City of Mission
Regular Meeting Agenda
Wednesday, June 15, 2016
7:00 p.m.
Mission City Hall

If you require any accommodations (i.e. qualified interpreter, large print, reader, hearing assistance) in order to attend this meeting, please notify the Administrative Office at 913-676-8350 no later than 24 hours prior to the beginning of the meeting.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

ROLL CALL

Appointment

- Tom Geraghty, Ward I Councilmember

PUBLIC HEARING

1. SPECIAL PRESENTATIONS

- Proclamation Honoring Richard Kramer
- Presentation on Johnson County Courthouse Sales Tax Initiative - Chairman Ed Eilert and District Attorney Stephen Howe

2. ISSUANCE OF NOTES AND BONDS

3. CONSENT AGENDA

NOTE: Information on consent agenda items has been provided to the Governing Body. These items are determined to be routine enough to be acted on in a single motion; however, this does not preclude discussion. ***If a councilmember or member of the public requests, an item may be removed from the consent agenda for further consideration and separate motion.***

CONSENT AGENDA - GENERAL

3a. Minutes of the May 18 City Council Meeting

CONSENT AGENDA - Finance & Administration Committee

Finance & Administration Committee Meeting Packet 6-1-16
Finance & Administration Committee Meeting Minutes 6-1-16

3b. Resolution Designating Surplus Property
3c. Ordinance Amendments Adding E-Cigarettes to Public Smoking Ban

CONSENT AGENDA - Community Development Committee

Community Development Committee Meeting Packet 6-1-16
Community Development Committee Meeting Minutes 6-1-16

3d. 2016 Chip Seal Program

3e. Revised CARS Resolution
3f. Waterworks Park Lease Renewal

COMMUNITY COMMITTEE REPORTS

Approved Minutes from Board and Commission meetings are available on the City of Mission website under the "Agendas & Minutes" tab.

4. PUBLIC COMMENTS

5. ACTION ITEMS

Planning Commission

Miscellaneous

6. COMMITTEE REPORTS

Finance & Administration, Ron Appletoft
Finance & Administration Committee Meeting Packet 6-1-16
Finance & Administration Committee Meeting Minutes 6-1-16

6a. Amendments to Chapter 210 - Animal Control
6b. Mental Health Co-responder Program

Community Development, Arcie Rothrock
Community Development Committee Meeting Packet 6-1-16
Community Development Committee Meeting Minutes 6-1-16

6c. Resolution Accepting the Parks Master Plan
6d. Resolution Accepting the Safe Routes to School Phase I Study
6e. Brinshore Cancellation Resolution

7. UNFINISHED BUSINESS

8. NEW BUSINESS

8a. Safe Routes to School Phase II Infrastructure Grant Application

9. MAYOR'S REPORT

Appointments - Sustainability Commission

- Steve Mulder, Ward 2

10. CITY ADMINISTRATOR'S REPORT

EXECUTIVE SESSION

ADJOURNMENT

City of Mission	Item Number:	6a.
ACTION ITEM SUMMARY	Date:	June 10, 2016
Finance & Administration	From:	Laura Smith & Glen Cole

Action items require a vote to recommend the item to full City Council for further action.

RE: Referral of Amendments to Chapter 210 - Animal Control

RECOMMENDATION: Adopt the Ordinance amending Chapter 210 of the Municipal Code.

DETAILS: At the City Council's May meeting, this item was referred back to the Finance and Administration Committee for further discussion. Committee discussion has resulted in a new ordinance for consideration and action by the City Council.

As presented, the Ordinance would allow for a person or household to own a combined total of four cats and dogs, and no person or household would be able to own more than three cats or more than three dogs. There would be no permit process for a person to keep additional animals.

The Ordinance also includes other changes that were not the subject of discussion by the Committee or the City Council, including changes to rabies vaccination and control; reduction in the minimum impoundment period before releasing an animal for adoption; a significantly more comprehensive animal cruelty section; and the addition of a section that places an affirmative burden on the owner of an animal to provide humane care, food, shelter, etc.

CFAA CONSIDERATIONS/IMPACTS: N/A

Related Statute/City Ordinance:	Chapter 210 of the Mission Municipal Code
Line Item Code/Description:	N/A
Available Budget:	N/A

ORDINANCE NO. ____

AN ORDINANCE REPEALING CHAPTER 210 OF THE CODE OF THE CITY OF MISSION, REGARDING ANIMAL CONTROL, IN ITS ENTIRETY AND ADOPTING A NEW CHAPTER 210 REGARDING SAME.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF MISSION, KANSAS AS FOLLOWS:

Section 1. Chapter 210 is hereby repealed in its entirety;

Section 2. Section 103.020 is hereby repealed in its entirety;

Section 3. Chapter 210 of the Code of the City of Mission is hereby adopted, to read as follows:

CHAPTER 210: ANIMAL CONTROL

ARTICLE I: GENERAL PROVISIONS

210.010 Findings.

The Governing Body of the City of Mission, Kansas hereby finds that to protect and preserve the public health, safety and welfare it is necessary to prohibit the ownership of certain animals within the City and to establish regulations governing the ownership of animals allowed within the City.

