

**CITY OF ROELAND PARK, KANSAS  
GOVERNING BODY WORKSHOP MINUTES  
ROELAND PARK CITY HALL  
4600 WEST 51<sup>ST</sup> STREET, ROELAND PARK, KS 66205  
July 7, 2025, 6:00 P.M.**

- Michael Poppa, Mayor
- Benjamin Dickens, Council Member
- Jan Faidley, Council Member
- Emily Hage, Council Member
- Jennifer Hill, Council Member

- Matthew Lero, Council Member
- Tom Madigan, Council Member
- Kate Raglow, Council Member
- *Vacant*, Council Member

- Keith Moody, City Administrator
- Jennifer Jones-Lacy, Asst. City Admin.
- Kelley Nielsen, City Clerk
- Cory Honas, Police Chief
- Donnie Scharff, Public Works Director

(Roeland Park Governing Body Workshop Meeting Called to Order at 7:10 p.m.)

## **I. MINUTES**

*The were no minutes to approve.*

## **II. DISCUSSION ITEMS**

### **1. Presentation on 2025 Single Family Cost of Living Comparison**

Joey Carley, Management Analyst, said the last cost comparison the City had done was in 2020. He said the purpose of the report is to figure out who is providing the best deal for its residents.

City Manager Moody said there is a lot of data used to prove the accounting of dollars spent by the family model used in the report.

Mr. Carley reviewed the totals of area cities and the changes from 2020. He said the state income taxes on both sides of the state line have shown a decrease, but utility costs and property taxes reflect an increase.

CMBR Faidley asked if the higher electric and gas utility costs have anything to do with their older housing stock as those homes may not be as well insulated and not as efficient. City Manager Moody said that was not factored into the numbers, and the consumption of gas and electricity is based upon an average and considers rates that are being charged for their area.

CMBR Hage asked if there are economies of scale for utilities that factor into the larger cities. She noted that the smaller cities are experiencing the largest rate hikes in the single-family cost. City Manager Moody said on the utility side, the more people a utility company can serve with their facility, the greater the economies of scale in operating. Generally speaking, the larger the community, the greater the economies of scale and lower the cost. In Roeland Park, 80 percent of the taxes collected go to other entities and only 20 percent comes back to the City.

City Manager Moody also said that taxes for a single family went down because the mill rate went down. Usually, the tax rate itself does not fluctuate but the standard deduction is what varies the most.

Following his report, Mr. Carley summarized stating that Roeland Park's total costs have moved to just above average in the last five years due to rising utility costs, which are beyond the City's control. There has been a significant decrease in income taxes, and the City remains about average in that respect. Roeland Park continues to provide a wide scope of services to its residents that other cities do not provide, and this allows them to remain competitive with the other comparison cities in the metro area.

## **2. Review Reinhardt and Pawnee Traffic Data**

Lee Baer from Merge Midwest presented findings from the traffic data collected along Pawnee Drive and Reinhardt Drive in comparison with the information collected in April. There were a few red flags on Pawnee, especially noting 5,000 vehicles per day, which seemed like too many for that area. He also noted that they had an issue on Reinhardt with the cars counter.

For Pawnee as a residential street, the assumption is 1,000-2,000 vehicles at a maximum with a typical speed limit range of 20 to 30 mph. The rate is currently set at 20 miles per hour. They put out two counters, one for speed and the other to get a volume count. After reviewing the collected data, by traffic standards, the area does not warrant traffic calming measures.

CMBR Hill asked if they took into consideration that the first set of data collected was during the school year and the second was not. Mr. Baer responded it was considered. The summer data collection is only one piece. His opinion would be to come back when school is in session and retake the data to know exactly what they are dealing with.

Mr. Baer said they gathered the same type of information on Reinhardt as they did with Pawnee. They expected those counts to be higher, which they were. They ran the data through the City's traffic calming policy. They did meet criteria as Reinhardt goes slightly above the threshold for traffic calming but only by half of a point. He said it would be ideal to come back when school is in session to get full data of what those numbers would be.

