

# 2025 CARS-MISSION ROAD NEIGHBORHOOD MEETING

MARCH 18<sup>TH</sup>, 6:00-8:00 PM

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# AGENDA

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- Introductions
- Existing Conditions
- Project Status
- Proposed Major Changes
- Alternatives



DONNIE SCHARFF  
PUBLIC WORKS DIRECTOR  
ROELAND PARK



DAN MILLER  
CIVIL DESIGN GROUP LEADER  
LAMP RYNEARSON



GREG VAN PATTEN  
PROJECT MANAGER  
LAMP RYNEARSON



TROY MONTAGUE  
PROJECT ENGINEER  
LAMP RYNEARSON



JOHN SULLIVAN  
PUBLIC WORKS DIRECTOR  
WESTWOOD



# EXISTING CONDITIONS (W 47<sup>TH</sup> AVE TO W 53<sup>RD</sup> ST.)

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- Approximately 34' B-B (30' PVMT) residential collector
- East half of road in City of Westwood, west half in City of Roeland Park
- On street parking allowed on west side of Mission Road
- Drop off lane in front of St. Agnes Catholic School
- Existing sidewalk east side of Mission
- Existing sidewalk runs on west side of Mission Road from St Agnes Property to 4718 Mission Road
- Every street lighting on east side of road – 30' poles



# PROJECT STATUS

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- Interlocal agreement between City of Roeland Park and City of Westwood executed
- Lamp Rynearson hired to do preliminary design work and submit CARS estimate
- Final design underway
- Coordination meetings with Roeland Park, Westwood, and Fairway
- Final design spring 2024, easement acquisition summer/fall 2024
- Bid project end of 2024, construction 2025

## MAJOR PROPOSED CHANGES - BIKE LANES

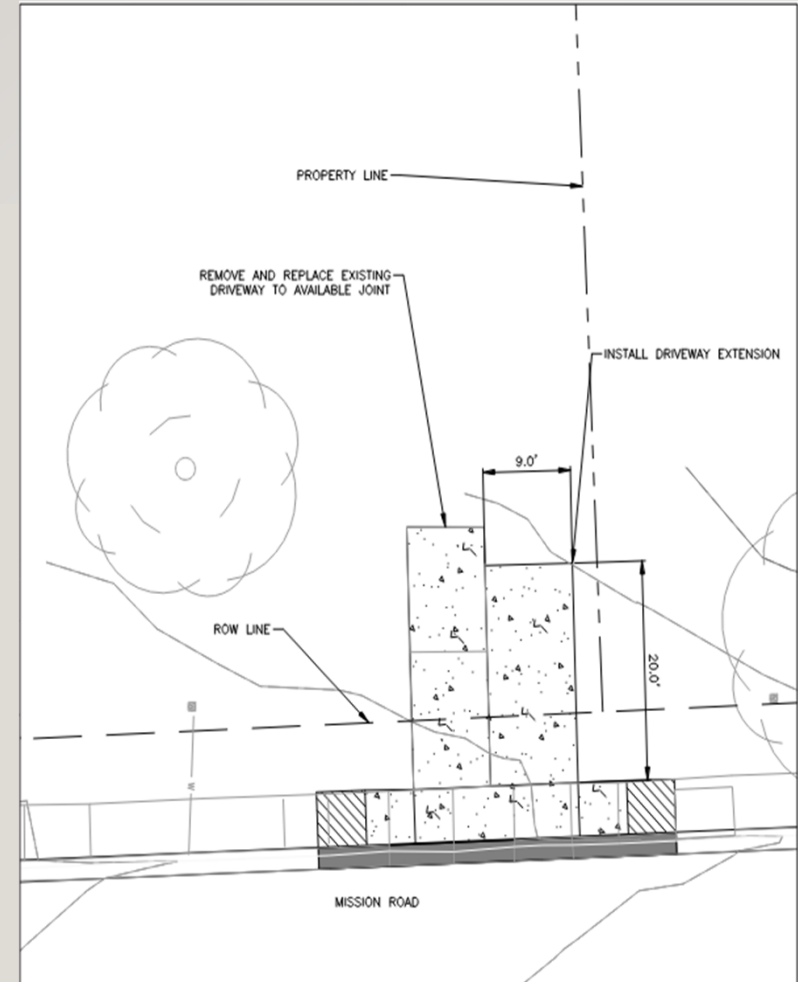
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- Mission Road included in MARC Bike Plan, Roeland Park Bike Plan, and Westwood Bike Plan
- Proposed 5-foot bicycle lanes with 10-foot driving lanes marked and signed
- Road width can accommodate bike lanes only with eliminating on street parking
- Proposed bike lanes start at W 47<sup>th</sup> Street and continue to St. Agnes School
- Share the road markings and signing south end of project