210.020 Definitions.

For the purposes of this Chapter, the following words shall have the following meanings:

"Abandon" means for the owner to leave an animal without demonstrated or apparent intent to recover or resume custody; to leave an animal for more than 12 hours without providing adequate food and shelter for the duration of the absence; or to turn out or release an animal for the purpose of causing it to be impounded.

"Accessory Animal" refers to those animals requiring an Accessory Animal Permit before they may be lawfully owned in the City pursuant to Section 210.100.

"Animal" means and includes any mammal, amphibian, fish, reptile, fowl, or other warm-blooded or cold-blooded vertebrate.

"Animal Nuisance" means and includes those unlawful activities specified in Section 210.140 and any animal performing such activities.

"Animal Shelter" means the facility or facilities operated by the City or an authorized service provider for the purpose of impounding, adopting or caring for any seized, stray,

homeless, relinquished or abandoned animals under the authority of this Chapter or State law.

"At Large" means an animal not under control, as defined herein, of the animal's owner or a competent person.

"Control" of an animal means that the same is on a leash not more than eight (8) feet in length; is on or within a vehicle being driven or parked; or is within the property limits of its owner or upon the premises of another person with the consent of that person.

"Dangerous or vicious animals" shall include all animals deemed to be dangerous or vicious pursuant to Section 210.150.

"Domestic animals" shall include all animals allowed within the City pursuant to Title One of this Chapter.

"Domesticated" shall mean adapted to living dependently in an urban household setting.

"Hive" includes any man-made habitation in which bees are harbored or kept, including beehives, standards, boxes, or apiaries.

"Impound" means to seize summarily, confine, or restrain in custody.

"Officer" means the City's Animal Control Officer, Police Officer, or Neighborhood Services Officer.

"Own" means the act of being the owner of an animal.

"Owner" means any person who provides food, water, shelter or who owns, keeps, possesses, harbors or offers refuge or asylum to or for any animal, or who professes to be doing the same or permits the same upon their property, for three (3) consecutive days or more shall be considered the animal's owner. Additionally, any person who signs a receipt for the return of an animal from any City designated animal shelter facility, animal holding facility, humane shelter or licensed veterinarian shall be considered the animal's owner. A parent or legal guardian shall be deemed to be an owner of animals owned by children upon their premises.

"Person" means any individual, firm, corporation, association or partnership.

"Trap" means any mechanical device or snare which seeks to hold, capture or kill an animal.

"Trapping" means the setting or laying or otherwise using a trap.

210.030 Animal Control Officer - Authority.

A. There is hereby established the position of Animal Control Officer, who are hereby charged with the duties of enforcing this title and shall have such powers and authority as allowed by law. The Officers of the Northeast Animal Control Commission, as established in Title 4 of this Chapter, shall serve as the City's Animal Control Officers. The City's Police Officers and Neighborhood Services Officers may also enforce this Chapter and, when doing so, possess the same powers and authority. No person shall interfere with, hinder, molest or abuse such officers in the exercise of their powers.

B. The officers of the city enforcing this Chapter may:
    a. Take up and impound all animals found in the City in violation of the provisions of this Chapter;
    b. Issue a citation to the owner of an animal in violation of this Chapter and the person receiving the citation shall be compelled to, at the date and time specified on the citation, appear in the Municipal Court of the City to answer the charged violation of this Chapter;
    c. Enter without a warrant upon private property to regulate or prohibit the running at large of any animal or the creation of an animal nuisance where such animal is found in plain sight, other than in a residence structure, and to seize such animal from said private property;
    d. Enter without a warrant upon private property to apprehend a dangerous animal, a wild creature, or an animal suspected of being infected with rabies where such animal is found in plain sight, other than in a residential structure, and to seize such animal from said property;
    e. Enter upon private property to investigate cruelty to animals; and
    f. Destroy, without notice, any animal that is dangerous, fierce or vicious; suspected of being infected with rabies, distemper or other zoonotic disease; presents an immediate danger to the public health and safety; or is injured severely with no apparent chance of survival or in such pain as to warrant humane destruction.

210.040 Animals - Financial Responsibility.

In the event any person or their owned animals shall be found to be in violation of any of the provisions of this Chapter, any financial liability incurred for the treatment, impoundment and care or destruction of such animal shall be the personal financial responsibility of such person. In the event such person is a minor, the parent or legal guardian of such minor shall be financially responsible for such treatment and care.

210.050 Animals - Impounding, Redemption, and Disposition.

An officer is authorized to receive and dispose of animals, and to impound, offer for adoption, or destroy: any animal in violation of this Chapter, any animal that may carry a disease communicable to humans, or any animal that otherwise presents an immediate danger to the public health and safety. Such animals may be taken or impounded even though no citizen makes a complaint and even though the officer issues no notice to appear. Impoundment shall be subject to the following:

A. The officer shall notify the owner of an animal, identifiable by a tag or other method, which is impounded under this Chapter, by telephone or personal service. Failure to receive such notice shall not prevent the City or its authorized agency to carry out the provisions of this Article.
B. Such animal shall be confined in the City's animal shelter for a period of three (3) days, such period of time beginning at nine a.m. on the morning following the day of impoundment. If the owner does not reclaim his or her animal during the three (3) day period, or if the officer or animal shelter is unable to locate and notify the owner after making a good faith effort to do so within the three (3) day period, then the animal shelter may offer for adoption or destroy such animal.

