTO

ENGINEERING

LAND USE

RESPONSIBLE PARTY

Development Committee
Planning Commission
Comprehensive Plan

PROPOSAL

The largest factor that can inhibit or enhance walkability is land use. Developments that feature drive-thrus, large off-street parking lots, and buildings that do not front the sidewalk, degrade the pedestrian experience and prevent walkability from taking place in a community. These types of land uses should be limited where the City wants to develop walkable areas. In contrast, buildings in walkable neighborhoods and towns have on-street parking, diverse retail, and buildings that front the sidewalk. These land uses provide useful destinations for pedestrians and enhance walkability.

Roeland Park is a land-locked city with limited green field sites available for development. It will be key for future development to provide the best potential land use based on opportunities as outlined in the Strategic and Comprehensive Plans. Community for All Ages Cities also has a role in the siting and design of housing and commercial development through its planning and regulatory processes. Through these processes, cities can impact how well development meets the needs of all populations.



Downtown Overland Park. Source: Johnson County AIMS



Source: Kansas City Transit Oriented Development Policy

ENGINEERING

TAX YIELD

RESPONSIBLE PARTY

Development Committee
Planning Commission
City Staff

PROPOSAL

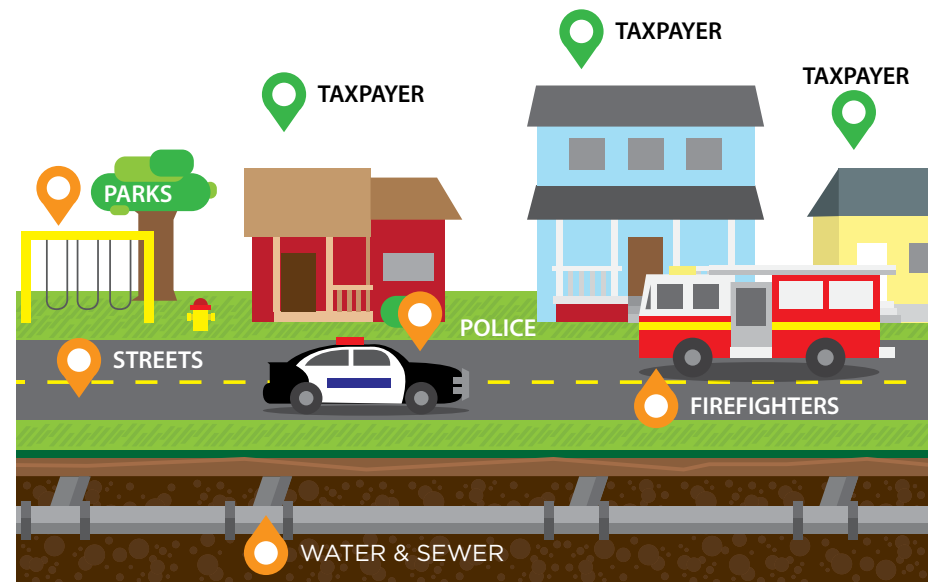
One of the ways to determine if a city has a strong tax base is to calculate the tax yield of properties. Looking at the yield of properties within Roeland Park and the surrounding areas, drive-thru restaurants and big box stores under perform to older forms of walkable urbanism development, like the small stores on Johnson Drive in downtown Mission, KS that front the sidewalk. Every acre in Roeland Park is valuable and the city should take steps to phase out less productive forms of development which are permitted under the current zoning code. Walkability is an economic generating tool that Roeland Park should utilize to help build the city's tax base and create development patterns that are desirable to potential new citizens of the City.

Generating tax revenue is what pays for the many services that the citizens of Roeland Park depend upon. A higher tax to acre ratio means more dollars per service with less overall infrastructure. A lower tax to acre ratio puts an increased stress on the amount of infrastructure and services provided.

"Old and Blighted" Properties	Acres	2011	
MATTSON PROPERTIES LLC	0.04	\$ 122,800	\$
MARTIN, KURT W	0.04	\$ 105,400	\$
NORTH CENTRAL STATES REGIONAL	0.08	\$ 136,100	\$
WILLETTE, ROBERT & DARLENE	0.08	\$ 105,000	\$
KOERING, PAUL	0.08	\$ 100,500	\$
FISHER, SCOTT & SUSAN	0.08	\$ 98,000	\$
PJS PROPERTIES, LLC	0.08	\$ 88,800	\$
MATTHEWS, KEVIN	0.08	\$ 68,000	\$
S & L PROPERTIES	0.16	\$ 238,000	\$
KOERING, PAUL	0.16	\$ 54,700	\$
S & R PROPERTIES	0.08	\$ 19,200	\$
TOTAL	0.96	\$ 1,136,500	\$

New Drive Through	Acres	2011	
Taco Johns	0.96	\$ 803,200	\$

Tax Revenue Comparison. Source: Strong Towns



A Stronger Hays. Source: City of Hays, KS

ENGINEERING

ROELAND PARK RESIDENTIAL TAX YIELD



Source: Johnson County AIMS

4744 CANTERBURY ROAD

2 Bed, 1 Bath

Appraised Value	\$120,000
Assessed Value	\$13,800

Building SF	1,040 SF
Lot Dimensions	40'x121'
Acreage	0.11 Acres

Property Taxes	\$2,016.82
Property Taxes/Acre	\$18,334/AC

Building would be illegal to construct today due to minimum lot size.

2015 Tax Records. Source: Johnson County Appraiser's Office



Source: Johnson County AIMS

5001 W 51ST TERRACE

2 Bed, 2 Bath

Appraised Value	\$115,700
Assessed Value	\$13,306

Building SF	1,128 SF
Lot Dimensions	60'x130'
Acreage	.18 Acres

Property Taxes	\$2,116.34
Property Taxes/Acre	\$11,758/AC

Property is legal to build under current zoning.

2015 Tax Records. Source: Johnson County Appraiser's Office



Source: Johnson County AIMS

5001 PARISH DRIVE

3 Bed, 1 Bath

Appraised Value	\$128,000
Assessed Value	\$14,720

Building SF	1,244 SF
Lot Dimensions	100'x200'
Acreage	.44 Acres

Property Taxes	\$2,546.18
Property Taxes/Acre	\$5,787/AC

Property is legal to build under current zoning.

2015 Tax Records. Source: Johnson County Appraiser's Office

ENGINEERING

ROELAND PARK RESIDENTIAL TAX YIELD



Source: Johnson County AIMS

4744 CANTERBURY ROAD

2 Bed, 1 Bath

Appraised Value	\$120,000
Assessed Value	\$13,800

Building SF	1,040 SF
Lot Dimensions	40'x121'
Acreage	0.11 Acres

Property Taxes	\$2,016.82
Property Taxes/Acre	\$18,334/AC

Building would be illegal to construct today due to minimum lot size.

2015 Tax Records. Source: Johnson County Appraiser's Office



Source: Johnson County AIMS

5608 NALL AVENUE

3 Bed, 3 Bath

Appraised Value	\$207,300
Assessed Value	\$23,839

Building SF	1,917 SF
Lot Dimensions	60'x140'
Acreage	.20 Acres

Property Taxes	\$3,389.85
Property Taxes/Acre	\$16,949/AC

Property is legal to build under current zoning.

2015 Tax Records. Source: Johnson County Appraiser's Office



Source: Johnson County AIMS

5148 PARISH DRIVE

4 Bed, 4 Bath

Appraised Value	\$251,500
Assessed Value	\$28,923

Building SF	2,078 SF
Lot Dimensions	100'x215'
Acreage	.49 Acres

Property Taxes	\$4,085.11
Property Taxes/Acre	\$8,337/AC

Property is legal to build under current zoning.

2015 Tax Records. Source: Johnson County Appraiser's Office

ENGINEERING

ROELAND PARK COMMERCIAL TAX YIELD



Source: Johnson County AIMS

BUENA VISTA STUDIOS

4301 W 51st Street

Appraised Value	\$125,840
Assessed Value	\$31,461

Building SF	2168 SF
Lot Dimensions	50'x131'
Acreage	0.12 Acres

Property Taxes	\$4,302.78
Property Taxes/Acre	\$35,856/AC

Building is illegal to construct under MXD

2015 Tax Records. Source: Johnson County Appraiser's Office



Source: Johnson County AIMS

MCDONALDS

5103 Roe Boulevard

Appraised Value	\$964,000
Assessed Value	\$241,001

Building SF	3444 SF
Lot Dimensions	175'x286'
Acreage	1.08 Acres

Property Taxes	\$34,115.21
Property Taxes/Acre	\$31,588/AC

Building is legal to construct under CP-1

2015 Tax Records. Source: Johnson County Appraiser's Office



Source: Johnson County AIMS

WAL-MART

5150 Roe Boulevard

Appraised Value	\$5,175,000
Assessed Value	\$1,293,750

Building SF	112744 SF
Lot Dimensions	595'x850'
Acreage	9.91 Acres

Property Taxes	\$187,498.89
Property Taxes/Acre	\$18,920/AC

Building is legal to construct under CP-1

2015 Tax Records. Source: Johnson County Appraiser's Office

ENGINEERING

JOHNSON COUNTY COMMERCIAL TAX YIELD



Source: Johnson County AIMS

MCDONALDS

5103 Roe Boulevard

Appraised Value	\$964,000
Assessed Value	\$241,001
Building SF	3444 SF
Lot Dimensions	175'x286'
Acreage	1.08 Acres
Property Taxes	\$34,115.21
Property Taxes/Acre	\$31,588/AC

Building is legal to construct under CP-1

2015 Tax Records. Source: Johnson County Appraiser's Office



Source: Johnson County AIMS

WERNER'S

5736 Johnson Drive, Mission, KS

Appraised Value	\$224,000
Assessed Value	\$56,001
Building SF	3,888 SF
Lot Dimensions	70'x83'
Acreage	0.13 Acres
Property Taxes	\$7,481.97
Property Taxes/Acre	\$57,553/AC

Building is illegal to construct under MXD

2015 Tax Records. Source: Johnson County Appraiser's Office



Source: Johnson County AIMS

PHOENIX BUILDING

7924 Santa Fe Drive, Overland Park, KS

Appraised Value	\$3,577,000
Assessed Value	\$894,250
Building SF	31,102 SF
Lot Dimensions	100'x125'
Acreage	0.28 Acres
Property Taxes	\$93,543.19
Property Taxes/Acre	\$334,082/AC

Building is legal to construct under MXD

2015 Tax Records. Source: Johnson County Appraiser's Office

ENGINEERING

SHARED PARKING

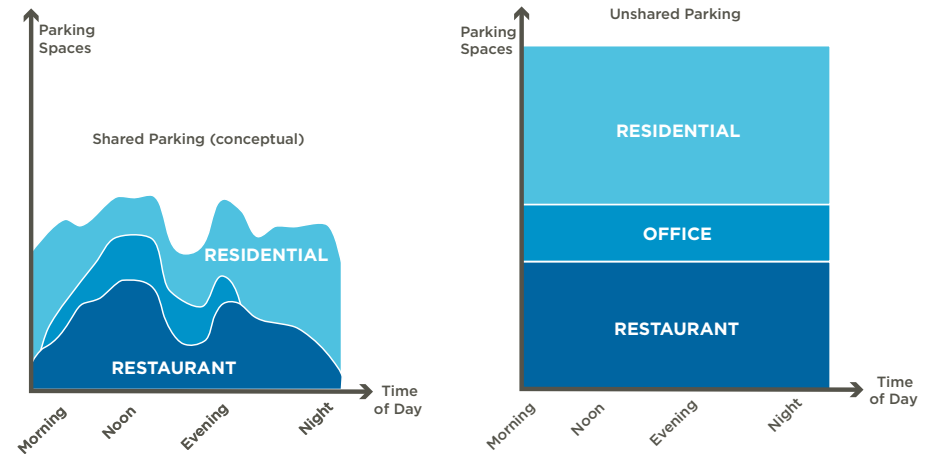
RESPONSIBLE PARTY

Development Committee
Planning Commission

PROPOSAL

Quality, walkable environments enable a diversity of retail and other amenities to share the same parking. This facilitates visitors and citizens to park once and visit many destinations. Shared Parking allows for less land devoted to parking, more efficient use of parking, provides more land for active uses, and promotes a “park once” environment.

The Committee recommends that shared parking become a provision within the zoning code for MXD. Provided as an example is the shared parking factor matrix in the Smart Code, a model policy code geared towards enabling walkable developments.