CMBR Raglow said they already know that Reinhardt is an issue and would be hesitant about waiting.

CMBR Hage also agreed with that sentiment. She said it is a reasonable inference to think that the volume data will be there. The residents have been engaged and are looking to them to take the next step versus what would be perceived as waiting as it pertains to Reinhardt.

CMBR Lero asked if they could gather further data through Placer.ai. City Manager Moody said that will not tell them traffic speeds but would give a volume. He said the actual counters will provide more accurate traffic volume data than what Placer.ai would offer.

CMBR Madigan said he will have a hard time agreeing to traffic measures without complete data as they would just be making an assumption. He said they need to be honest with the residents and tell them the counter broke, and they need to re-gather the data as what they have is incomplete.

CMBR Raglow said she understands Mr. Madigan's sentiments and would agree with them in regard to Pawnee, but the data is consistent that there are issues with Reinhardt.

CMBR Lero asked what the next steps would be in the process. Mr. Baer said he would have a discussion with City Manager Moody on what traffic calming measures would make the most sense.

CMBR Lero asked if both streets needed to be considered together or whether that was just for convenience. City Manager Moody said he did not believe there was a remaining question about Pawnee not qualifying. The data did not meet the eligibility criteria. For Reinhardt, the 5100 block does meet the criteria with both sets of data, but the blocks of 48<sup>th</sup> Street and 47<sup>th</sup> Street do not.

CMBR Hill recommended moving forward with what was suggested at a prior discussion and set up a police presence in August when school starts and continue collecting data. She also would like to see education before putting in speed bumps.

CMBR Faidley said it is understood that if speeding occurs, it has to do with the inflow and outflow from the school requiring an increase of enforcement that would need to be done before they chose to implement traffic calming measures.

Police Chief Honas said in August, he will have officers doing traffic observation in that area once school starts. Through traffic enforcement, they will educate drivers. He has had officers run radar in the area recently but acknowledged there are not as many drivers now as when school starts.

CMBR Hage said they should also talk to the school.

There was agreement to an increased police presence in August around the school for traffic enforcement. Someone from the City will reach out to the school for further education. And they will continue to gather traffic data in the area.

CMBR Raglow suggested that once they get the data in, they should have an immediate conversation and not wait to address the issues quickly.

### **3. Review On-Street Parking Decision Influencers and Design Standards**

Dan Miller from Lamp Rynearson, the City's Engineer, started the discussion regarding on-street parking, what influences those decisions, and traffic standards. Mr. Miller reviewed with the Governing Body the design standards for street widths according to the AASHTO for the Geometric Design of Highways and Streets. They take into consideration demographics of homes placement, curvature of street, bike and pedestrian traffic, and other surrounding factors. Many residential streets are designed at 26-foot widths and allow parking on both sides.

CMBR Raglow asked when the last time the book was updated. Mr. Miller said it is a recent edition, and he always uses the current one.

Mr. Miller said Roeland Park tries to get 26-foot wide streets on a reconstruction and most of the City streets are at least 26 feet or greater. Many of the blocks in Roeland Park are short which creates more intersections and less places to park.

Mr. Miller said it is important to define the problem they want to solve without creating a bigger issue. He did warn against wholesale parking restrictions limiting parking to one side of the street.

Mayor Poppa thanked Mr. Miller for his presentation for thinking proactively. He said that emergency vehicles being able to navigate on smaller streets is his main concern.

CMBR Faidley asked about the width of Nall as it seems narrower than 26 feet in places. Mr. Miller said most of the south end is 26 feet, but north of 54<sup>th</sup> street is 24 feet.

CMBR Hage said she understands not putting in a wholesale approach but asked if they could establish restrictions on the streets with a narrower width. Mr. Miller said that it would not be difficult to put one in place.