   If the animal is not identifiable by a tag or other approved method, no notice is required and such animal shall be confined for a period of three (3) days beginning at nine a.m. of the morning following its capture; after such time the animal shelter may offer for adoption or destroy such animal.

   Exception: Notwithstanding the above, any animal impounded as provided in Section 210.060 shall be held for a period of at least ten (10) days for the purpose of observing such animal for symptoms of rabies disease; after such time the animal shelter may dispose of the animal.

   Exception: Notwithstanding the above, any animal that is determined by the Animal Control Officer to not be domesticated may be released immediately to an animal shelter for disposition without observing the minimum period of confinement.

C. Any animal may be claimed by its owner upon the payment of an impoundment fee which shall be set by the Northeast Animal Control Commission. Each animal impoundment is a separate and subsequent impoundment regardless of animal ownership in prior impoundments.

210.060 Animals - Biting or Scratching Persons Report - Impoundment and Examination.

When any animal subject to rabies has bitten, scratched or attacked any person, or when an animal is suspected of having rabies, it shall be the duty of any person having knowledge of such facts to report the same immediately to an officer. Such animal shall not be killed, but shall be confined for a period of ten (10) days to the premises of;

A. The City's animal shelter; or
B. The premises of a duly licensed veterinarian; or
C. The officer may authorize the confinement of the animal on the owner's premises if the owner produces a current rabies vaccination certificate for the animal. The owner of the animal must sign a written agreement to keep the animal confined as directed by the officer, and further agree to allow the animal to be examined periodically to determine its physical condition during the confinement period.

No person shall refuse to surrender any animal for quarantine when demand is made by the order of the officer. The animal must be confined as directed by the officer. The confinement of the animal shall be at the expense of the owner of such animal, as set forth in Section 210.040.

No person shall release from confinement any such animal or remove such animal from its place of confinement to another place without the consent of the officer.

Following consultation with a licensed veterinarian, if the officer has reasonable cause to believe the animal is diseased, or upon exigent circumstances, the officer shall be empowered to order examination of such animal to determine whether it may have rabies. If the animal dies or is killed, a laboratory examination shall be made at the expense of the animal's owner.

ARTICLE II: DOMESTIC ANIMALS

210.070 Owning Certain Animals Prohibited.
It shall be unlawful for any person(s) to own, within the city limits, any animal except as allowed by Section 210.080 and Section 210.100.

This Section shall not apply to:

A. Animals being transported through the City;
B. Veterinary facilities operated by a licensed veterinarian;
C. *Bona fide* medical institutions or accredited educational institutions;
D. Facilities licensed by the State of Kansas to impound, shelter, or care for animals; or
E. Law enforcement officers acting in their official capacity.

210.080 Animals Allowed Without a Permit.
A person may own the following animals lawfully without first obtaining an Accessory Animal Permit:

A. Domesticated dogs, subject to the limitations prescribed in Section 210.090;
B. Domesticated cats,subject to the limitations prescribed in Section 210.090;
C. Rabbits, subject to the following limitations:
    a. No more than three (3) adults over the age of twelve (12) weeks and fourteen (14) young under the age of twelve (12) weeks may be kept.
    b. Rabbits may either be housed outdoors or in a fenced yard.
        i. If housed outdoors, rabbits shall be housed in hutches located in the rear yard of the property at least ten (10) feet from the nearest property line.
        ii. Rabbits may be owned, with no distance requirements from residences or other establishments, in any fenced yard that is at least five hundred (500) square feet. Said fence shall be constructed of small, mesh wire that the rabbit cannot escape through with the perimeter of the fence buried along the bottom to prevent the rabbit from burrowing out. Rabbit(s) fenced in a yard shall be provided with adequate housing for protection from the weather.
D. Domesticated rodents, ferrets, and hedgehogs;
E. Birds;
F. Nonvenomous lizards, arachnids, and snakes;
G. Turtles;
H. Amphibians;
I. Fish; or
J. Invertebrates.

210.090 Limitations Upon Number Of Domesticated Dogs and Cats.

A. It shall be unlawful for a person or household to own more than a combined total of four (4) domesticated dogs and domesticated cats over six (6) months of age; provided, however, that in no event shall the combination of domesticated dogs or domesticated cats exceed three (3) domesticated dogs or three (3) domesticated cats.
B. It shall be unlawful for a person or household to own more than one (1):
    a. Litter of pups under the age of six (6) months; or
    b. Litter of kittens under the age of six (6) months.
C. *Exception:* Domesticated dogs providing services for the disabled, as defined in and governed under K.S.A. 39-1101 *et seq.*, shall be exempt from restriction under this Section, and shall not be considered when calculating the maximum lawful number of animals under this Section.