Parking by Actual Use vs. Parking by Zoning. Source: Kansas City Missouri Transit Oriented Development Policy

SHARED PARKING FACTOR

Function	with				Function
RESIDENTIAL					RESIDENTIAL
LODGING					LODGING
OFFICE					OFFICE
RETAIL					RETAIL
		1	1.1	1.1	
	1.4	1.1	1	1.4	
	1.2	1.7	1.7	1.2	
	1.3	1	1.3		
	1.2	1.2			
	1				

Source: Smart Code

ENGINEERING

PARKING MINIMUMS

RESPONSIBLE PARTY

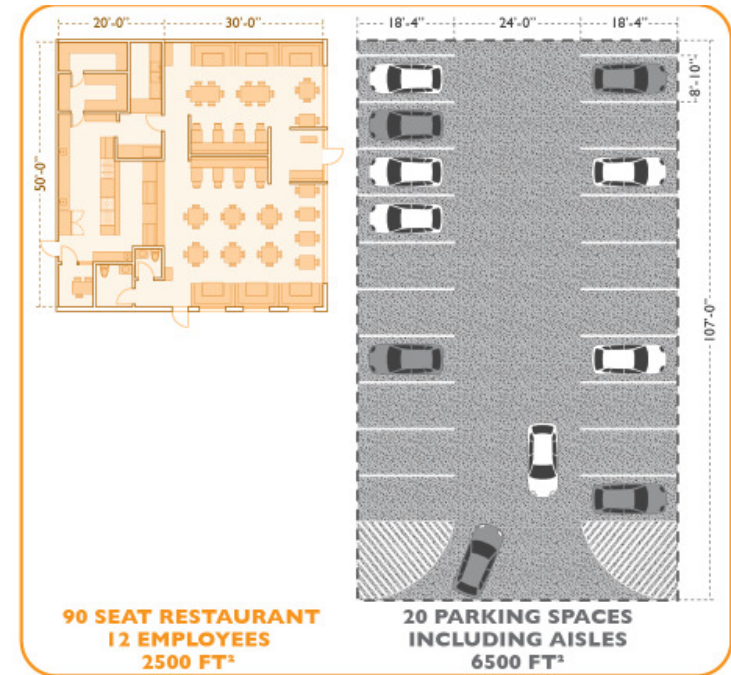
Development Committee
Planning Commission

PROPOSAL

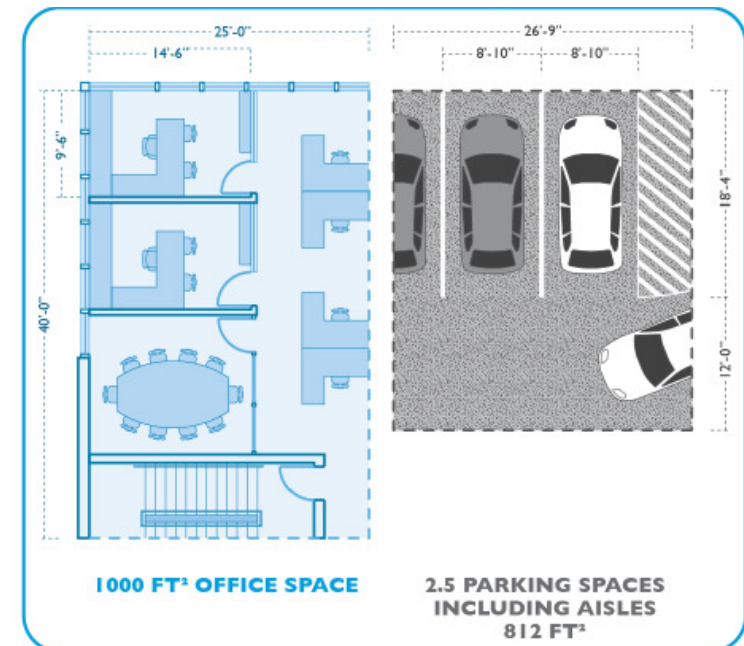
Parking minimums are the one zoning mechanism that can severely limit potential new development and raise the overall cost of rents for new businesses, tenants, and citizens.

When zoning regulations require more than 3 parking spaces per 1,000 square feet, more land must be set aside for parking than for the actual building. Larger parking lots also diminish walkability as they degrade the pedestrian experience and place buildings further apart making large gaps between uses. Currently, some zoning regulations in Roeland Park's code require 4 parking spaces per 1,000 square feet, and even more for certain designations.

In designated districts, the Committee recommends that parking minimums should be either reduced or eliminated. A parking maximum by percentage of area, which is part of the 47th and Mission Overlay District, can also be a consideration taken on by the zoning code to help balance land use.



Average Parking Minimum for Dining. Source: Graphic Parking



Average Parking Minimum for Office. Source: Graphic Parking

ENGINEERING

BICYCLE PARKING

RESPONSIBLE PARTY

Public Works

Parks Committee

PROPOSAL

Providing adequate bicycle parking not only gives cyclists the ability to safely lock their bike at parks and civic buildings, but also encourages biking for daily activities such as picking up groceries or biking to work. A well-placed bicycle rack highlights that all transportation types have the same level of access to services.

Currently, there is no bike parking in any of the recreational parks of Roeland Park. However, there are racks in storage allocated for placement in R Park. There is available bicycle parking located at other public and commercial destinations around the city including the library, Price Chopper, City Hall, and Roeland Elementary. The MXD zoning requires at least one bicycle parking space for every ten automobile parking spaces and that bicycle racks or lockers be provided.

The Committee recommends that additional language be added to other zoning districts to include bicycle parking as a provision and include additional language to incentivize bicycle parking in the MXD zoning code. Bicycle parking also fulfills the Transportation and Mobility section of the Community for All Ages Checklist.



Improved Bike Rack. Source: DIY Biking



Custom Park Bike Rack. Source: Dero



EDUCATION

EDUCATION

PROGRAMS

RESPONSIBLE PARTY

Governing Body
City Staff

PROPOSAL

There are several organizations within the Kansas City metropolitan area that offer education courses on pedestrian safety, bicycle safety, and street design for citizens and city officials. One such organization that specializes in bicycle education is BikeWalkKC. BikeWalkKC offers a number of education programs which give people the knowledge and skills to walk and to bicycle safely and confidently for transportation, recreation, and fitness.

The organization also hosts a number of events that promote a culture of change, which puts biking and walking into people's daily lives. Events that BikeWalkKC help organize include Tour de Bier KC, Tweed Ride, Women's Summit, and the Handlebar Happy Hour.

The Governing Body, Public Works, and City Staff should also take advantage of local organization activities and events to increase their knowledge of bicycle and pedestrian safety issues.



Women's Bike Summit. Source: BikeWalkKC



Tour De Bier. Source: BikeWalkKC

EDUCATION

WALKABILITY WORKSHOP

RESPONSIBLE PARTY

Governing Body
Public Works

PROPOSAL

Local organizations in the Kansas City metropolitan area offer workshops throughout the year to address best practices of creating walkable communities, hold sessions to cover specific intersections or streets, and provide training on building walkability assets. The Committee recommends that the City coordinate with resources, such as MARC, around selected areas and streets to help identify walkability issues and improve pedestrian experiences for citizens. One session was held at the Nelson-Atkins Museum of Art to address pedestrian access from The Plaza, UMKC, and the Museum.

Knowledge building toward creating a better Roeland Park will be a continuous project and will require periodic workshops to help keep Roeland Park in line with best practice design. Additionally this knowledge will help Roeland Park achieve the elements of the Transportation and Mobility section of the Community for All Ages Checklist to become a more inclusive city for all citizens.



Nelson-Atkins Museum Arts District Workshop. Source: Kansas City Star



Source: Smart Growth America

EDUCATION

SAFE ROUTES TO SCHOOLS

RESPONSIBLE PARTY

Sustainability Committee
Events Committee

PROPOSAL

Safe Routes to School is the national movement to get more kids walking and biking to school. In 1960, half of kids walked or biked to school. Today fewer than 15% of kids walk or bike to school. Organizing a walking school bus with neighbors, asking the City to install a crosswalk across a busy street, adding bike racks at schools, and reforming district policies, are all steps that schools, parents, and community members can take to make it safer and easier to walk and bike to school.

Roesland Elementary currently participates in International Walk to School Day. The Shawnee Mission School District is working on a pilot Bike to School program with Roesland Elementary with subsequent rollout to other schools in the District. Roeland Park should gather lessons learned from the pilot Bike to School event and work with St. Agnes Catholic School, Bishop Miege High School, and Horizon Academy to encourage them to also participate in International Walk to School Day and to hold surveys to identify problem areas for student safety in walking and biking to school.

For additional resources, Walk to School KC is one organization that has resources on how policy makers can help make safe routes to schools.



Source: BikeWalkKC



Source: BikeWalkKC

EDUCATION

CYCLING SAFETY COURSE

RESPONSIBLE PARTY

Sustainability Committee
Events Committee

PROPOSAL

As more children, adults, and seniors start to bicycle in Roeland Park, it is important that citizens know the traffic laws and learn the skills to ride safely. A cycling safety course helps new cyclists learn concepts for navigating streets and build practical bike handling skills necessary for city riding.

BikeWalkKC, one organization that provides educational training, holds special sessions for local area schools through the Bicycle Lesson and Safety Training (BLAST) program. The BLAST program is a primer for fifth grade students to gain an understanding of how to safely operate a bicycle in a variety of situations. Since 2012, BLAST has served over 4,000 students in the Kansas City metropolitan area. The Roeland Elementary Bike to School pilot program will include BLAST training.

The Committee recommends that the Sustainability and Events Committee work with local organizations, such as BikeWalkKC, to help plan bicycle safety education events for citizens. Such events will also help with Social Inclusion, Communication and Participation of the Community for all Ages Checklist.



Source: BikeWalkKC



Source: BikeWalkKC

EDUCATION

BETTERBLOCK

RESPONSIBLE PARTY

Events Committee

Public Works

PROPOSAL

BetterBlock is a nationwide movement that educates, equips, and empowers communities and their leaders to reshape and reactivate areas of a city to promote the growth of healthy and vibrant neighborhoods with temporary street installations. Better Blocks can be performed by local advocacy groups, citizen groups, or local non-profits. All Better Blocks utilize temporary pieces like traffic cones, landscape buffers, temporary paint, and parklets to show citizens how a street can be made more pedestrian and bike friendly with a few simple modifications. These events can also be used to test ideas for street improvements and gather feedback from citizens on potential changes.

The Committee recommends that Roeland Park and the Events Committee plan a BetterBlock event to test proposed changes, such as curb extensions, bus bulbs, and other design elements on selected streets. These temporary installations provide a vision of what a street can become and provide a prototype to test ideas in the field. For additional resources, the Events Committee should work with other cities and organizations that have completed a Better Block in the past or reference guides, videos, and test cases provided by the Better Block Foundation. Holding a BetterBlock would also count as Ongoing Awareness for the Community For All Ages Bronze level recognition



Sidewalk experiment on Frank Sinatra Drive. Source: Strong Towns



Grand Boulevard BetterBlock. Source: BetterBlockKC



ENCOURAGEMENT

ENCOURAGEMENT

BIKE MONTH

RESPONSIBLE PARTY

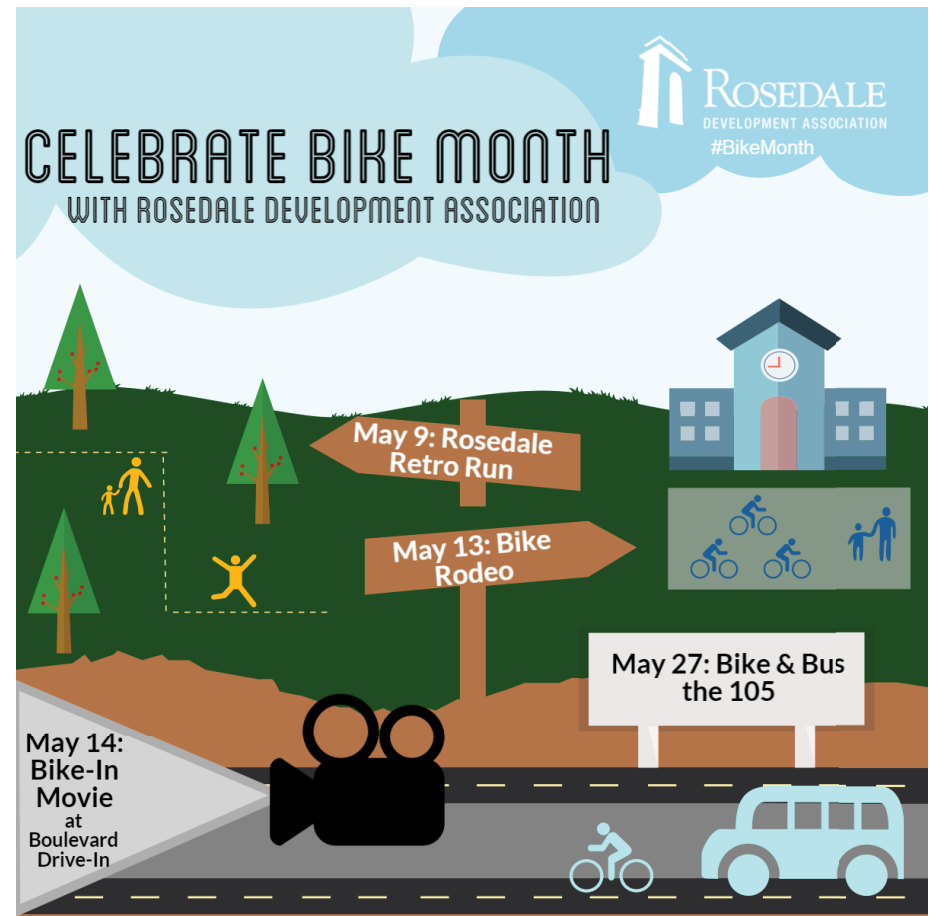
Governing Body
Events Committee

PROPOSAL

Established in 1956 to showcase the many benefits of bicycling in local communities, the month of May is dedicated as National Bike Month and is celebrated in communities from coast to coast. In Kansas City, the Mid-America Regional Council, BikeWalkKC, and other neighborhood groups sponsor challenges, events, and education events to encourage cycling across the Kansas City metropolitan area.

In 2016, Roeland Park made a proclamation to participate in Bike Month, which was a great step. The Committee recommends that the City continues this commitment, as well as develop events to help encourage cycling education and safety. The League of American Bicyclists provides additional promotional resources, planning ideas, and support to help cities plan their own Bike Month. Roeland Park should also consider promoting other local events or forming partnerships with the City of Mission and Westwood to have a combined event.

A pilot program for Bike to School is in development with Shawnee Mission School District, Roesland PTA, Roeland Park Sustainability Committee, and Community for All Ages and other stakeholders to help increase civic participation and active lifestyles.



Rosedale Bike Month Event Poster. Source: Rosedale Development Association



Bike Month Banner. Source: The League of American Bicyclists

ENCOURAGEMENT

BIKE SHARE

RESPONSIBLE PARTY

Public Works

Comprehensive Plan

PROPOSAL

Bike Share is an innovative transportation program ideal for short distance point-to-point trips providing self-service stations where users can pick up a bicycle, rent it for a limited time, and return it to another self-service station. Bike Share stations are often set up by strong mixed-use anchors and help reduce car trips by giving users a fleet network of bicycles with stations around popular centers.