## CHALLENGES WITH ELIMINATING ON STREET PARKING

- Currently 13 Roeland Park properties have only a single parking driveway
  - 9 properties (4760, 4808, 4824, 4812, 4826, 4900, 4906, 4916, 4930, 5036 Mission Road) can have an 8'-10' wide and 20' deep pad added
    - Width of pad varies depending on property lines
  - 4 properties (4724, 4728, 4734, 4770 Mission Road) have physical challenges to add parking because of basement garages and retaining walls
- All properties would require temporary construction easements and could have landscaping adjustments
- Additional estimated cost for above work = \$325,000



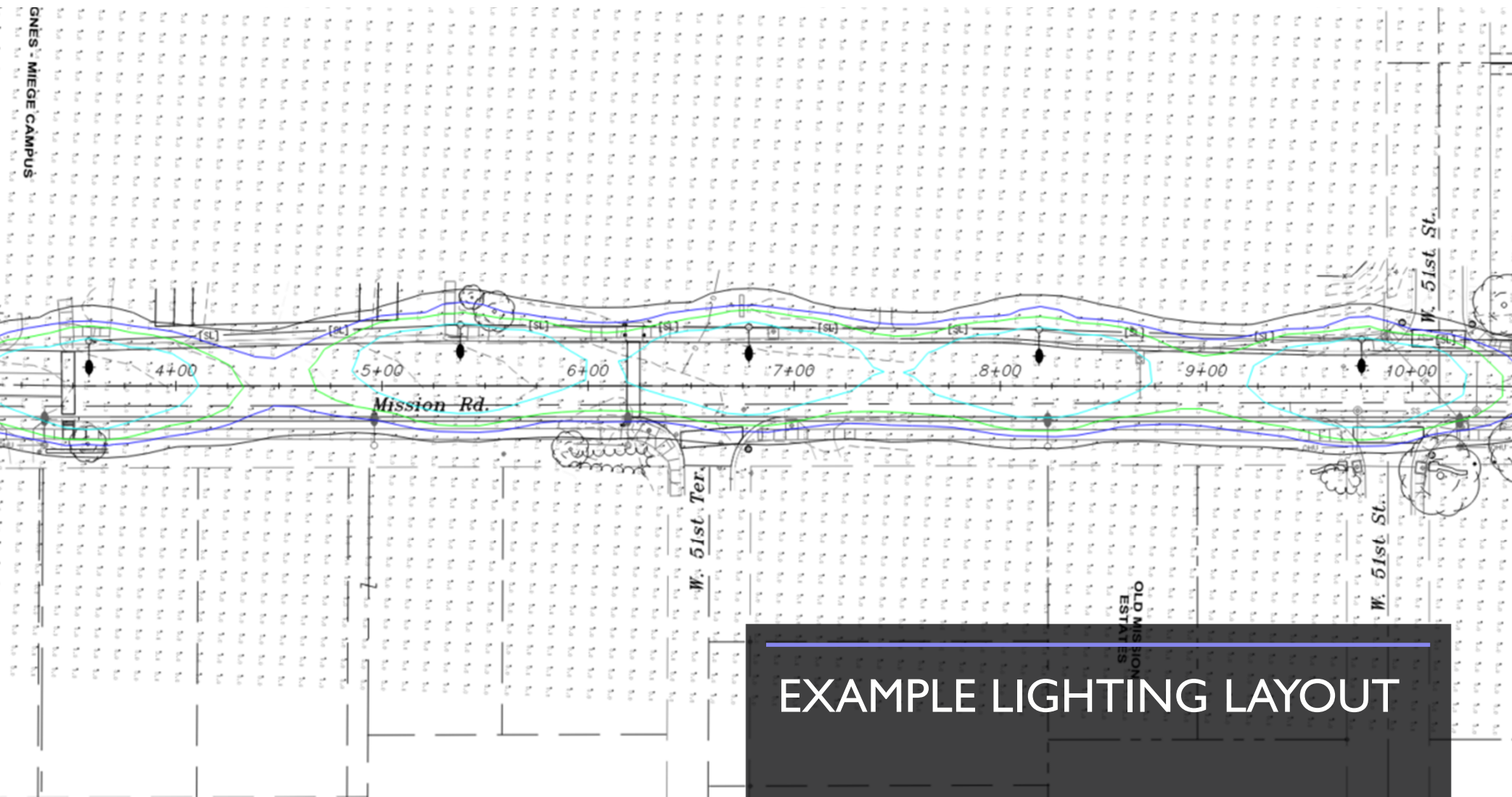
# PROPOSED CHANGE: STREET LIGHTING

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- Goal is to remove lighting from Evergy poles and construct City owned infrastructure
- Challenges constructing city system
  - East side has storm drainage running near the back of curb (power pole foundations would not be able to go deep enough), and overhead power lines would conflict with the poles
  - West side has limited right-of-way on south end, which would require easements
- Current and the most efficient plan is to have poles located along the west side of Mission Road behind sidewalk.
  - Current lighting design is 30' tall cobra heads, black finish
  - Maintenance shared between both cities (maintenance agreement)
  - Some tree trimming will be necessary on the west side
  - Design will illuminate Mission Road and the pedestrian sidewalks