210.100 Accessory Animals Allowed Only With a Permit.

A person may, upon first applying for and receiving an Accessory Animal Permit as provided in Section 210.110, own the following animals ("accessory animals") subject to the restrictions contained herein:

A. *Chickens.* Any person keeping chickens shall comply with the following:
    a. No more than six (6) adult chickens may be owned.
    b. Male chickens ("roosters") shall not be owned.
    c. Chickens shall be kept in an adequate shelter, such as an aviary, coop, run, or tractor. Such shelter shall be located in the rear yard of the property at least ten (10) feet from the nearest property line.
B. *Bees.* Any person keeping bees shall comply with the following:
    a. No more than two (2) hives shall be located on a single property.
    b. All hives shall be located in the rear yard of the property at least ten (10) feet from the nearest property line.
    c. The rear yard shall be surrounded by an exterior fence at least forty-two (42) inches in height. A flyway structure or barrier (such as shrubbery or fencing) shall be provided if the exterior fence is less than six (6) feet in height.
    d. The owner shall maintain and manage hives to minimize swarming and prevent the creation of any public nuisance.
    e. A source of water shall be provided on the property at all times.

210.110 Accessory Animal Permits.

A. *Permit Required.* It shall be unlawful for any person to own within the City any accessory animal requiring a permit as set forth in Section 210.100 without first applying to and receiving a permit from the City Clerk as hereinafter provided.
B. *Application.* Any person desiring a new or renewal accessory animal permit shall file an application with the City Clerk or his or her designee on a form provided by the City and remit a fee established by ordinance. The application shall identify the owner by name, address, and telephone number, the classes of animal to be kept at the property, and location and shelter facilities for the subject animal(s) so permitted.
C. *Requirements.* At all times, applicants or permittees must comply with all of the following to be eligible to hold an accessory animal permit:
    a. The applicant or permittee must comply with the requirements listed in this Chapter for the particular class of animal being kept.

b. The applicant or permittee must successfully pass his or her most recent inspection relating to adequate shelter, food, water, yard condition, yard security, and animal health concerns, and compliance with this Chapter. An on-site inspection shall be performed prior to first issuance of an accessory animal permit, and from time to time as described elsewhere in this Section.
c. The applicant or permittee may not be the subject of more than three (3) of the following, in any combination:
    i. Valid complaints submitted to the City documenting a violation of any Section of Chapter 220, concerning public nuisances, within twelve (12) months preceding the date of the application;
    ii. Valid complaints submitted to the City documenting a violation of any Section of Chapter 210, concerning animal control, within twenty-four (24) months preceding the date of the application.

D. *Other Conditions of Permit.* Accessory animal permits issued shall be valid from the date of issuance until the next succeeding March 1. Permits must be renewed annually. The fee for a permit shall not be calculated pro rata or refunded after issuance. Permits issued shall only be valid for the specific classes of animal, address, and applicant listed on the application. A new permit and application fee shall be required in the event that an applicant or permittee moves to a new address or transfers the animal(s) listed in the permit to a person not already possessing the appropriate permit.

E. *Inspection.* An officer may perform an inspection of the property of an applicant or permittee for any of the following reasons:
    a. The City Clerk or his or her designee requires an inspection for first issuance of an accessory animal permit or as a condition of renewal;
    b. The applicant or permittee has received a citation for violation of any section of this Chapter within the preceding twelve (12) months;
    c. The City has received a documented complaint from the owner, lessee, or occupant of a contiguous property concerning the conditions of the permit, including the animal(s) permitted or the manner in which the animal(s) are kept;
    d. The officer has probable cause to believe a violation of this Chapter exists.
    e. The inspection shall verify that the applicant or permittee provides adequate shelter, food, water, yard condition, yard security, and other necessary conditions to preserve the health of the animal, and complies with the requirements of this Chapter. If any deficiency of these conditions is found, the applicant or permittee must correct such violation within such period of time as the officer shall direct.

F. *Denial, revocation, cancellation, non-renewal.* The City Clerk or his or her designee may deny, revoke, cancel, or refuse to renew an accessory animal permit if, at any time, the applicant or permittee:
    a. Fails to comply with any requirement of this Section or the requirements listed in this Chapter for the particular class of animal being kept;
    b. Is the subject of an ongoing violation of this Chapter;
    c. Allows any animal they own to habitually cause or to be a public nuisance as defined in Chapter 220;
    d. Refuses to allow an inspection of his or her property as elsewhere authorized by this Chapter;
    e. Has provided false information in his or her permit application.

G. Persons granted an Accessory Animal Permit shall be subject to all code provisions relating to animals.

210.120 Inoculations Against Rabies Required.

A. It shall be unlawful for any person to own any dog or cat over four (4) months old unless such dog or cat is currently vaccinated against rabies with a vaccine approved by the State of Kansas for use in the prevention of rabies. Proof of valid rabies inoculation must be produced upon request of an officer.
B. *Exception:* The provisions of this Section shall not apply if a licensed veterinarian recommends that a dog or cat not be inoculated with a rabies vaccine. The owner of such animal shall maintain a statement from a licensed veterinarian on official letterhead specifying the reason that the animal should not be vaccinated, and produce it upon request of an officer.