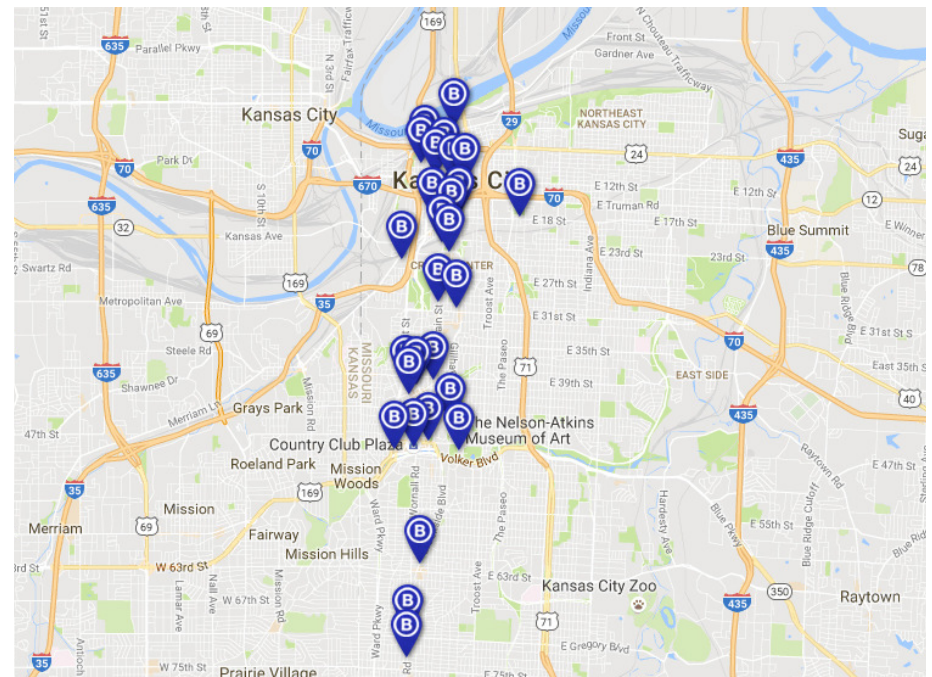
The Kansas City B-Cycle program began in 2012 with stations in downtown Kansas City Missouri, the Crossroads, and Crown Center. B-Cycle has since expanded service and built stations in Westport, The Plaza, the Nelson-Atkins Museum, Brookside, and Waldo.

Bike share stations may soon be installed along 47th Street in Westwood and on the KU Med campus which would represent the first expansion into Kansas.

The bike share system will grow to about 40 stations by early 2017. Roeland Park should consider incorporating language into the Comprehensive Plan to prepare for potential station locations. Planning for bike sharing would also apply to the Community for All Ages Checklist: Transportation and Mobility.



River Market B-Cycle Station. Source: BikeWalkKC



B-Cycle Station Map. Source: B-Cycle

ENCOURAGEMENT

WALKING SCHOOL BUS

RESPONSIBLE PARTY

Sustainability Committee
Local School Groups

PROPOSAL

A walking school bus is a group of children walking to school with one or more adults. A walking school bus can be as informal as two families taking turns walking their children to school, or a structured route with meeting points. Parents often cite safety issues as one of the primary reasons they are reluctant to allow their children to walk to school. Adult supervision helps reduce those worries for families who live within a short distance to school. A similar program can also be started with bicycles and this is often called a bike train.

In partnership with Safe Routes to Schools, coordination between the various schools in Roeland Park should be encouraged and collaboration with the City can help identify areas that need crosswalks to promote active lifestyles for students of local schools. To promote an initiative like a walking school bus would contribute to achieve Transportation and Mobility, Social Inclusion, Communication and Participation, and Civic Participation and Employment sections of the Community for All Ages Checklist.



Walking School Bus at Frank Rushton Elementary School. Source: MARC



Newton, KS Walking School Bus. Source: The Kansan

ENCOURAGEMENT

ART

RESPONSIBLE PARTY

Arts Committee
Public Works

PROPOSAL

One way to encourage walking is to make the walk interesting for citizens. People like to explore and are drawn to places which have variety and are filled with people. This is often done through architectural design, street trees, and monuments but can also be done with carefully placed and well executed art.

Along with being placed in parks and major civic buildings in our city, art should be considered for placement on major streets to enhance the pedestrian experience and to highlight the City's commitment to designing great places for people to gather and experience art.

To help fulfill the Community of All Ages: Social Inclusion, Communication and Participation sections of the checklist the City could also partner with community art organizations to develop and implement opportunities for utilizing and showcasing the skills and contributions of all ages, cultures and abilities.



Kansas City, MO New Manhole Cover. Source: Kansas City Star



Hopscotch Crosswalk. Source: Daniel Sinker

ENCOURAGEMENT

WAYFINDING

RESPONSIBLE PARTY

Parks Committee
Public Works

PROPOSAL

Often walking and bicycling to a store or park can be daunting if a citizen does not know how far the destination is, how to get there, and where there are safe places to cross the street. To help encourage walking to City parks, local stores, and major landmarks, the City of Roeland Park should consider creating wayfinding signs and a map of parks and amenities for citizens.

The type of sign can range from a comprehensive wayfinding sign as shown in the top example from Hoboken to the simple Walk [Your City] signs that can quickly attach to a post using zip ties. These simple signs help individuals gauge the distance to major landmarks in the city.

Having a comprehensive communication plan with marketing and outreach strategies and tools that include diverse public imagery, depicting all ages, cultures and abilities helps fulfill the Social inclusion, Communication, and Participation section of the Community for All Ages Checklist. Creating a wayfinding system can also help in planning other items such as bicycle lanes, concentration of development, or programs for students at the City's landmarks and parks.



Hoboken wayfinding sign. Source: Strong Towns



Walk [Your City] signs. Source: Walk [Your City]



ENFORCEMENT

ENFORCEMENT

PLANNING SUSTAINABLE PLACES

RESPONSIBLE PARTY

Planning Commission
City Staff

PROPOSAL

MARC presented to the Roeland Park Planning Commission at the January 2015 meeting the Sustainability Code Audit as part of MARC's Planning Sustainable Places program. The Audit by MARC, with the help of consultants Gould Evans, Trozzolo Communication Group, DRAW, ViREO, and dPlanit looked at Roeland Park's zoning code language and made a series of recommendations based on best practices and case study examples. Case studies can be found on the Mid-America Regional Council's website under Sustainable Code Framework.

The Committee looked at the Sustainable Code Audit to help guide and identify specific issues that dealt directly with pedestrian and bicycle safety.

The Committee also recommends that a renewed effort be taken on by the Planning Commission and City staff to review Roeland Park's zoning codes and make changes as seen appropriate and recommended within the Code Audit.



REINVESTMENT

Reinvesting in existing communities and neighborhoods ensures they remain or become vibrant, connected, green places.



TRANSPORTATION CHOICE

Varied transportation options help reduce family travel costs, reduce air pollution, and connect families to jobs and services.



HOUSING CHOICE

Housing choices for all ages, lifestyles, and income levels help support diverse communities and a healthy housing industry.



CORRIDORS & ACTIVITY CENTERS

Vibrant corridors connecting activity centers encourage new developments and public transportation while making efficient use of public and private assets.



DESIGN FOR HEALTHIER LIFESTYLES

Places designed for active lifestyles with access to healthy foods can improve the health of residents, reduce health-care costs and contribute to vibrant neighborhoods.



UNIQUE COMMUNITY CHARACTERISTICS

Distinctive communities and historical, cultural and natural assets increase the vibrancy of a region and contribute to its overall economic health.



RESOURCE CONSERVATION & ENERGY EFFICIENCY

Sustainable places conserve resources for future generations while simultaneously reducing costs and increasing economic and fiscal efficiency.

ENFORCEMENT

MODEL POLICY

RESPONSIBLE PARTY

Planning Commission
City Staff

PROPOSAL

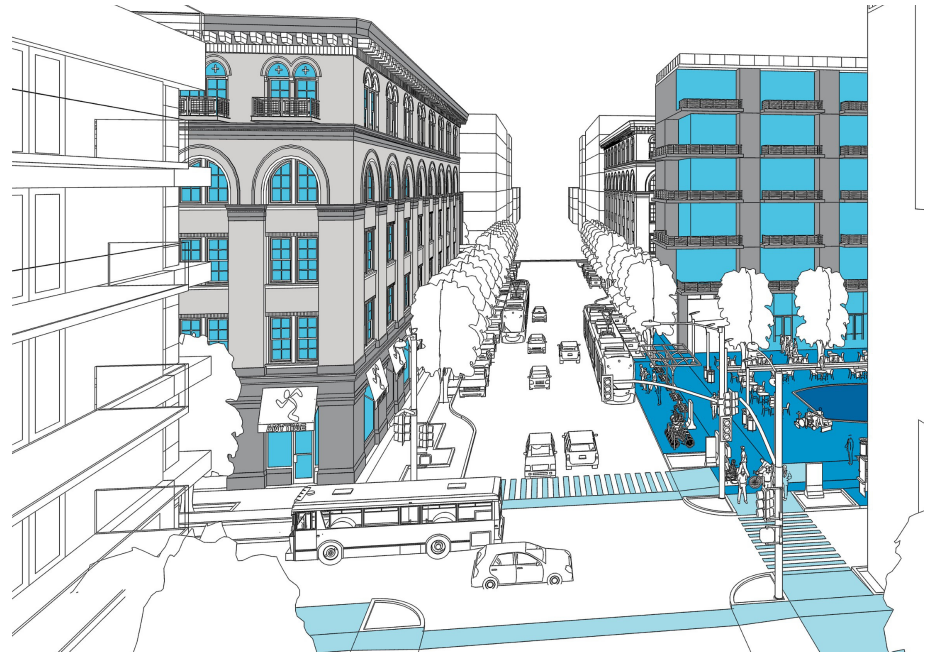
Adopting changes from the Sustainable Code Audit will be a great step forward in creating walkable developments. Roeland Park should look towards model policies as a baseline for further code improvements to promote walkability.

There are a number of model codes and policies that Roeland Park can look to as a template for future code improvement. The Smart Code uses a Transect based zoning code which divides zones by the intensity of use and density rather than type of use. Transit-Oriented Development policies encourage higher density, mixed used, and special design considerations around transit centers to increase walkability. Form-based codes are prescriptive codes that determine the building form. These codes can help shape buildings to enhance walkability or establish guidelines to conform to historical districts. Utilizing one model policy or combination of model policies will help shape zoning regulations to what citizens desire and to provide the best tools for promoting walkability.

The Committee recommends that the Planning Commission and City staff research example model policy to be used as baseline codes for making zoning code changes to reflect the values listed in the Strategic and Comprehensive Plans.



Smart Code Transect Example. Source: Center for Applied Transect Studies



Source: Kansas City Transit Oriented Development Policy

ENFORCEMENT

DATA MANAGEMENT

RESPONSIBLE PARTY

Public Works
City Staff

PROPOSAL

Technology and software solutions can help cities determine where street improvements should be made, map where accidents occur, record important records, and visually augment civic financial data.

The Committee recommends that the City of Roeland Park identify key issues of data management and collection and work with the local Kansas City Code for America Brigade.

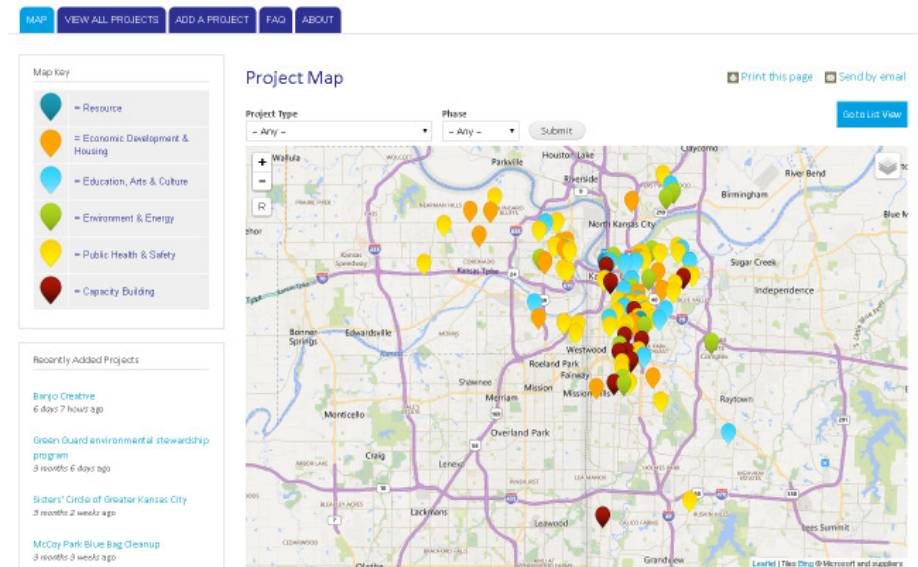
Code for America is a non-partisan, non-political 501(c)(3) organization founded to address the gap between the public and private sectors in their effective use of technology and design. The organization began by enlisting technology and design professionals to work with city governments in the United States in order to build open-source applications and promote openness, participation, and efficiency in government, and has grown into a cross-sector network of practitioners of civic innovation and a platform for “civic hacking.” There is a local Kansas City Brigade that has worked with non-profit Community Capital Fund and is working on solutions to permits for Kansas City, MO. The group looks for projects and ways to help all governments that are part of the Kansas City metropolitan area.



Source: Code for America

CommunityKC

Connecting projects, people, and resources



Source: Community Capital Fund

ENFORCEMENT

LAW ENFORCEMENT

RESPONSIBLE PARTY

Police Department
City Staff

PROPOSAL

Enforcement of traffic laws is vital to keeping all citizens safe in Roeland Park. There are two key items that law enforcement can focus on to best help with pedestrian and bicycle safety.

The first key item for comprehensive implementation is tracking crash data. Being able to track the frequency and severity of crashes helps pinpoint dangerous locations where crashes are more prevalent and where targeted efforts on enforcement should be done. Non-profit organizations such as Code for America, and work with municipal governments, can help with data tracking and create platforms for city officials.

The second is additional training on pedestrian and bicycle laws and safety. Ensuring that cyclists and drivers are following key traffic laws which maintain consistent safety for both modes of transportation can help with the safety of roads in Roeland Park. BikeWalkKC offers services to work with local police departments to make sure traffic laws are enforced fairly for all road users.