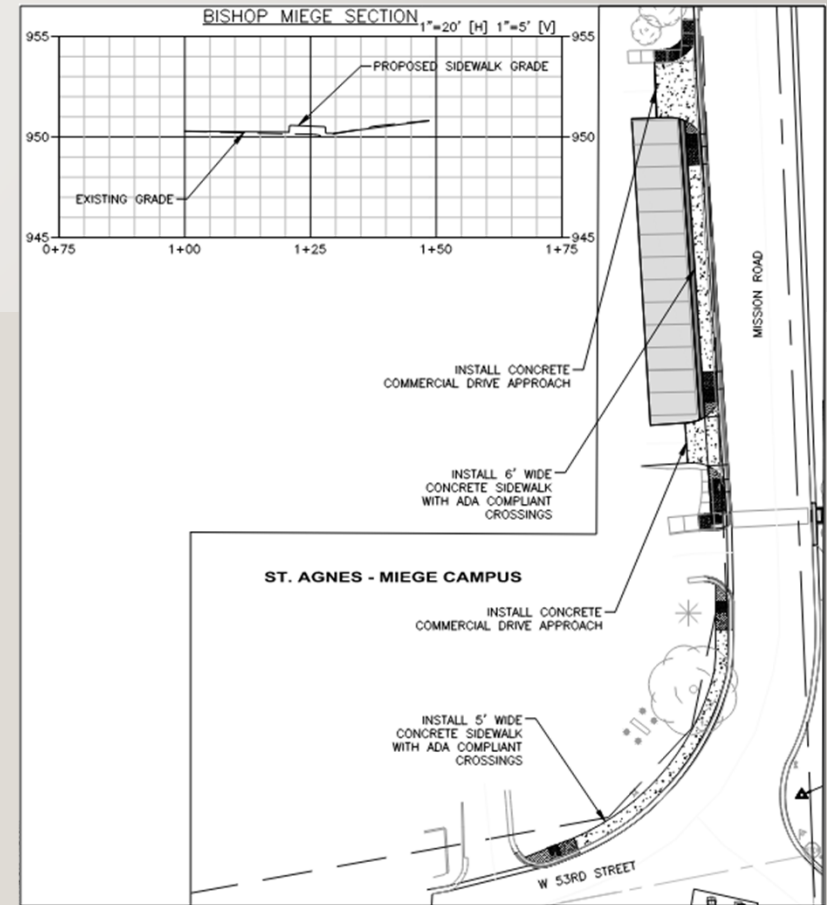




EXAMPLE LIGHTING LAYOUT

## PROPOSED CHANGE: ST. AGNES PARKING LOT

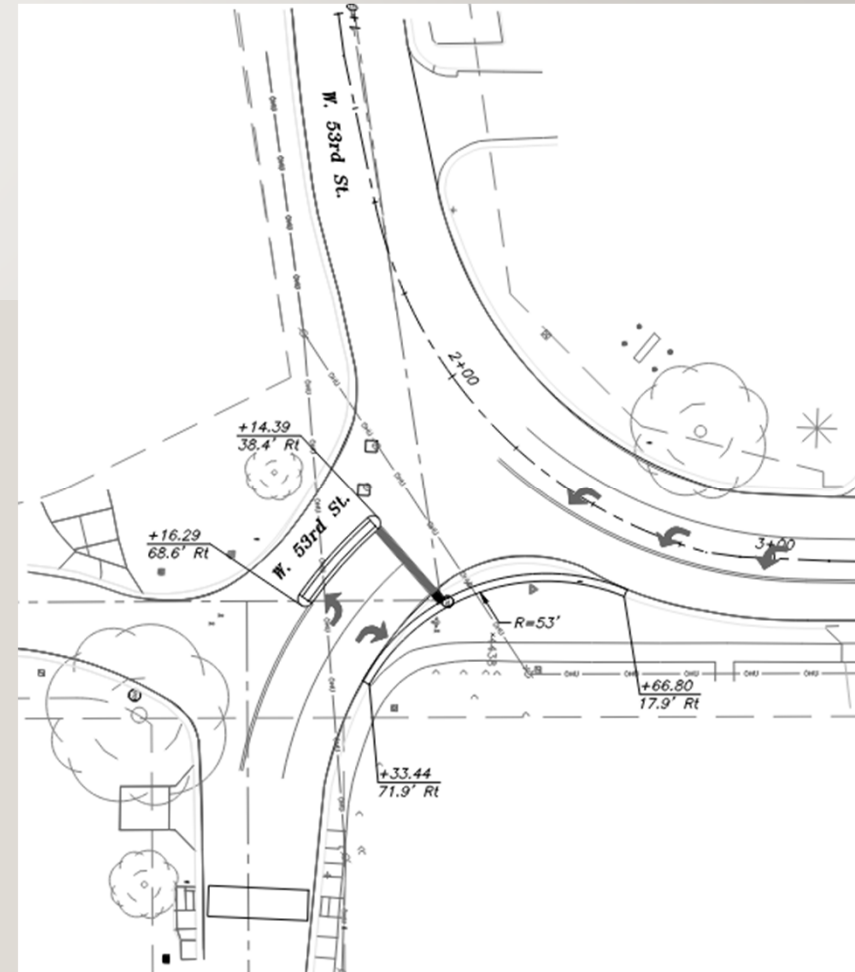
- Currently the St. Agnes parking lot does not have concrete sidewalk
  - Proposing to add typical curb through the property, and add sidewalk behind curb including ADA compliant crossings
- Sidewalk is proposed to be added along the northwest end of 53<sup>rd</sup> Street and Mission Road intersection
- Easements and Right-of-way required