210.130 Responsible Animal Care Required.

It shall be unlawful for any owner of an animal not to provide:

A. Sufficient quantity of good and wholesome food and water;
B. Proper protection and shelter from the weather;
C. Veterinary care when needed to prevent suffering;
D. Humane treatment; and
E. Prompt removal and sanitary disposal of all excreta deposited by his animal in the City.

210.140 Animal Nuisances Prohibited.

It shall be unlawful for the owner of any animal to cause or permit such animal to perform, create or engage in any of the following activities:

A. Runs at large or upon the private property of any other person or firm than the owner;
B. Molests or disturbs persons or vehicles by chasing, barking, or biting, or otherwise interferes with their use of public property;
C. Attacks other animals;
D. Damages property other than that of the owner;
E. Barks, whines, howls, brays, cries or makes other noise excessively between the hours of 10:00 P.M. and 7:00 A.M., or at any time so as to cause unreasonable annoyance, disturbance or discomfort to an individual residing in a residence structure which is within one thousand (1000) yards of the property on which the animal is kept or harbored;
F. Creates noxious or offensive odors;
G. Defecates upon any public place or upon premises not owned or controlled by the owner unless promptly removed by the owner;
H. Creates an insect breeding and/or attraction site due to an accumulation of excreta;
I. Is in estrus (heat) and not securely confined and enclosed within a building except when on the owner's premises briefly for toilet purposes while under complete control of a responsible person.
J. Is ridden on public property and obstructs or interferes with vehicular or pedestrian traffic;
K. Threatens or causes a condition which endangers public health; or
L. Impedes refuse collection by ripping any bag or tipping any container of such.

Any animal found acting in any way forbidden by this Section, in the determination of an officer, shall hereby be declared a nuisance and its owner shall be subject to citation. Knowledge, intent or scienter is not required for this offense.

210.150 Dangerous or Vicious Animals Prohibited.

A. *Prohibited.* It shall be unlawful for any person to keep, possess or harbor a vicious animal within the City. Impoundment of animals whose owners have been cited for violation of this Section shall be at the discretion of the Animal Control Officer. If the animal presents a clear and present danger to the public health or safety, it shall be the duty of the Animal Control Officer or his/her agent to impound such animal.

B. *Defined.* For purposes of this Chapter, a vicious animal shall include:
   1. Any animal with a known propensity, tendency or disposition to attack unprovoked, to cause injury or to otherwise endanger the safety of human beings or domestic animals;
   2. Any animal which attacks a human being or domestic animal without provocation;
   3. Any animal owned or harbored primarily or in part for the purpose of fighting or any animal trained for fighting;
   4. Any animal which is urged by its owner or harborer to attack or whose owner or harborer threatens to provoke such animal to attack any Law Enforcement Officer while such officer is engaged in the performance of official duty, attack any person or attack any animal;
   5. Any hybrid animal that is part wild;
   6. Any breed of animal, physically altered or unaltered, trained or untrained, with or without external evidence of previous injury, that will, unprovoked or upon any type of command, attack human beings, other animals or damage property; or
   7. Any guard canine or security canine running at large.

C. *Complaint.* Whenever a complaint is filed in the Municipal Court against the owner of an animal alleging that such animal is vicious and in violation of this Section, the Municipal Judge shall hold a hearing to determine whether or not the animal is vicious within the meaning of this Section and thereby in violation of this Section. The owner of the animal shall be notified in writing of the time and place of the hearing at least one (1) week prior to the hearing. In making a determination, the Municipal Judge shall consider the following:
   1. The seriousness of the attack or bite;
   2. Past history of attacks or bites;
   3. Likelihood of attacks or bites in the future;
   4. The condition and circumstances under which the animal is kept or confined;
   5. Other factors which may reasonably relate to the determination of whether or not the animal is vicious.

   The Municipal Judge shall order the impoundment, the muzzling in accordance with Subsection D and/or the confinement of the animal accused of being in violation of this Section in a manner and location that will insure that it is no threat to persons or other animals pending the outcome of the hearing. If such impoundment, muzzling or otherwise safe confinement is not possible or if prior court orders to restrain such animal have gone unheeded, the Municipal Judge may order the animal immediately destroyed.

D. *Vicious Canines To Be Muzzled.* It shall be the duty of every owner, keeper or harborer of any canine in the City, which canine is vicious or has been known to bite, chase or run after any person or animal in the streets, alleys or any public place in the City, to keep the same muzzled with a good and sufficient wire or leather muzzle securely fastened so as to wholly prevent such canine from biting any animal or person until such time as a determination has been made by the court as to whether the canine is vicious or not. Any person owning, keeping or harboring any canine within the City limits contrary to this Section shall be guilty of a violation of this Code.