Kansas Police Bicycle Patrol Units. Source: Kansas Cyclist



Enforced Crosswalk. Source: Kansas City Star

ENFORCEMENT

VISION ZERO

RESPONSIBLE PARTY

Governing Body
City Staff

PROPOSAL

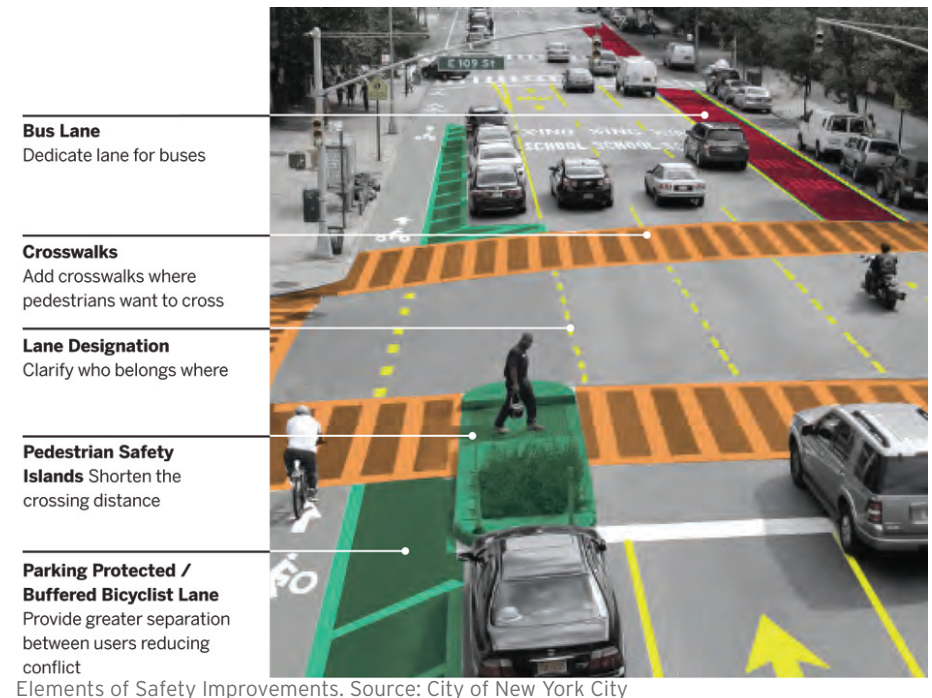
The Vision Zero Initiative was started to collect information and best practices on road safety with the ultimate target of no deaths or serious injuries on roads for motorists, pedestrians, and cyclists.

Cities around the United States including Austin, TX; San Diego, CA; and New York City, NY have adopted Vision Zero language into their municipal code, comprehensive plan, or design standards as a commitment to increase road safety for all user types.

Vision Zero has a series of recommendations that cover travel speeds, design standards, and a value system for cities to help judge the merits of a project that go beyond just financial. The decision of the Governing Body to make a resolution or ordinance which adopts Vision Zero language would be a step forward for the City to fulfill the goals of Community for All Ages: Transportation and Mobility, the Strategic Plan, and improve the safety of all citizens in future road design.



Logo for San Francisco Vision Zero Initiative. Source: City of San Francisco



Elements of Safety Improvements. Source: City of New York City



EVALUATION

EVALUATION

WALK-FRIENDLY COMMUNITIES

RESPONSIBLE PARTY

Pedestrian and Bicycle Safety Ad-Hoc Committee
City Staff

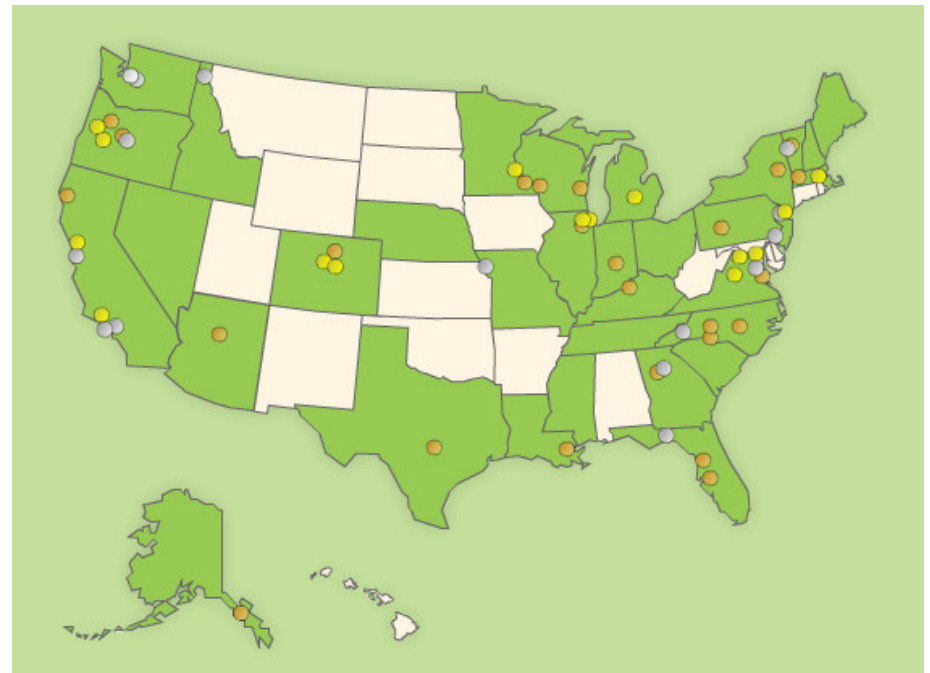
PROPOSAL

Walk Friendly Communities (WFC) is a national recognition program developed by the Federal Highway Administration, the University of North Carolina Highway Safety Research Center, and FedEx to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking environments. The WFC program will recognize communities that are working to improve a wide range of conditions related to walking, including safety, mobility, access, and comfort.

The Committee worked with City staff, the Police Department, and Public Works to aggregate data for the application. The Committee will submit the application on behalf of the City for the 2016 deadline in December. The application covers a broad range of attributes in city policing, zoning code, and resolutions established by the City to establish a ranking and then provide a framework for achieving higher levels of recognition.



Downtown Lawrence, KS. Source: Kansas City Star



Map of Walk Friendly Communities. Source: Walk Friendly Communities

EVALUATION

WALKABILITY AUDITS

RESPONSIBLE PARTY

Sustainability Committee
Public Works

PROPOSAL

Walkability audits are a good evaluation tool to determine what areas are in the most need of improvements and what items the City needs to consider for better pedestrian and cyclist experiences.

Walkability audits come in many different forms but are all based on observation. For the pilot Roesland Elementary Bike to School, BikeWalkKC will use a walkability audit to determine what obstacles around the school exist that can make walking or biking difficult. Along with encouraging the City's other schools to perform similar audits, walkability audits can be used by the City to determine the location of a new improvement and can measure how much an improvement effects the walkability score.

The Committee recommends that a walkability audit system, such as National Center for Safe Routes to School Walkability Checklist or the Center for Disease and Control Walkability Audit Tool, be used by the City to help identify areas of improvement for pedestrian infrastructure. Additional audits, or audits used by other cities, would also be recommended as starting points for the City to use.



Walkability Audit. Source: Better Cities

Location of walk

1. Did you have room to walk?

- ☐ Yes ☐ Some problems:
- ☐ Sidewalks or paths started and stopped
 - ☐ Sidewalks were broken or cracked
 - ☐ Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
 - ☐ No sidewalks, paths, or shoulders
 - ☐ Too much traffic
 - ☐ Something else _____

Rating: (circle one)
1 2 3 4 5 6

Locations of problems: _____

2. Was it easy to cross streets?

- ☐ Yes ☐ Some problems:
- ☐ Road was too wide
 - ☐ Traffic signals made us wait too long or did not give us enough time to cross
 - ☐ Needed striped crosswalks or traffic signals
 - ☐ Parked cars blocked our view of traffic
 - ☐ Trees or plants blocked our view of traffic
 - ☐ Needed curb ramps or ramps needed repair
 - ☐ Something else _____

Rating: (circle one)
1 2 3 4 5 6

Locations of problems: _____

Rating Scale:



4. Was it easy to follow safety rules? Could you and your child...

- ☐ Yes ☐ No ☐ Yes ☐ No ☐ Yes ☐ No ☐ Yes ☐ No
- Cross at crosswalks or where you could see and be seen by drivers?
 - Stop and look left, right and then left again before crossing streets?
 - Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
 - Cross with the light?

Rating: (circle one)
1 2 3 4 5 6

Locations of problems: _____

5. Was your walk pleasant?

- ☐ Yes ☐ Some problems:
- ☐ Needed more grass, flowers, or trees
 - ☐ Scary dogs
 - ☐ Scary people
 - ☐ Not well lighted
 - ☐ Dirty, lots of litter or trash
 - ☐ Dirty air due to automobile exhaust
 - ☐ Something else _____

Rating: (circle one)
1 2 3 4 5 6

Locations of problems: _____

EVALUATION

COMMUNITY FOR ALL AGES

RESPONSIBLE PARTY

Sustainability Committee
City Staff

PROPOSAL

Roeland Park was recognized by MARC in June 17, 2015 for their commitment to “Communities for All Ages,” responding to the rapid increase in the older adult population and making the cities welcoming for all age groups.

The Communities for All Ages program was developed by the First Suburbs Coalition the Mid-America Regional Council. The Program aims to bring awareness by incorporating design standards and policies which enhances the livability for all residents at every age. Roeland Park received the bronze level for establishing a process and is in the process to achieve the highest level of gold.

The Community for All Ages program is a tool that should be used to review proposals and give a unique perspective to the various needs of citizens in Roeland Park. The Sustainability Committee is currently working on Silver Level recognition. The information gleaned in this report will help support the fact finding process for achieving the Silver Level.



Roeland Park Recognition for Community for All Ages. Source: Shawnee Mission Post



Source: BikeWalkKC

EVALUATION

ROELAND PARK ORDINANCES

RESPONSIBLE PARTY

Governing Body
City Staff

PROPOSAL

Roeland Park has three strong documents to help guide the Governing Body in making larger decisions to help promote pedestrian and bicycle safety.

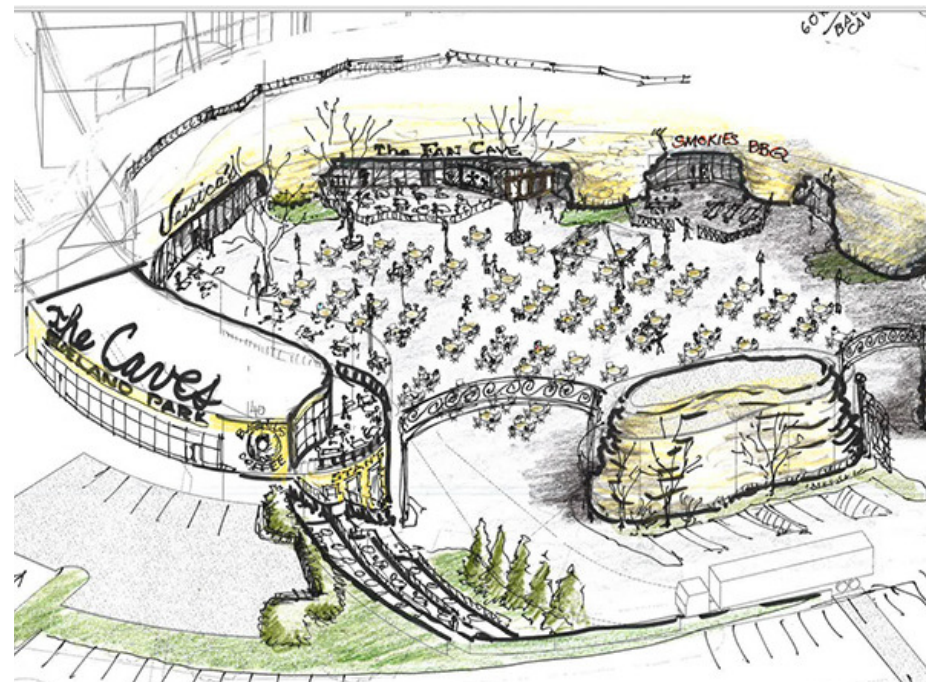
The Comprehensive Plan adopted in 2010 outlines major population trends, land use policy, and recommendations for city owned properties such as the Cloverleaf and Old Pool Site. The Comprehensive Plan also suggests that higher density residential townhouses and establishment of “village centers” could be used to increase walkability in selected areas.

Roeland Park completed in Mach of 2015, its Neighbor-to-Neighbor Strategic Plan. The Strategic Plan is a list of guidelines to help guide in decision making and determination which critical issue actions identified by citizens should be taken on by the Governing Body. Walkability was one component of the Strategic Plan.

Resolution No. 611 was passed by the Roeland Park Governing Body on October 3rd, 2011 and resolved that Roeland Park would support future development of a Complete Streets Policy. This report is a continuation of that resolution and further actions should take place to create a complete street policy by the City.



Roeland Park Community Center. Source: Shawnee Mission Post



Roeland Park Conceptual Development for the Old Pool Site. Source: Shawnee Mission Post

EVALUATION

MARC REGIONAL BIKE PLAN

RESPONSIBLE PARTY

City Staff
Public Works

PROPOSAL

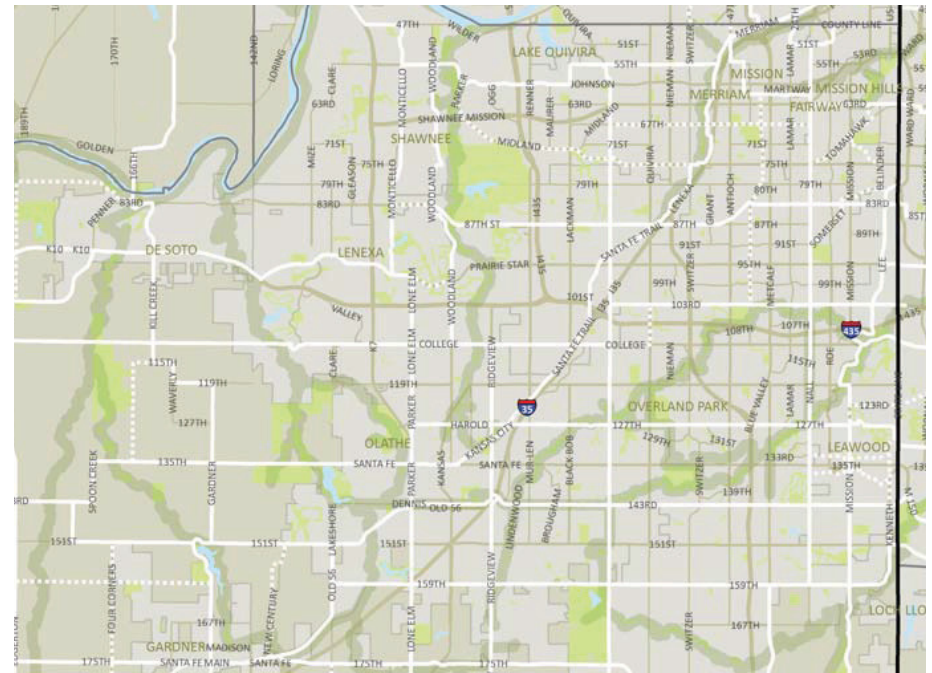
The Mid America Regional Council (the Metropolitan Planning Organization for the KC region) recently completed a regional bikeway plan that lays the groundwork for a 2,000 mile network of trails, bike lanes, and low-stress bike routes across the metro. The plan evaluates current conditions and discusses gaps and barriers that exist in the system today. It introduces a new GIS-based demand model that was used to identify and prioritize corridors and connections, both within the region and to larger state and national trail networks.