## PROPOSED CHANGE: GEOMETRIC IMPROVEMENTS AT MISSION ROAD AND W 53<sup>RD</sup> STREET

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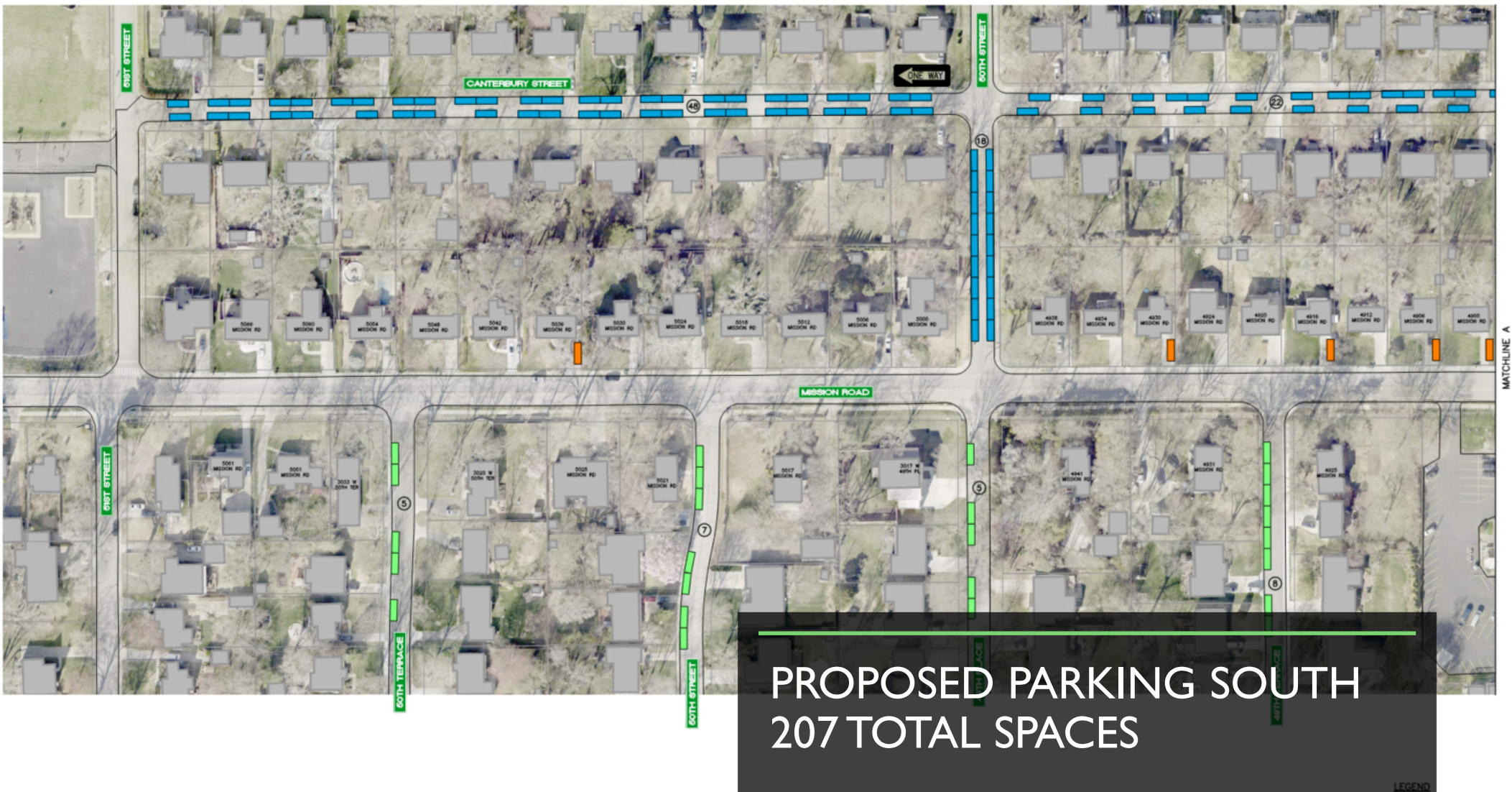
- Currently northbound lane on Mission Road is very narrow
  - Proposing to widen Mission Road to W 53rd St. Radius (partially in Fairway)
- Proposing to add a median near W 53rd Street and Mission Road intersection on East side
  - Would help eliminate southbound Mission Road traffic from crossing lane lines when entering W 53<sup>rd</sup> Street and Chadwick Street