E. *Immediate Destruction.* Nothing in this Chapter shall be construed to prevent the Animal Control Officer or any Law Enforcement Officer from taking whatever action is reasonably necessary to protect himself/herself or members of the public from injury or danger, including immediate destruction of any vicious animal without notice to the owner.

F. *Release Of.* If a complaint has been filed in the Municipal Court against the owner of an impounded animal for a charge under this Section, the animal shall not be released except on the order of the Municipal Judge who may also direct the owner to pay all impounding fees in addition to any penalties for violation of this Chapter. The Municipal Judge may, upon making a finding that an animal is vicious or that it represents a clear and present danger to the citizens or to other animals in the community, order the animal to be destroyed in a humane manner by the animal shelter. Surrender of an animal by the owner thereof to the Animal Control Officer does not relieve or render the owner immune from the decision of the court nor to the fees and fines which may result from a violation of this Section.

G. *Confinement, Destruction, Removal By Judge.* The Municipal Court Judge or Judge Pro Tem shall have the authority to order any animal deemed to be dangerous or vicious to be confined, destroyed or permanently removed from the corporate City limits.

210.160 Cruelty to Animals Prohibited.

A. It shall be unlawful for any person:
    a. to willfully or maliciously kill, maim, disfigure or torture, strike, hit or beat with a stick, board, chain, club or other object; mutilate, burn, or scald with any substance; or drive over any domestic animal, or cruelly set an animal upon another animal, except that reasonable force may be employed to drive off vicious or trespassing animals; or
    b. by any means to make accessible to any animal, with the intent to cause harm or death, any substance which has in any manner been treated or prepared with harmful or poisonous substances; or
    c. to fail, refuse or neglect to provide any animal in his or her charge or custody as owner or otherwise with proper food, drink, shade, care, or shelter. Any animal kept outside shall be provided with structurally sound weatherproof enclosure, large enough to accommodate the animal; or
    d. to drive or work any animal cruelly; or
    e. to abandon any animal within the City limits; or
    f. to cause, instigate, stage, or train any animal to fight or permit any fight between any animal and another animal or human; or

g. except a licensed veterinarian, to crop animal ears or dock animal tails; or
h. to give away any live animal, fish, reptile, or bird as a prize for, or as an inducement to enter a place of amusement; or offer such animal as an incentive to enter into any business agreement whereby the offer was for the purpose of attracting trade; or
i. to leave any animal confined in a vehicle for more than five (5) minutes in extreme weather conditions, defined as less than thirty (30) degrees Fahrenheit or more than eighty (80) degrees Fahrenheit.

B. Any person who, as the operator of a motor vehicle, strikes a domestic animal shall stop at once and render such assistance as may be possible and shall immediately report such injury or death to the animal's owner; in the event the owner cannot be ascertained and located, such operator shall at once report the accident to the appropriate law enforcement agency.

C. *Exceptions:* Nothing in Subsection A of this Section shall:
   a. Be deemed to prohibit any action by a licensed veterinarian done in accordance with accepted standards of veterinary medicine, or any action taken by a law enforcement officer pursuant to the interests of public health and safety.
   b. Be deemed to prohibit any act done in self-defense or done to defend another person.
   c. Be deemed to prohibit the use of poisonous substances for the control of vermin of significance to the public health.

210.170 Trapping Prohibited.

A. No person shall do any trapping anywhere in the City.

B. *Exceptions:*
   a. This Section does not apply to the use of any trap specifically designed to kill rats, mice, gophers, moles, or vermin of significance to the public health.
   b. This Section does not apply to the use of cage-type live traps employed for the control of wild animals.
   c. This Section does not apply to actions taken by a law enforcement officer pursuant to the interests of public health and safety.
   d. This Section does not apply to actions taken by a professional rodent or wildlife control company.

210.180 Sale or Display of Certain Animals Prohibited.

A. It shall be unlawful for any person to do any of the following actions to any newly hatched fowl or any newly born rabbit under the age of three (3) months:
   a. use as a toy;
   b. use for display;
   c. use for decorative purposes;
   d. sell;
   e. offer for sale;
   f. expose for sale;
   g. subject to any form of mistreatment or careless handling; or
   h. dye;

B. *Exception:* The provisions of this Section relating to the sale of certain animals shall not apply to a regular licensed pet dealer who is licensed by the Kansas Department of Agriculture or any Federal licensing or regulating authority.

210.190 Penalties.
Any person violating any provisions of this Chapter shall, upon conviction thereof, be punished by a fine of not more than five hundred dollars ($500.00) or be imprisoned not to exceed thirty (30) days, or be both so fined and imprisoned. Each consecutive day's violation shall constitute a separate punishable offense.

ARTICLE III: NORTHEAST ANIMAL CONTROL COMMISSION

210.200 Findings.
The Governing Body deems it advisable and necessary that this City adequately control the problems of dead and uncontrolled domestic and wild animals on the streets or roaming at large within the City. It further finds it necessary to join together with other Cities to continue a cooperative animal control program with certain other Johnson County Cities to effect for the benefit of the citizens of the Cities a better animal control service at the lowest possible cost to the Cities.