This plan ensures better coordination of a regional bike network as each municipality builds bicycle infrastructure. Additionally, this strategic approach to bicycle planning will help get the most out of the region's federal transportation investments in biking.

For Roeland Park, the proposed regional bike plan encompasses County Line Road to Roe Lane, Roe Lane to 50th Terrace, 50th Terrace to Briar Street, Briar Street to W 51st Street, W 51st Street to Nall Avenue, and continues on Nall Avenue to 159th Street. The Roeland Park Public Works Department has already committed to having these streets become part of the regional bike network and has begun work on implementation. Adoption would also forward goals set aside in Community for All Ages.



BikeWalkKC Tweed Ride. Source: BikeWalkKC



MARC Regional Bike Plan Map of Northeast Johnson County. Source: MARC



EQUITY

EQUITY

UNIVERSAL DESIGN

RESPONSIBLE PARTY

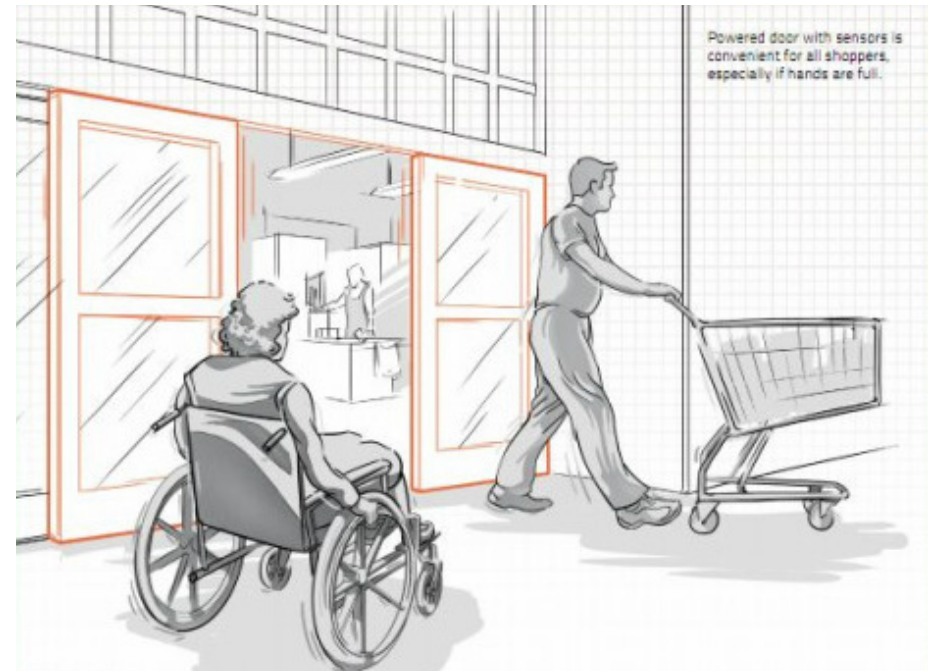
Sustainability Committee
City Staff

PROPOSAL

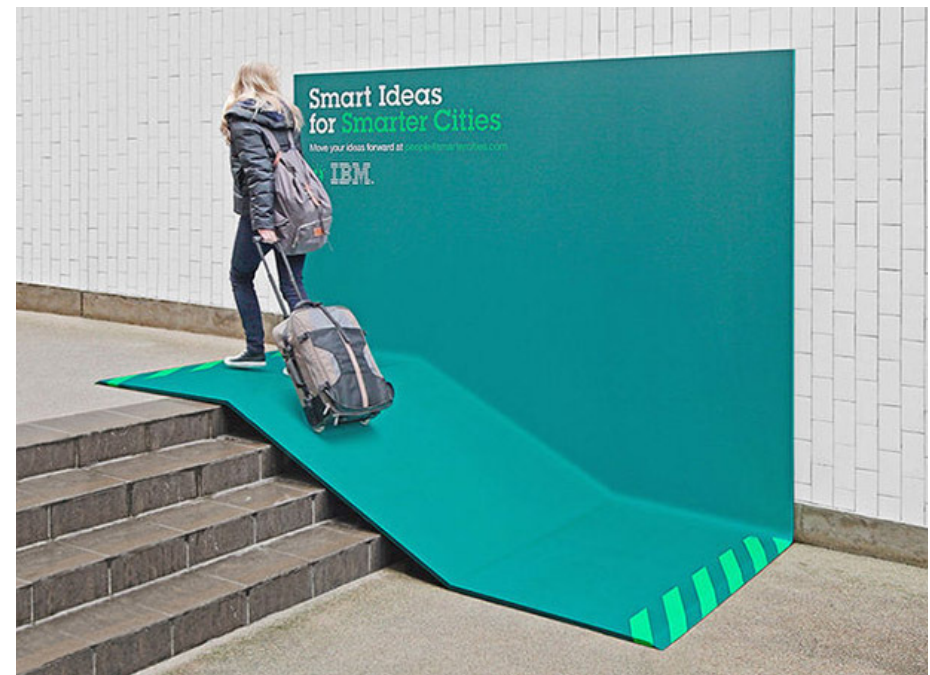
Universal design refers to the methodology and idea that buildings and environments should be accessible to all ranges of individuals: older citizens with disabilities, citizens without disabilities, and young citizens. Universal design blends aesthetics to broader accessibility movement and is usable to the greatest extent possible.

At the time of this report, the city is working with AARP and MARC on a Universal Design charette for R Park to address accessibility issues and create a park that is inclusive for all citizens of Roeland Park

The committee recommends that the city adopt Universal Design as either a policy or adopt a design guideline that covers issues of Universal Design. Adopting Universal Design as a resolution or overall policy strategy which fulfills one of the major tenants of Community for All Ages Checklist: Public Outdoor Spaces and Buildings and Housing and Commercial Development, which makes Roeland Park a more accessible place for those who want to age in place and also provides amenities to the youngest citizens. This policy would help provide guidance in making pedestrian, transit, and bicycle infrastructure be inclusive for all citizens to use.



Equitable Use. Source: Universal Design 101



Smart Ideas for Smarter Cities. Source: IBM



No ADA compliant pavers



Sudden change in sidewalk elevation



No curb cut at crosswalk



No sidewalk access to public building

SIDEWALKS

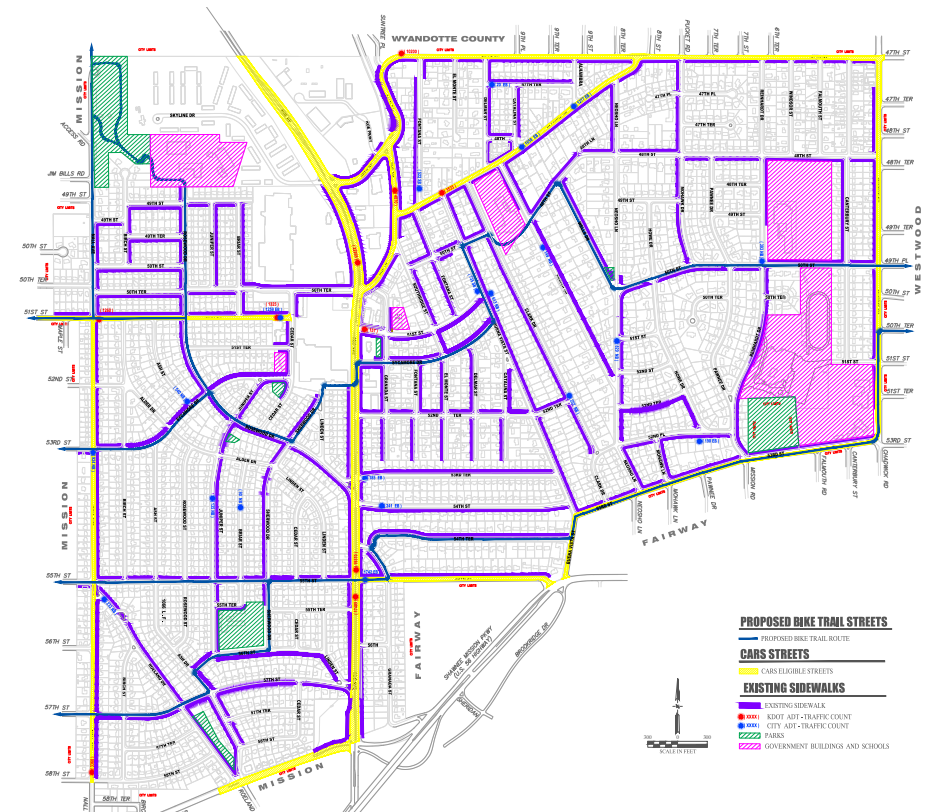
Public Works Comprehensive Plan

Roeland Park has a comprehensive sidewalk plan in place for the current location of sidewalks, and future proposed sidewalks. This map will help Roeland Park chart and assess needed sidewalks in the community.

A sidewalk is an important amenity to allow citizens to have a safe method of travel on foot, to access houses and businesses easily, should be wide enough to accommodate multiple citizens with different needs, and to help citizens with Universal Design needs to access all parts of Roeland Park. Having accessible sidewalks is also a tenant for creating a Community for All Ages.

The Committee recommends that the sidewalk map be continued and updated as needed. Any design guideline changes proposed earlier in this report should help update this map and the level of priority of sidewalks. The Community for All Ages Checklist: Public Outdoor Spaces and Buildings as well the Transportation and Mobility sections should also be referenced for additional information. The following page shows the current state of some sidewalks in Roeland Park and how design guidelines can help make sidewalks accessible for all.

ROELAND PARK SIDEWALK PLAN





Plants growing between sidewalk joints



Degradation of sidewalk



Crosswalk that suddenly stop



Degradation of crosswalk paint

EQUITY

PUBLIC TRANSIT ACCESS

RESPONSIBLE PARTY

Sustainability Committee
City Staff

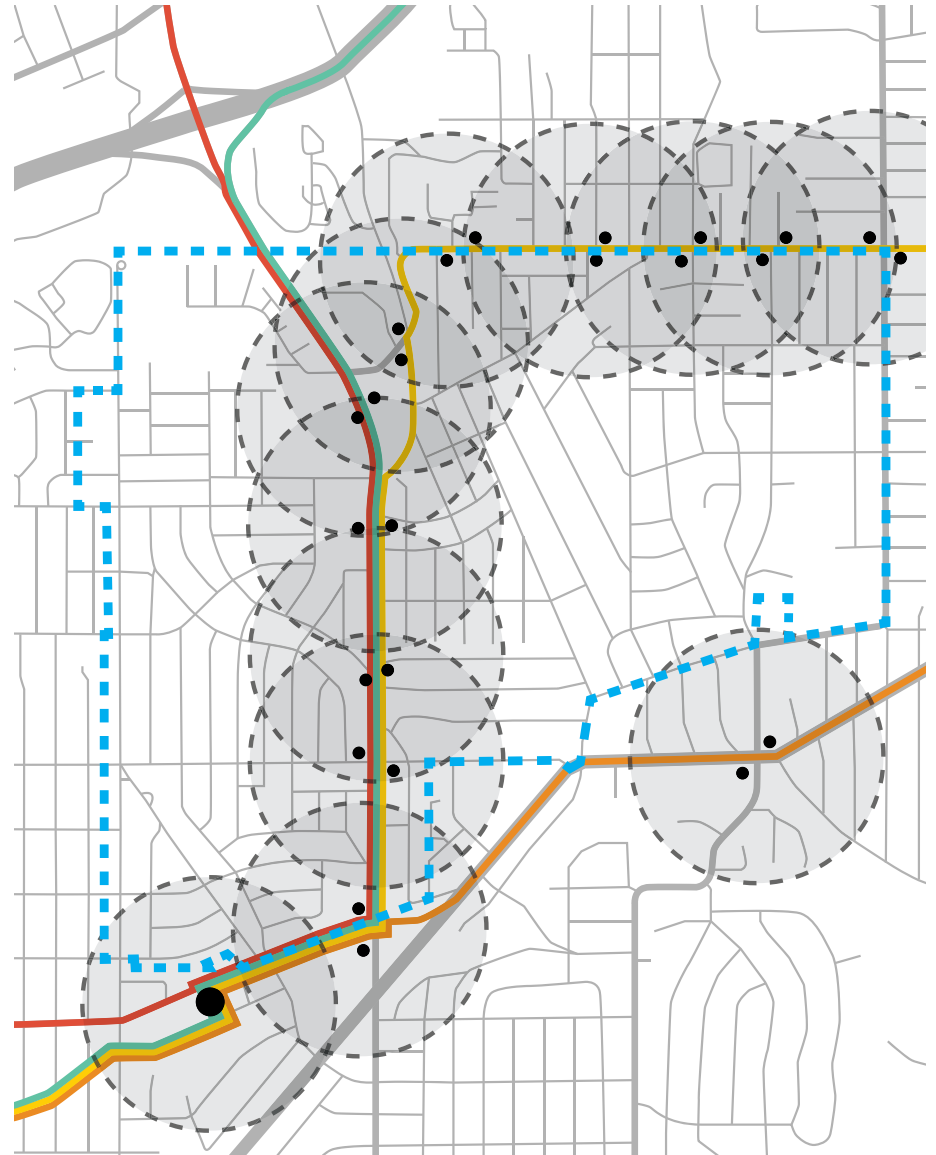
PROPOSAL

As a first-ring suburb, Roeland Park was one of the first transit-oriented developments served by Missouri and Kansas Interurban Rail until 1940. Although the rail line has disappeared, Roeland Park's prominence as a transportation hub has not diminished even as the network of travel has changed over time.