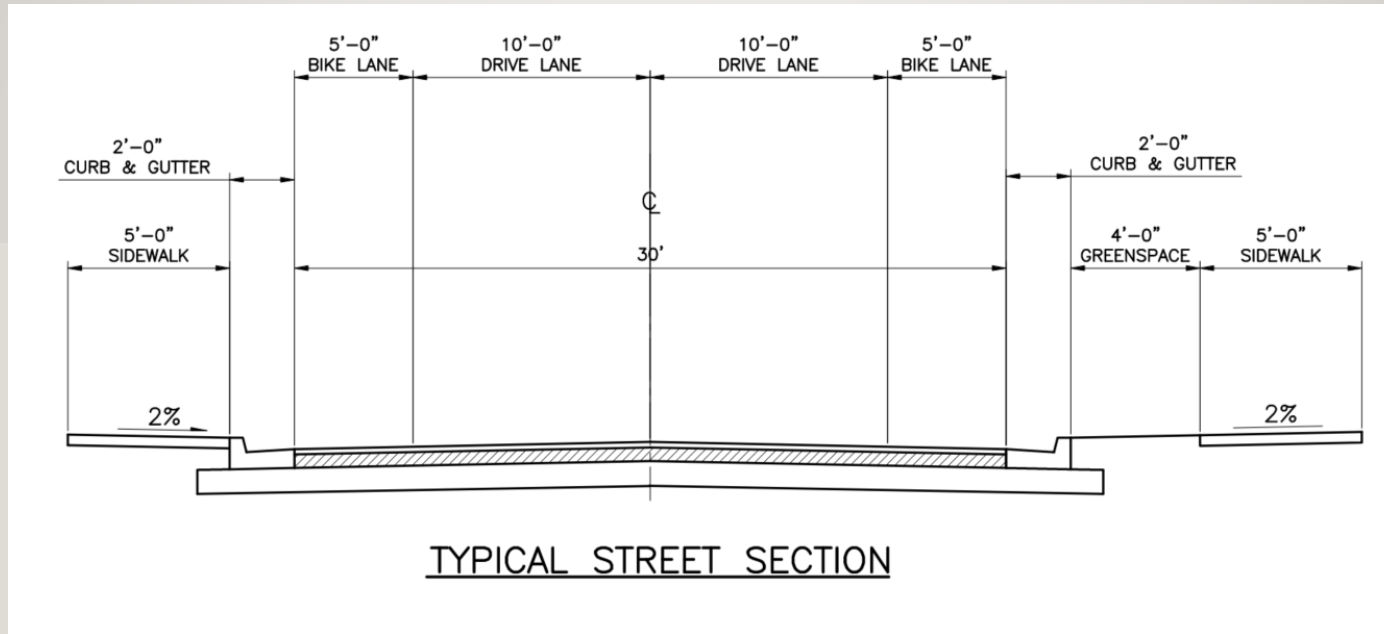










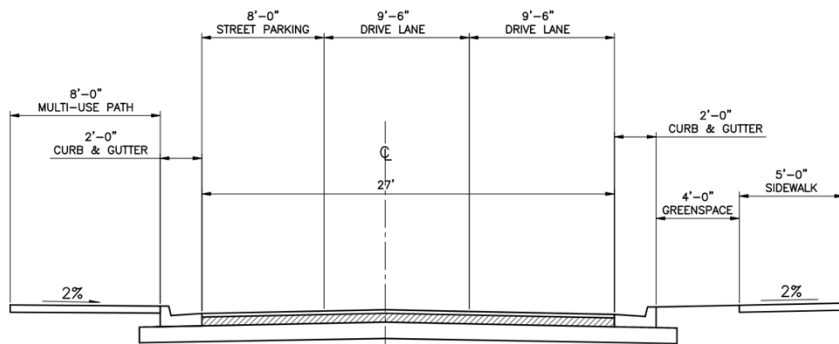


## PROPOSED TYPICAL STREET SECTION

## ALTERNATIVE 1: MOVING THE ROELAND PARK CURB LINE 3-FEET EAST TO ENABLE 8-FOOT WIDE MULTI-USE PATH (W 51<sup>ST</sup> STREET TO W 47<sup>TH</sup> STREET)

### A. Pros

1. Current parking situation for residents would not change
2. Eliminates the need for additional drive pad and retaining walls
3. Multi-use path in lieu of bike lanes
4. Driveways would maintain distance from the sidewalk/path



ALTERNATIVE 1 TYPICAL STREET SECTION

### B. Cons

1. West side curbs would have to be replaced
2. **Intersections would need to be redesigned for changes in radii**
3. All driveway aprons would have to be replaced on the west side
4. **All stormwater infrastructure would have to be relocated**