210.210 Purpose and Objectives.
A. It is hereby declared that the cost and operation of animal control can best be effected in the several member cities by cooperative management and financing of personnel and equipment needed to enforce and provide services necessary to pick up, care for and dispose of, where necessary, domestic, unwanted or at-large animals or dead or dangerous animals within the member cities.
B. It is hereby declared the purpose of the cooperative program to study and provide new or better methods of animal control and to develop and maintain communications with the governing bodies and residents of the member cities to eliminate problems of animal control.

210.220 Agreement Incorporated.
A. The City joins with at least two (2) other adopting cities to continue the Johnson County Animal Control Commission, which name shall be changed to the Northeast Animal Control Commission.
B. There is hereby incorporated by reference, as though reproduced herein in its entirety, Ordinance No. 1228 providing for the establishment and operation of the Northeast Animal Control Commission.

Section 4. Any person violating any provisions of this Ordinance shall, upon conviction thereof, be punished by a fine of not more than five hundred dollars ($500.00) or be imprisoned not to exceed thirty (30) days, or be both so fined and imprisoned as set forth in Section 210.190. Each consecutive day's violation shall constitute a separate punishable offense.

PASSED AND APPROVED by the City Council this 15th day of June 2016.

APPROVED by the Mayor this this 15th day of June 2016.

(SEAL)

_____
Steve Schowengerdt, Mayor

ATTEST:

_____
Martha M. Sumrall, City Clerk

APPROVED AS TO FORM:
PAYNE & JONES, CHTD.

_____
David K. Martin, City Attorney
11000 King, Suite 200
P. O. Box 25625
Overland Park, KS 66225-5625
Tel: (913) 469-4100
Fax: (913) 469-8182

(Published in ***The Legal Record,*** on June 21, 2016)

SUMMARY OF ORDINANCE NO. ____

On June 15, 2016, the Governing Body of the City of Mission, Kansas, passed an ordinance entitled:

> **AN ORDINANCE REPEALING CHAPTER 210 OF THE CODE OF THE CITY OF MISSION, REGARDING ANIMAL CONTROL, IN ITS ENTIRETY AND ADOPTING A NEW CHAPTER 210 REGARDING SAME.**

The Ordinance adopts new regulations pertaining to the classes of domestic animals that may be lawfully kept within the City and the allowable number thereof. The Ordinance changes the City's requirements regarding rabies control and prevention; process for the impoundment of domestic animals; expands existing prohibitions regarding cruelty to animals; and imposes an affirmative duty to care upon the owners of domestic animals within the City.

A complete text of the Ordinance may be obtained or viewed free of charge at the office of the City Clerk, City of Mission, 6090 Woodson, Mission, Kansas 66202. A reproduction of the Ordinance is available for not less than 7 days following the publication date of this Summary at www.missionks.org.

This Summary is hereby certified to be legally accurate and sufficient pursuant to the laws of the State of Kansas.

_____

David K. Martin, City Attorney
11000 King, Suite 200
P. O. Box 25625
Overland Park, KS 66225-5625
Tel: (913) 469-4100
Fax: (913) 469-8182

DATED: June 16, 2016

City of Mission	Item Number:	6b.
ACTION ITEM SUMMARY	Date:	May 19, 2016
Police Department	From:	Ben Hadley

Action items require a vote to recommend the item to full City Council for further action.

RE: Mental Health Co-Responder Program

RECOMMENDATION: Approve the Cooperative Memorandum of Understanding for the Johnson County Mental Health Co-Responder program in an amount not to exceed $10,047.41.

DETAILS: The Mental Health Co-Responder program provides intervention for residents experiencing a mental health and/or substance abuse crisis. It was highlighted at the 2016 State of County address as a way to better serve this segment of our population. The program is currently in Overland Park, Olathe, and scheduled for implementation in Lenexa and Shawnee. The County is now wanting to expand cooperatively into the cities of Prairie Village, Leawood, Merriam, Mission, Fairway, Westwood, and Roeland Park.

The co-responder is a licensed mental health professional who responds to calls for service, with officers, that involve the need for mental health intervention which may include:

- Helping to de-escalate an individual who is in distress
- Clinically assisting the need for immediate mental health services, such as hospitalization
- Providing information to the individual and their family about mental health resources available in the community

Benefits of the co-responder program include:

- With reduced funding at the state level for mental health facilities and personnel other solutions need to be sought
- Reduce repeated calls for service at the same residence
- Fewer evaluations done at local hospitals and done on scene
- Fewer of these incidents ending in arrest
- Providing a service to our citizens/visitors in a time of crisis

Cost sharing for each City is based on population data and Mission has 11%. The annual cost of the program for Mission is $10,047.41 (does not include overtime costs). It is anticipated that the program will start in the fourth quarter of 2016 and will be prorated, with full funding in 2017. Staff intends to fund this program through the Department's General Fund budget.

The memorandum of understanding has been reviewed and approved by the City Attorney.