Roeland Park should take advantage of its unique access to the Mission Regional Transit Station and plan Roe Boulevard as an active transportation corridor. Currently three major bus lines use Roe Boulevard: the 107 (yellow), 546 (red), and the 672 (green), all travel down Roe Boulevard. Approximately 50% of Roeland Park is within a 5-minute walk to a transit stop, but there are also large areas of the City without close access. The Community For All Ages Checklist: Public Outdoor Spaces and Buildings as well as the Transportation and Mobility section should be referenced for additional information.

The Committee recommends these areas be considered as part of a future Transit-Oriented Development code or rezoned to take advantage of public transit access. The City should coordinate with the Kansas City Area Transportation Authority on additional routes, transit stops, and potential expansion.

5-MIN WALKING RADIUS TO A TRANSIT STOP



EQUITY

PUBLIC TRANSIT ACCESS

BRIDJ

In March of 2016, the Kansas City Area Transportation Authority launched the pilot program, RideKC Bridj, to extend urban mobility throughout the Kansas City region. This is the first public-private collaboration which brings together a U.S. transit system, an automaker, and an urban technology company to enhance existing mass transit.

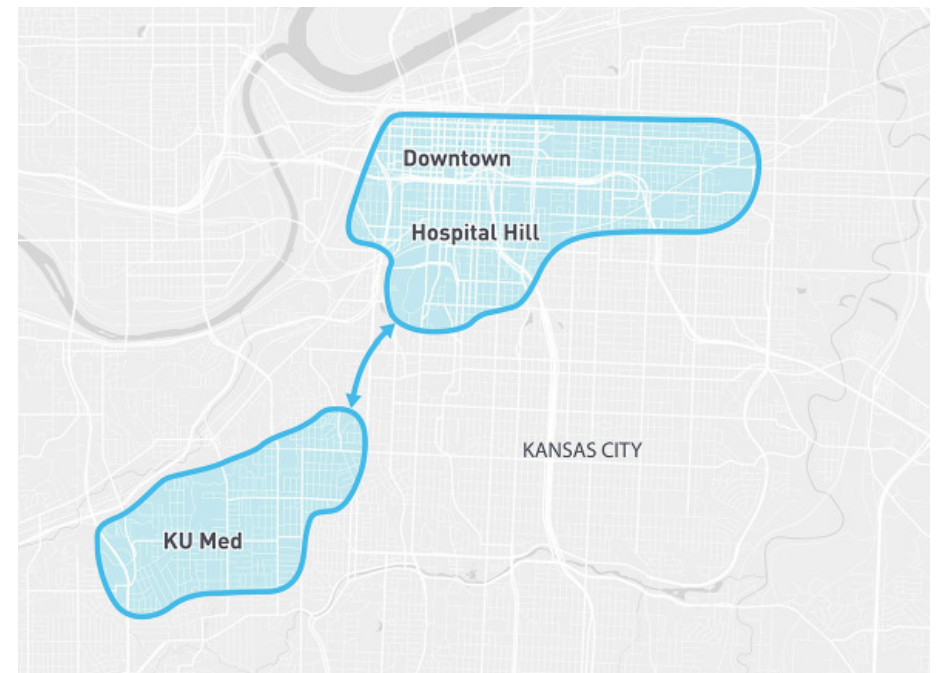
Bridj's platform determines where riders want to go and how to get them there most efficiently. Using the Bridj mobile app, riders can request on-demand shuttle service that they can access via pop-up shuttle stations.

The one-year pilot program initially will include downtown Kansas City, the near east and west sides, Hospital Hill, Crown Center, portions of Midtown, University of Kansas Medical Center and the Historic 18th and Vine Jazz district. It will augment and serve as a gateway to other forms of transit as many pick-up locations will be at bus stops and areas served by existing Kansas City transit and bike-share systems.

The Bridgj service area does currently extend into Ward 1 of Roeland Park from Mission Road to Roe Boulevard and from W 47th Street to W 53rd Street which will help with transit stop accessibility. The committee recommends that the city partner with Bridj to help provide service to citizens in need throughout the City.



RideKC Bridj Shuttle



RideKC Bridj Service Area

EQUITY

PUBLIC TRANSIT ACCESS

RESPONSIBLE PARTY

Sustainability Committee
City Staff

PROPOSAL

Transit stops are where transit passengers and transit vehicles meet and interact. Transit stop design factors like stop location or platform height and length define how accessible transit is for the population.

The success of a transit system depends in large part on how well on-street platforms respond to the design needs of people riding and operating transit, and how well they work with the design of transit vehicles themselves. They must accommodate accessible boardings and provide capacity for boarding, alighting, and waiting transit passengers without unnecessarily interrupting the flow of pedestrian traffic on nearby sidewalks. The location, height, length and configuration of on-street platforms are part of a vehicle-platform system, and as relevant for buses as for rail. Each configuration presents its own opportunities, benefits, and challenges, interacting differently within street, passenger, and transit operation contexts.

Roeland Park, as part of the Roe Boulevard RFP, should consider additional services for transit stop design to meet Universal Design standards in coordination with the KCATA.



Transit Stop at 51st Street and Roe Boulevard



Transit Oasis by El Dorado, Inc. Kansas City, MO. Source: El Dorado, Inc.



Transit Stop at 53rd Terrace and Roe Boulevard



Transit Stop at 48th Street and Roe Boulevard



Transit Stop at 55th Street and Roe Boulevard



Transit Stop at 48th Street and Roe Lane

EQUITY

BICYCLES

RESPONSIBLE PARTY

Public Works
Comprehensive Plan

PROPOSAL

This map shows the various bike plans created by other municipalities, organizations, and City planned routes.

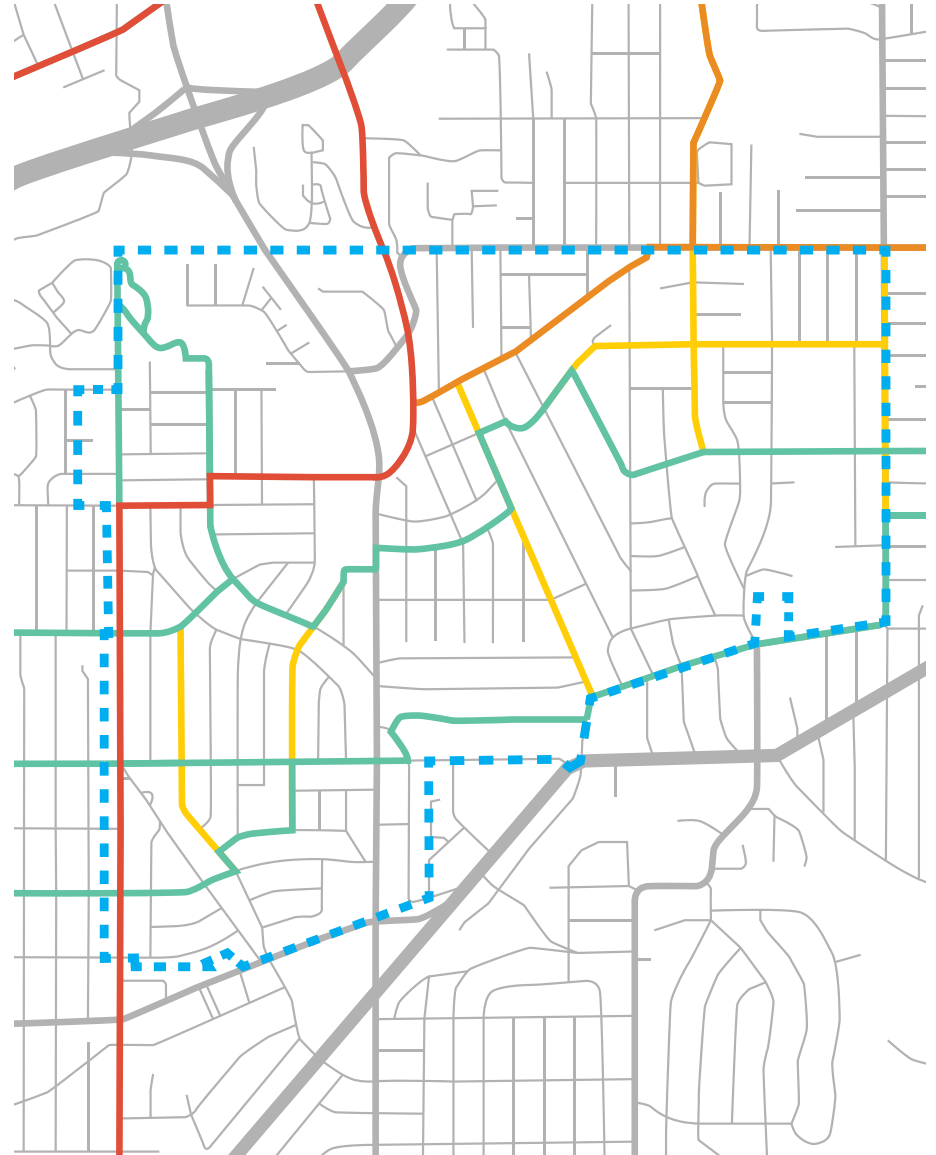
The green routes are streets that have been identified in the Roeland Park Sideway Plan. The committee recommends that work be performed to formally mark these routes for citizens.

The red routes mark routes designated by the MARC Regional Bikeway Plan. These routes include Roe Lane, 50th Terrace, Rosewood Drive, W 51st Street, and Nall Avenue as part of a metro-wide system. The committee recommends that the City adopts these as future routes.

The orange routes mark routes designated by the Rosedale Master Plan. Along with the plan calling for a road diet and bike lanes east of Mission Road, the plan includes routes continuing down 47th Street, Elledge Drive, and Puckett Road.

The yellow marked routes are routes suggested by the Committee as additional routes to consider that help interconnect the three previously listed plans. The City should update the plans and maps to include these routes for a future Roeland Park bicycle network.

PLANNED BICYCLE ROUTES





Cyclist on Roe Lane Sharrow



Cyclist on W 50th Terrace



Cyclist on W 51st Street



Cyclist on Roe Lane Sharrow

EQUITY

INTERSECTIONS

RESPONSIBLE PARTY

Public Works

City Staff

PROPOSAL

Pedestrians and cyclists are the most at-risk group when crossing a street. High speed traffic, wide travel lanes, and the lack of a visible sidewalk all negatively affect a pedestrian.

As shown in the example, the lack of a crosswalk not only puts a pedestrian at a safety disadvantage when crossing a street, but also at a time disadvantage. For a person on the east side of Roe Boulevard at 53rd Terrace to cross the street perpendicular to Rosewood Drive would be a 2-minute walk if a crosswalk was present. Since a crosswalk is not present, a pedestrian would have to travel 14 minutes to safely cross Roe Boulevard. A lack of crosswalks creates a barrier in the City and encourages use of a car. Providing equitable intersections would also fulfill goals set aside in the Community For All Ages Checklist: Community Public Outdoor Spaces and Buildings as well as the Transportation and Mobility sections.

The Committee recommends that intersections throughout the city be examined to help determine what design elements are needed to provide a safe pedestrian crossing. The following examples show how intersection design can greatly improve pedestrian experience and safety.



Walk Times on 53rd Terrace and Roe Boulevard



51st Street and Rosewood Drive



Granada Street and Sycamore Drive



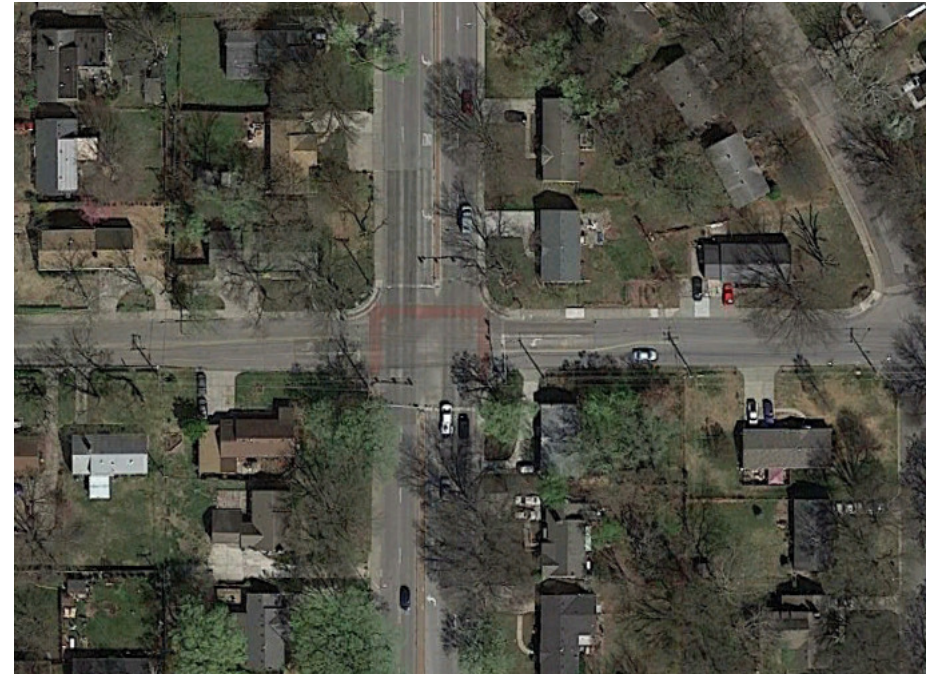
51st Street and Rosewood Drive



Granada Street and Sycamore Drive



W 53rd Street and Mission Road



55th Street and Roe Boulevard



W 53rd Street and Mission Road



55th Street and Roe Boulevard



W 50th Terrace and



City Hall



W 50th Terrace and



City Hall

EQUITY

ACTIVITY ACCESSIBILITY

RESPONSIBLE PARTY

Comprehensive Plan
Strategic Plan

PROPOSAL

While most services are accessible by car, a City that is a Community for All Ages should also have needed services and activities accessible by walking, biking, or public transit.