5. **AT&T duct would conflict with storm relocation. Duct bank relocation delays.**
6. Manholes in the curb line will need adjustments or relocation
7. Sidewalk ramps and ADA crossings would have to be upsized to accommodate
8. Ideal multi-use path would be 10' wide
9. Estimated 40 properties would need temporary construction easements
10. Longer construction schedule on Mission Road
11. Total estimated cost of \$3,752,300 (an increase of \$1,039,300 from the current plan)

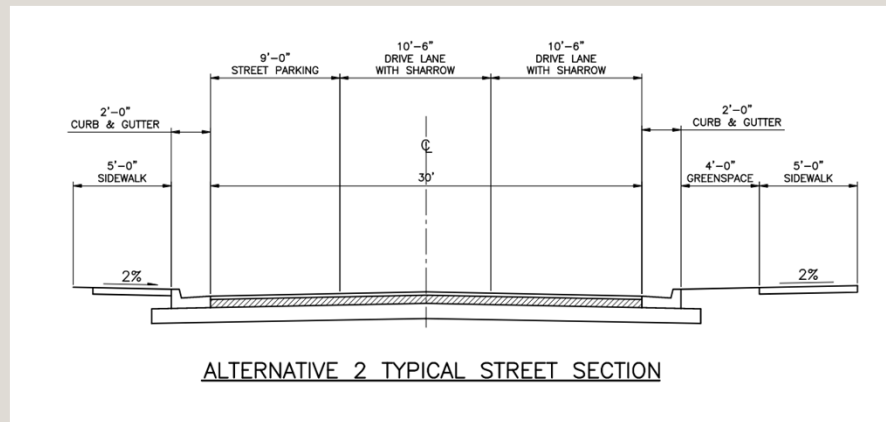


## ALTERNATIVE 2: STRATEGICALLY PLACE BIKE LANES AND SHARROWS (SHARE THE ROAD SYMBOLS)

- A. Bike lanes from 53<sup>rd</sup> Street to 51<sup>st</sup> Street, sharrows north of 51<sup>st</sup> Street
- B. Alternating between bike lanes and sharrows within the same block is dangerous