There were discussions about some of the difficulties of on-street parking on both sides and issues with vehicles trying to navigate the narrower streets.

There was agreement for an inventory of streets less than 26 feet in width to be given to the Governing Body for their review.

#### **4. Discuss Parking Restriction on 55<sup>th</sup> Street between Shawnee Mission Parkway and Roe Boulevard**

Mr. Miller said they held a neighborhood meeting and there were two attendees. This topic was initiated by the Council.

Mayor Poppa said he is in favor of restricting parking on 55<sup>th</sup> Street on the Roeland Park side. As has been noted, it was impossible during construction to back out of driveways most days. They also discussed putting in a crosswalk by Starbuck's. He asked if anyone had reached out to Fairway about a crosswalk. Mr. Miller contacted them and brought the option to them. Their response to implementing a crosswalk on 55<sup>th</sup> Street was they would like to see the analysis if it is warranted.

CMBR Faidley asked if they received any input from the home business owner. Mayor Poppa said they are not in favor of a restriction.

CMBR Lero said the people he has spoken with are in favor of no parking because so many cars have been hit. His direct neighbors have had two cars hit on the street. He has also spoken with the home business owner, and they would not want the restriction to negatively affect their business.

CMBR Hage spoke of the challenge of large trucks during construction. CMBR Lero said that no one parked on the Fairway side of the street. Mayor Poppa said it was the workers' vehicles parking on 55<sup>th</sup> Street that were causing the problems.

Mayor Poppa asked if they could limit the location of parking. City Manager Moody said they can define the no parking area, and the City has done that on other streets.

CMBR Faidley asked what kind of driveway the home business has. CMBR Lero said it is a single narrow driveway.

CMBR Hill was curious if there were any plans for 55<sup>th</sup> Street to be a bike route to get across town and then there would be no need to designate a no parking area.

Mayor Poppa said that now is the time to prohibit parking on 55<sup>th</sup> in anticipation of construction on their City side and to decide whether to include bike lanes or a multi-use trail.

CMBR Lero said if they can put a crosswalk at Starbuck's driveway, it would be almost across the street from the home-based business and people could safely go across. He said there are a lot of reasons for a crosswalk, especially those walking from KU.

CMBR Faidley said she is supportive of no parking at this time. She said whatever needs to happen to the street, they can look at some later time. She said that she has spoken with cyclists who said that 54<sup>th</sup> Terrace doesn't make sense because of the curve, and it is not as direct a route, so they will take 55<sup>th</sup> as it is more direct.

CMBR Hage agreed there were a myriad of reasons for no parking on 55<sup>th</sup>. She asked about the possibility of adding a dedicated parking spot that could be added to the business incentive. Ms. Jones-Lacy said that would not be possible and the incentive is for retail businesses.

*Mr. Miller made concluding comments away from the microphone that were not clearly recorded.*

Mayor Poppa propounded whether they could have a trail even if Fairway does nothing. He also asked how long the receiving pad needs to be for a crosswalk. *Mr. Miller's response was not recorded.* Mayor Poppa asked if Fairway was told they do not expect them to pay for the crosswalk. Public Works Director Scharff said he did not recall that discussion. Mayor Poppa said the crosswalk would make it safer for their residents. He said they can put in an ADA ramp to receive the crosswalk on the Fairway side as it cannot by ADA standards go directly into a curb.

There was general discussion that the crosswalk would go nowhere. Mayor Poppa said it is the best they can do at this time.

There was consensus for no parking on 55<sup>th</sup> Street in Roeland Park. Further discussions will take place regarding bike lanes or a multi-use trail. City Manager Moody said they will look at their Complete Street design program.

CMBR Hill warned against accommodating just one person, and that can get them into trouble going forward.

### **III. COMMITTEE MINUTES**

*There were no committee minutes submitted.*

### **IV. ADJOURN**

CMBR Raglow adjourned the meeting.

(Roeland Park Workshop Adjourned at 9:00 p.m.)