For walking, a 15-minute walk radius, or one-half mile, is the standard for access to food, business, and other services. Many prominent urban planners have updated this preferred distance to a 5-minute walk, or a quarter mile, to account for citizens that are too young or too old to drive, and because a quarter mile is the distance that a car trip is considered impractical and a majority of citizens will walk to. Having accessible shops and centers would help with citizens that wish to age in place and fulfill the goals of the Community For All Ages Checklist: Public Outdoor Spaces and Buildings, Housing and Commercial Development, as well the Transportation and Mobility section.

The Committee performed a high-level overview of where various services were located within Roeland Park and applied a 5-minute walking radius to those services to highlight the level of accessibility, by distance, in Roeland Park.



Hen House. Source: Prairie Village Shops



Entry to Lowe's and Price Chopper

EQUITY

ACTIVITY ACCESSIBILITY

5-MIN WALK TO A GROCERY STORE



5-MIN WALK TO A SCHOOL



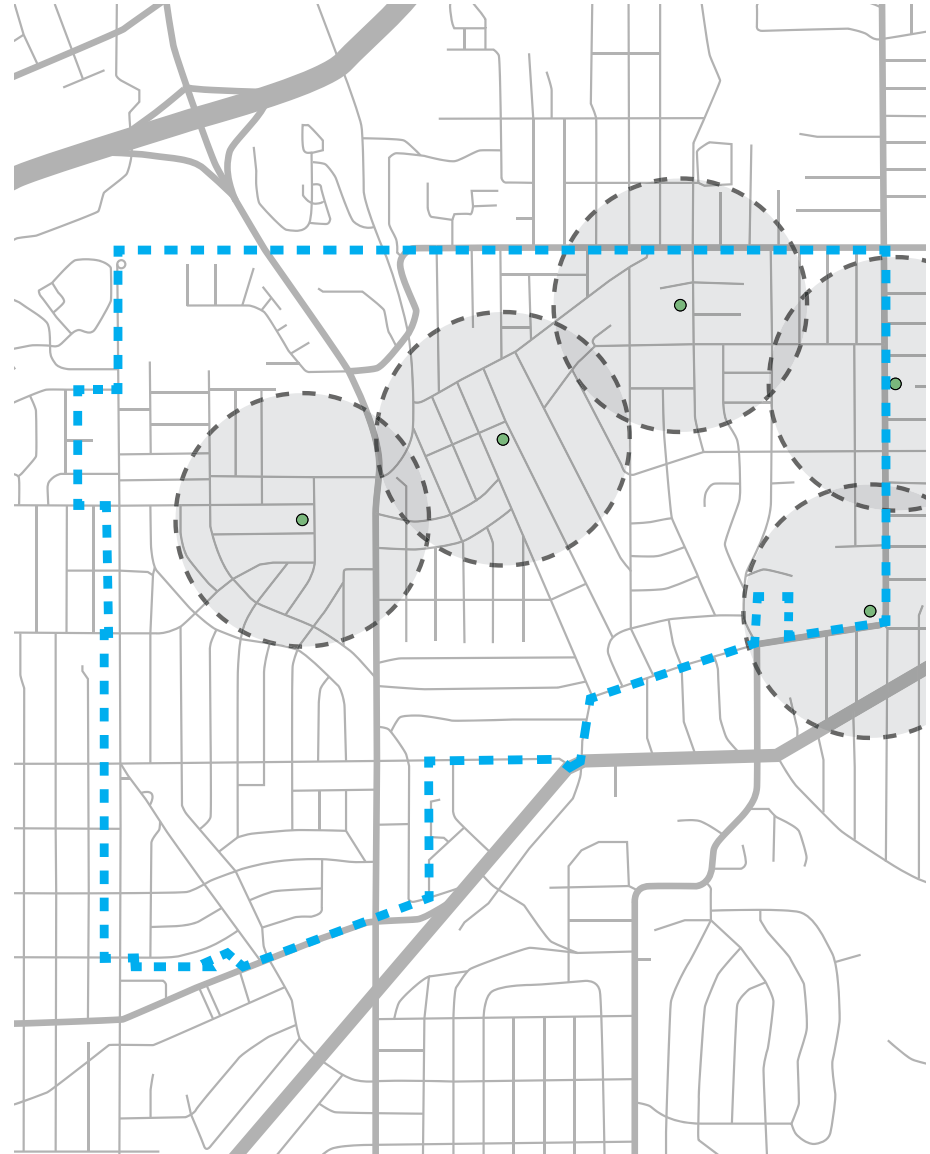
EQUITY

ACTIVITY ACCESSIBILITY

5-MIN WALK TO A RESTAURANT



5-MIN WALK TO A CHURCH



ACTIVITY ACCESSIBILITY

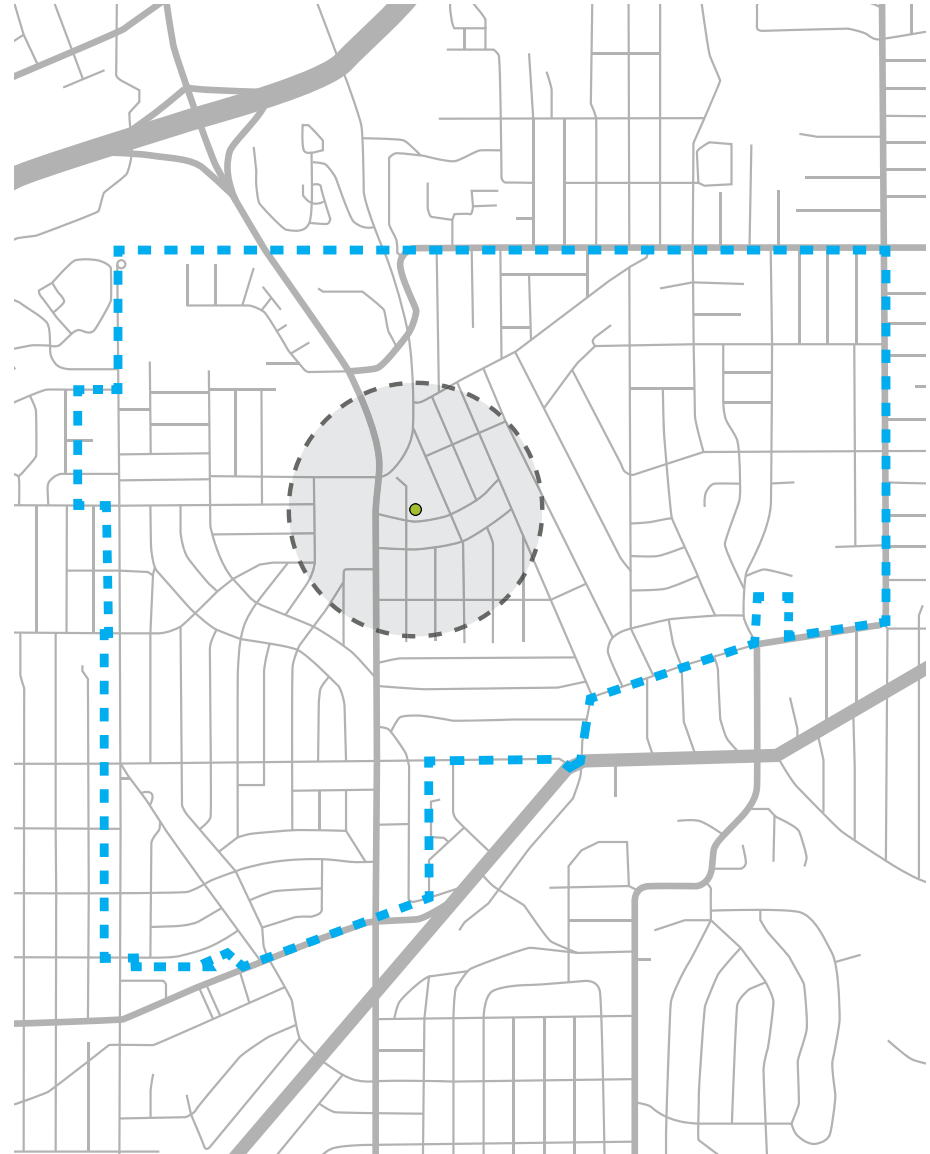
EQUITY

ACTIVITY ACCESSIBILITY

5-MIN WALK TO A CITY PARK



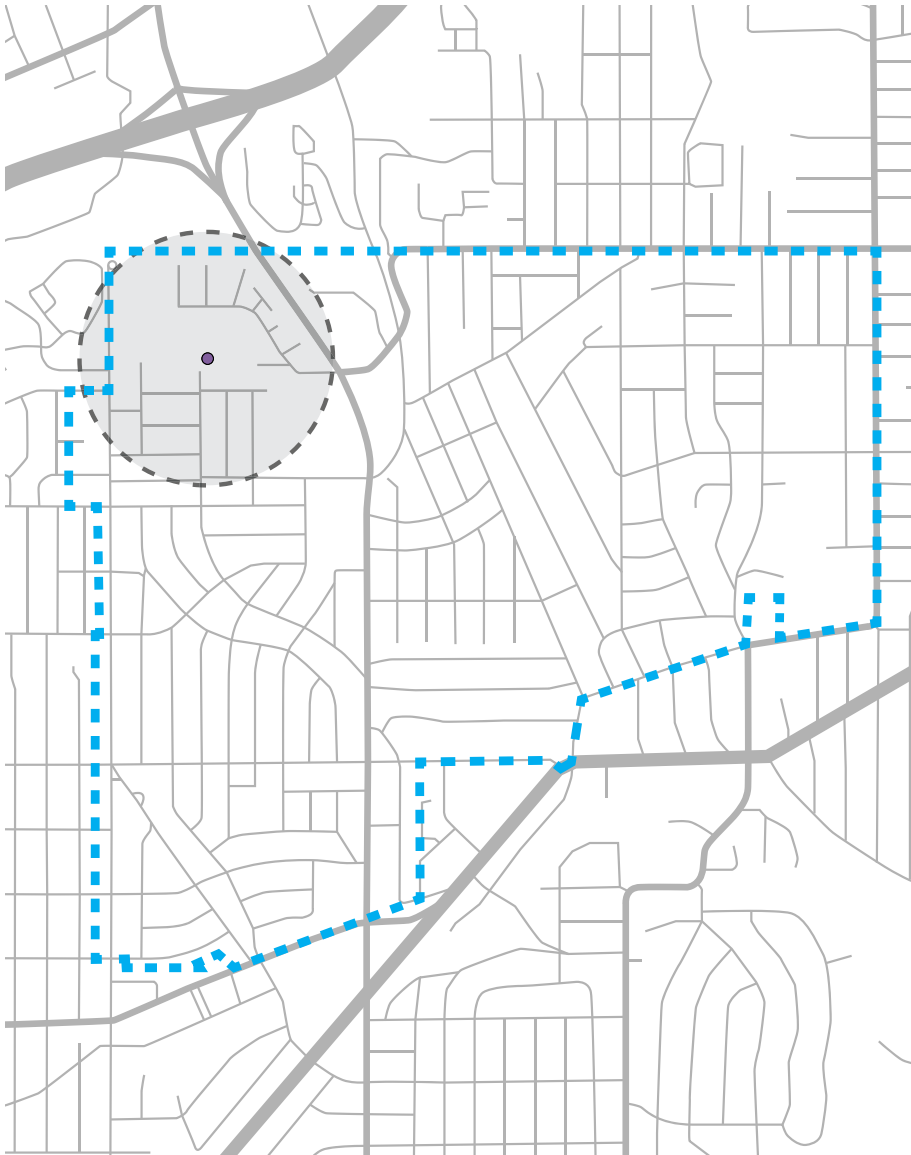
5-MIN WALK TO CITY HALL



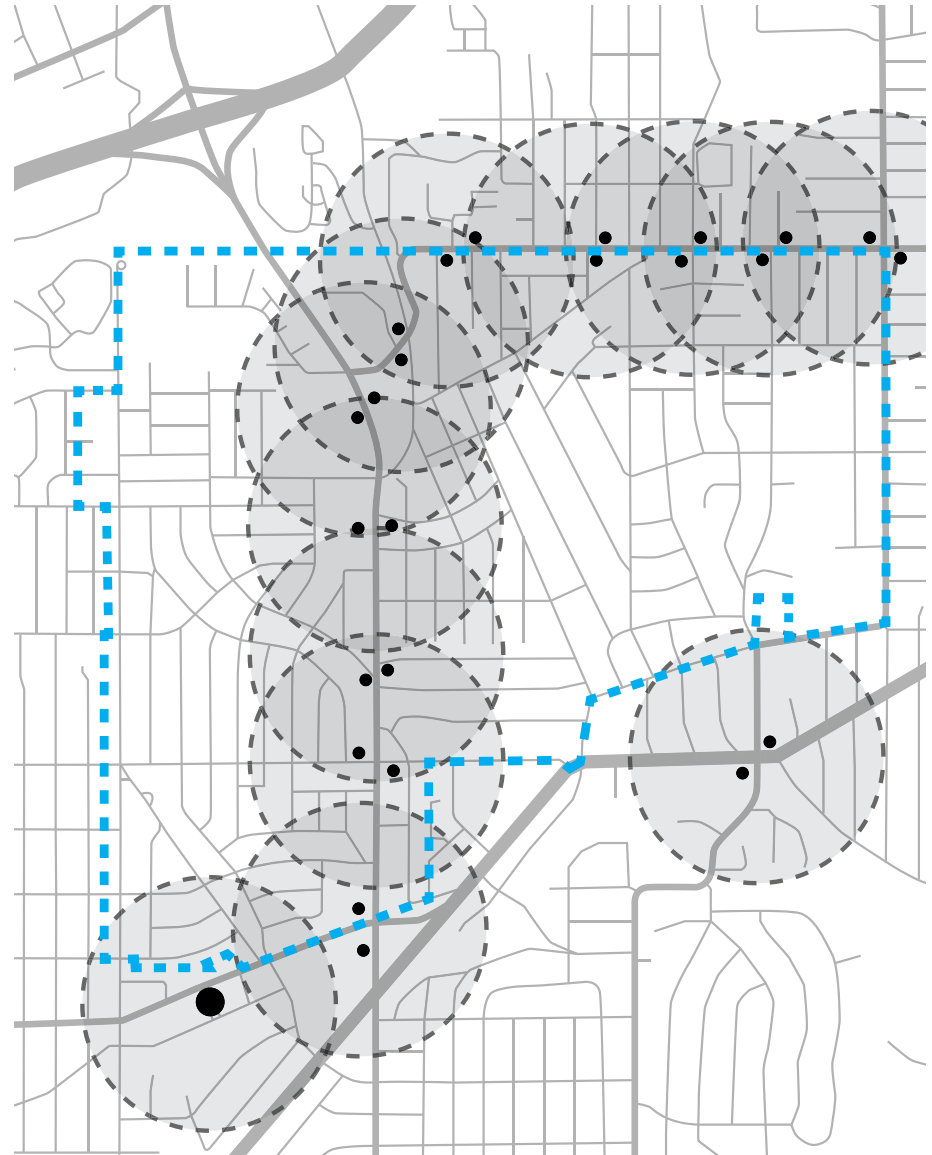
EQUITY

ACTIVITY ACCESSIBILITY

5-MIN WALK TO THE COMMUNITY CENTER



5-MIN WALK TO A TRANSIT STOP



EQUITY

WALKABLE VILLAGES

RESPONSIBLE PARTY

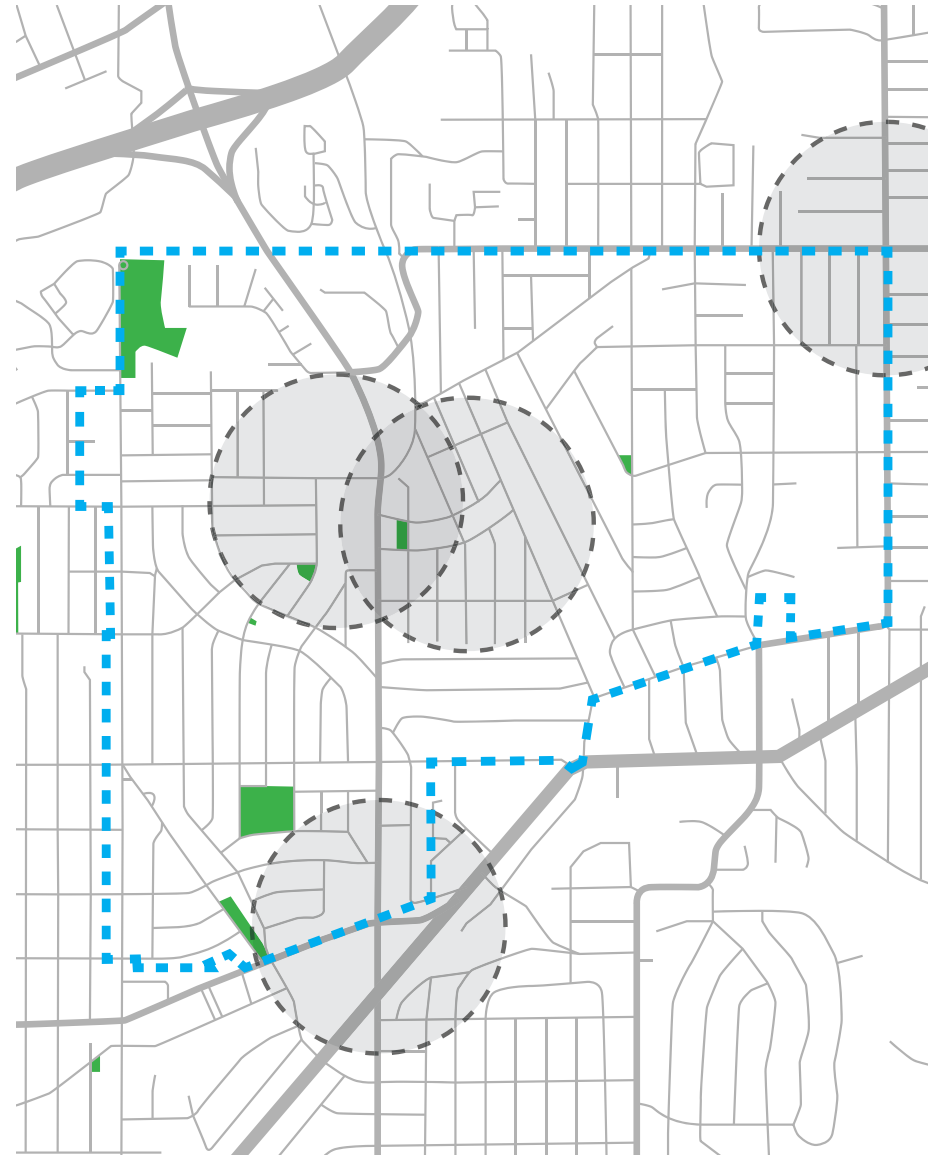
Comprehensive Plan
Strategic Plan

PROPOSAL

The Committee suggests that the “Village Center” concept proposed in the Roeland Park Comprehensive Plan be reconsidered based on the findings in this report, and be used to help promote the creation of walkable districts in the City. The Committee has taken the previously identified centers and has transformed them to have pedestrian and bicycle safety in mind.

There are four major village centers based on a 5-min walk radius, previous Comprehensive Plan efforts, block lengths, location of businesses, and potential of city-owned properties. Those four centers are South Ridge, Shawnee Place, Roeland Park subdivision, and the Cloverleaf.

5-MIN VILLAGE CENTERS



EQUITY

WALKABLE VILLAGES

RESPONSIBLE PARTY

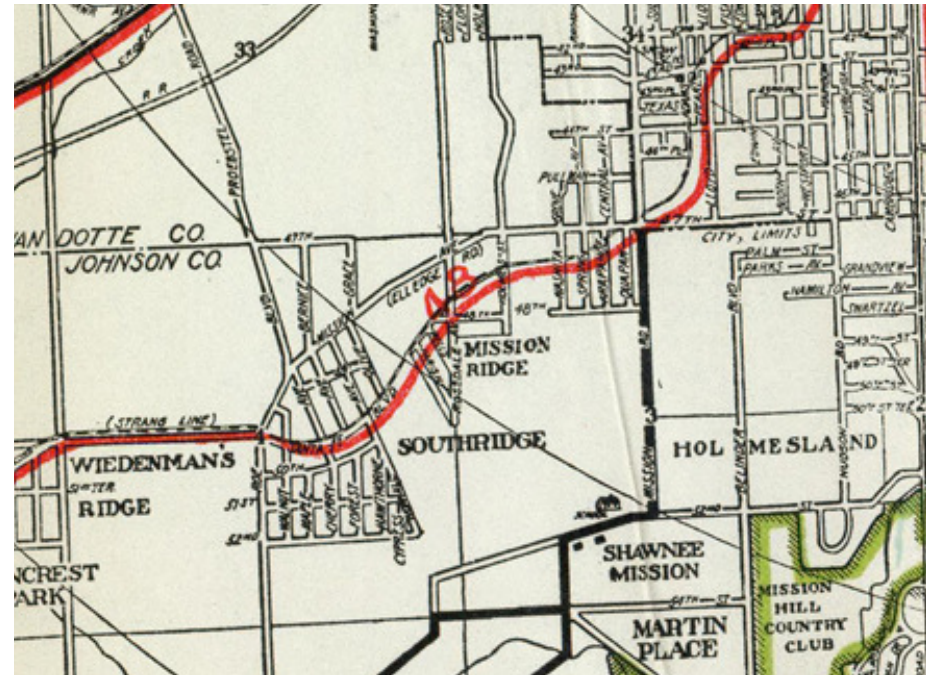
Comprehensive Plan
Strategic Plan

PROPOSAL

The South Ridge subdivision development was created in 1909 and was served by the Strang Line Interurban Railroad streetcar. This area was one of the few areas in Roeland Park where the residential block to block distance was under 600 feet and has many historical homes dating back to 1909 that represent a type of walkable residential neighborhood that can serve as an example to model a new zoning code after.

Along with its history, creating walkable destinations such as coffee shops, retail, restaurants, or higher density housing could increase the appeal of this neighborhood by targeting new residents that want to live in a walkable neighborhood with great transit and mobility access.

The Committee recommends that additional language be added to the Comprehensive Plan to identify this area as a village center and develop a zoning code or overlay district that reflects the walkable residential characteristics of this neighborhood.



1920 Gallup Map & Supply Co. map. Source: Shawnee Mission Post



House in the South Ridge Neighborhood

EQUITY

WALKABLE VILLAGES

RESPONSIBLE PARTY

Comprehensive Plan
Strategic Plan

PROPOSAL

The Roeland Park subdivision development was created in 1939 and was served by the Strang Line Interurban Railroad streetcar. As part of the walkable village concept established as part of the Comprehensive Plan, current land uses include big box stores, strip development, drive-thru restaurants, gas stations, a small library, a church, and residential homes. Some of these uses are conducive to support the walkable village concept while other developments go against providing land uses that help increase walkability.