### C. Pros:

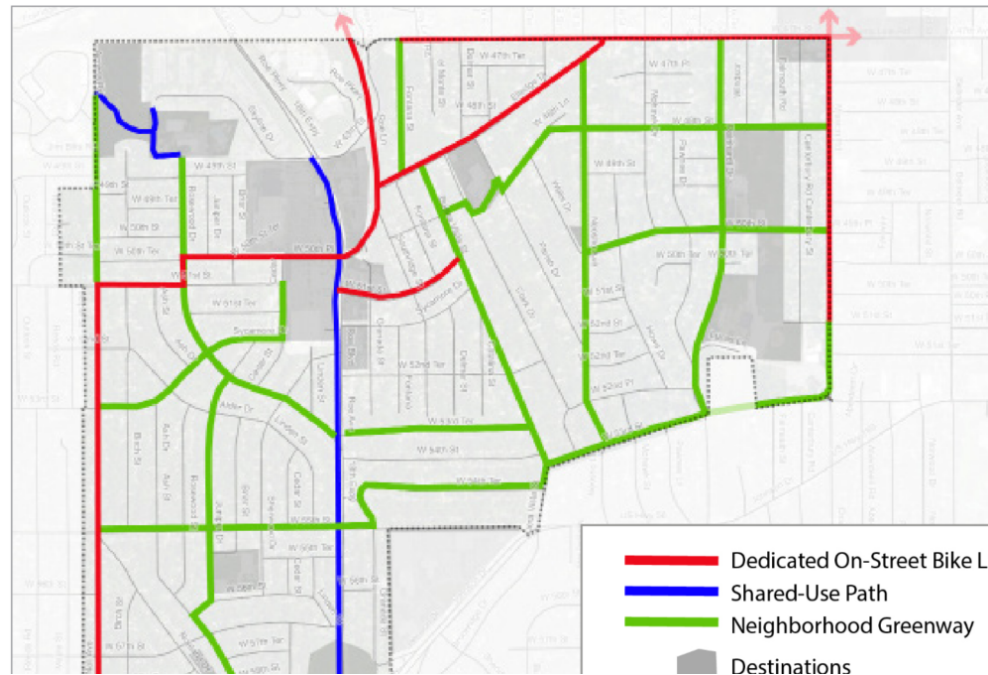
1. Parking would not be restricted for Roeland Park Residents
2. No driveways would have to be extended
3. Least expensive option
4. Total project cost estimated \$2,392,00 (A decrease in \$325,000 from the current plan)



### D. Cons:

1. **Safety: Confusion to motorist and bicyclist**
2. **Lacking separation between bicyclists and vehicles compared to bike lanes**
3. Bike lanes are in the city plan for Mission Road
4. Sharrows are a less safe option on Mission Road
5. Sharrows do not calm traffic

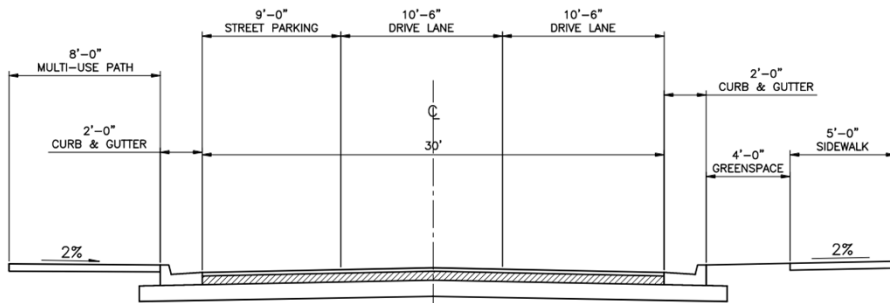
# PROPOSED BICYCLE NETWORK



## ALTERNATIVE 3: EXTEND ROELAND PARK SIDEWALK 3-FEET WEST FOR AN 8' PATH

### A. Pros:

1. Current parking situation for residents would not change
2. Multi-use path would be available in lieu of bike lanes
3. Driveways wouldn't have to be extended, and the majority of retaining walls could be avoided
4. An estimated 1,000 feet of curb and gutter would not have to be removed compared to alternate 1
5. Majority of storm sewer infrastructure could be left in place



ALTERNATIVE 3 TYPICAL STREET SECTION

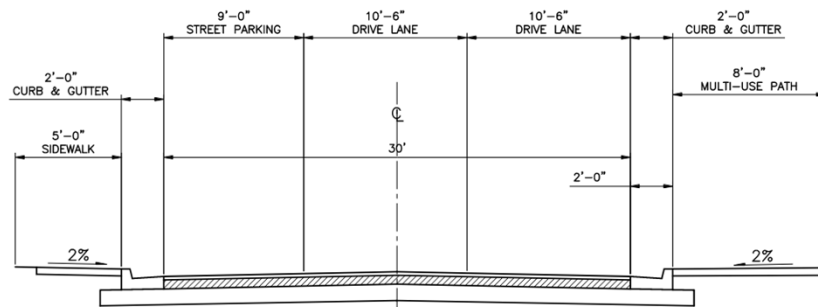
### B. Cons:

1. There is not currently room in the north block to expand 3-feet west. Would conflict with planters, and businesses.
2. Estimated 40 Temporary Easements for driveways
3. Estimated 13 permanent sidewalk easements
4. Would reduce residents' parking in their driveway by 3 feet without overhang on the path
5. Ideal multi-use path would be 10' wide
6. Conflicts with the current lighting plan. Poles are to be placed on the back of the sidewalk in Roeland Park. Would need to redesign the lighting to illuminate Roeland and Westwood sidewalks appropriately.
7. Total project cost estimated \$3,536,200 (an increase of \$843,135 from the current plan)

## ALTERNATIVE 4: INSTALL 8' WIDE MULTI-USE PATH ON WESTWOOD BACK OF CURB

### A. Pros

1. Path would not extend further than the existing sidewalk (Existing 4' greenspace and 5' sidewalk)
2. Would not affect the current lighting plan
3. No impact on residents' landscaping and trees
4. Roeland Park residents would retain street parking
5. Limited easements needed



### B. Cons

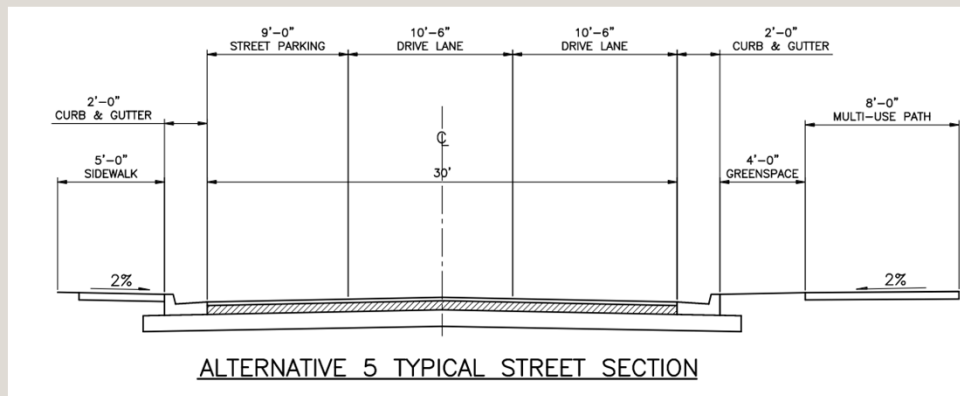
1. **14 Storm Structures would have to be adjusted/relocated. In radius/path.**
2. 20 total residential driveways and 8 total commercial driveways would be reconstructed
3. 12 temporary easements needed (3 businesses, 1 Church, 8 residential homes)
4. Entire east side of Mission Road would have to be surveyed
5. All signage would have to be relocated
6. Ideal multi-use path would be 10' wide
7. Total project cost estimated \$3,689,200 (an increase of \$996,108 from the current plan)



## ALTERNATIVE 5: INSTALL 8' WIDE MULTI-USE PATH ON WESTWOOD SIDE KEEPING EXISTING GREEN SPACE

### A. Pros

1. Majority of storm structures could be left in place



### B. Cons

1. Street lighting design would need to be enhanced
  1. Possibly resulting in more expenses
2. 14 mature trees would need to be removed
3. Additional landscaping (bushes, flower beds, sodding) would need to be restored
4. A full survey for the Westwood side would be required
5. 24 temporary easements required (19 residential properties, 3 businesses, and church)
6. 3 Permanent easements required at north end (Walmart, Chiropractor, and unplatted lot)
7. **Almost all power poles would need to be relocated (17 estimated, 5 within utility easements)**
8. Ideal multi-use path would be 10' wide
9. Total project cost estimated \$3,633,510 (an increase of \$917,476 from the current plan)

# ALTERNATIVES 1-5 COSTS

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- **Alternative 1:** Moving the Roeland Park curb line 3-feet east to enable 8-foot wide multi-use path (W 51<sup>st</sup> Street to W 47<sup>th</sup> Street)
  - Total estimated cost of **\$3,752,300** (an increase of \$1,039,300 from the current plan)
- **Alternative 2:** Strategically Place Bike Lanes and Sharrows (Share the Road Symbols):
  - Total estimated cost of **\$2,392,00** (A decrease in \$325,000 from the current plan)
- **Alternative 3:** Extend Roeland Park sidewalk 3-feet west for an 8' path:
  - Total project cost estimated **\$3,536,200** (an increase of \$843,135 from the current plan)
- **Alternative 4:** Install 8' Wide Multi-Use Path on Westwood Back of Curb:
  - Total project cost estimated **\$3,689,200** (an increase of \$996,108 from the current plan)
- **Alternative 5:** Install 8' Wide Multi-Use Path on Westwood Side Keeping Existing Green Space:
  - Total project cost estimated **\$3,633,510** (an increase of \$917,476 from the current plan)

**THANK YOU**

**QUESTIONS?**