The Committee suggests that zoning change considerations be made either by adjustments in the regulation language or by changing the zone designation to promote a walkable village center. Additional steps should be taken in this area to help promote quality sidewalk infrastructure to encourage walking to local amenities and stores.



Roeland Park United Methodist Church



Wal-Mart

EQUITY

WALKABLE VILLAGES

RESPONSIBLE PARTY

Comprehensive Plan
Strategic Plan

PROPOSAL

The Shawnee Place subdivision development was created in 1909 and was served by the Strang Line Interurban Railroad streetcar. This area was one of the few areas in Roeland Park where the residential block to block distance was under 600 feet and has many historical houses dating back to 1909 that represent a type of walkable residential neighborhood that can serve as an example to model a new zoning code after.

This part of Roeland Park is currently under the 47th and Mission Overlay District to help encourage additional walkable destinations. The Rosedale Master Plan continues to build upon these principles. This area has also been identified in the Comprehensive Plan as part of the walkable village concept. The overlay district code does not include any special provision for single-family homes other than conforming to existing zoning established by the City.

The Committee suggests that the overlay district include additional language for single-family homes or that the language used for a South Ridge overlay district be integrated to help create walkable residential neighborhoods.



Taco Republic. Source: Shawnee Mission Post



House in the Shawnee Place Neighborhood

EQUITY

WALKABLE VILLAGES

RESPONSIBLE PARTY

Comprehensive Plan
Strategic Plan

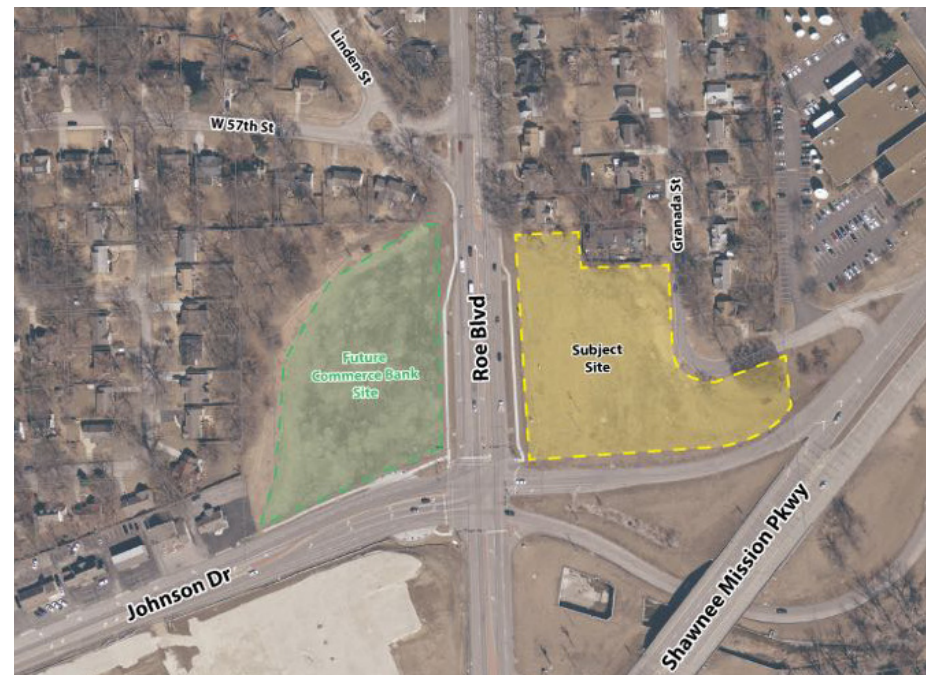
PROPOSAL

The East and West Cloverleaf were originally part of the Shawnee Mission Parkway exit ramps that provided access to Roe Boulevard. Since their demolition, the Comprehensive Plan calls for these areas to work in coordination with the Mission Gateway to provide walkable, mixed use development. The West Cloverleaf is zoned as MXD, but the East Cloverleaf is still zoned as Residential. Recent developments with the Mission Gateway have also postponed development of the site.

The Committee suggests that the East Cloverleaf be zoned to MXD as previously done for the West Cloverleaf. Rezoning to MXD follows the intentions of the Comprehensive Plan, further the goals of the Strategic Plan, and follows recommendations in this report to help create walkable centers for the City. All efforts should be made future development at these sites to follow the intent of the MXD for zoning regulations.



Johnson Drive and Roe Boulevard



Aerial View of Cloverleaf sites. Source: Shawnee Mission Post



CONCLUSION

CONCLUSION

FUTURE OF THE COMMITTEE

PROPOSAL

With the completion of this report, the Pedestrian and Bicycle Safety Ad-Hoc Committee recommends that the Committee is resolved and future tasks pertaining to walkability, bicycle infrastructure, and other items covered in this report be taken up by the Sustainability Committee as it contributes to the overall goal of becoming a Community for All Ages.

The Committee requests that the Governing Body approve this report as a resolution to provide guidance to future activities and initiatives taken on by the City. Progress should be tracked on the various initiatives and a yearly review of this report is recommended to check off items taken on by the City.

Members of this committee are encouraged to apply to the Sustainability Committee to help carry on the knowledge and to make Roeland Park a better city for all.

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