CFAA CONSIDERATIONS/IMPACTS: Implementation of the co-responder program meets goals outlined in items 6-D and 6-J of the Communities for All Ages Checklist. Action Item 6-D suggests, "The city has educated personnel to ensure those who work with the public are knowledgeable about specialized needs for citizens of different ages and abilities." The program will also support Action Item 6-J which says, "The city and its partners provide referrals to those residents identified as needing more intensive services."

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	01-30-212-06 Service Contracts and Rentals
Available Budget:	$20,856

JOHNSON COUNTY MENTAL HEALTH CO-RESPONDER PROJECT
COOPERATIVE MEMORANDUM OF UNDERSTANDING

I. Purpose

A. This Agreement is a proposed collaborative effort amongst the cities of Leawood, Prairie Village, Merriam, Mission, Roeland Park, Fairway and Westwood (collectively, the "Cities") and Johnson County Mental Health Center (JCMHC) to address potential mental health and co-occurring substance use disorder issues in our jurisdictions by sharing resources and expenses to fund a shared co-responder position dedicated to the Cities (herein referred to as the "Project").

B. The purpose of the Project is to find ways that the mental health and criminal justice systems of Johnson County, specifically within the Cities, can work in partnership to improve service response to individuals who suffer from mental health issues and have co-occurring substance use disorders, or who are in danger of becoming alcoholics or drug abusers.

C. The purpose of this Memorandum of Understanding is to:

1. delineate the responsibilities of the parties to the Project;

2. maximize interagency cooperation; and

3. formalize the relationships between the parties and their employees regarding Project operations, policies, planning and training.

II. Parties.

The participating entities in the Project and this MOU are:

A. the Johnson County Mental Health Center/JCMHC;

B. the City of Leawood, through the Leawood Police Department;

C. the City of Prairie Village, through the Prairie Village Police Department;

D. the City of Merriam, through the Merriam Police Department;

E. the City of Mission, through the Mission Police Department;

F. the City of Roeland Park, through the Roeland Park Police Department;

G. the City of Fairway, through the Fairway Police Department; and

H. the City of Westwood, through the Westwood Police Department.

JCMHC and the cities of Leawood, Prairie Village, Merriam, Mission, Roeland Park, Fairway and Westwood are collectively referred to herein as the "Parties" or individually as a "Party".

III. Organizational Structure, Control and Responsibilities**.**

A. Organizational Structure.

1. The oversight of the Project will be provided by the Parties.

2. Each Party will designate one individual to be that Party's point of contact. These points of contact will make up the Project Leadership Team.

3. The Parties will facilitate regular meetings of the Project Leadership Team and any other appropriate individuals to address the progress of the Project, as well as other justice and mental health related projects or issues.

B. Roles and Responsibilities of the Parties.

1. JCMHC will hire, employ and supervise one Qualified Mental Health Professional (the co-responder) as part of the Project.

2. JCMHC expressly represents and warrants to each City that the co-responder is not and shall not be construed to be an employee of any City and that the status of JCMHC is that of independent contractor for the Cities for which JCMHC is solely responsible for co-responder's actions and inactions. JCMHC also agrees that neither it, nor the co-responder may enter into contracts or agreements on behalf of any City or to otherwise create obligations of any City to third parties.

3. The Cities will participate in the interview and hiring process with JCMHC, though JCMHC retains ultimate decision-making authority.

4. JCMHC shall provide a vehicle and cell phone for use by the co-responder in his/her Project duties.

5. The co-responder will work in cooperation with the Cities to assist the Cities with individuals who suffer from mental health issues and co-occurring substance use disorders and who are contacted by law enforcement.

6. The co-responder will report to JCMHC for administrative matters (e.g. leave, pay, benefits) and for other matters unrelated to the case-specific work assignments of the Project. The co-responder will coordinate with the appropriate City with regard to case-specific work assignments.

7. It shall be the joint responsibility of JCMHC and the co-responder to regularly and in a timely manner inform the Cities of scheduled vacation, training, annual leave, or sick

leave. The co-responder will observe holidays as set by Johnson County, Kansas government. When the co-responder is on leave for any reason, back-up coverage will not be provided.

8. The co-responder shall be subject to the personnel policies and procedures of JCMHC. To the extent they are not in conflict with JCMHC policies, each City's personnel policies shall also apply to the co-responder when he/she is working in or coordinating with that particular City. It shall be the responsibility of each individual City to inform or train the co-responder on the personnel policies applicable to him/her. Performance appraisals will be handled by JCMHC, except that the Cities will be given the opportunity to provide written comments for discretionary use by JCMHC in the appraisal process.

9. The City of Leawood shall serve as host site for the Project and will provide an office designated for the use of the co-responder. In addition to the office at the Leawood Police Department the co-responder shall be provided a designated work space or office, as available, in other cities.

10. The City of Leawood will provide the co-responder with a portable police radio. JCMCH will provide him/her a laptop computer and any other equipment necessary to fulfill Project duties.

11. The co-responder position will be a salaried exempt position which will work full-time (40 hours per week, 5 days per week), allocating work time between the Cities as calls for service and workload requires.

12. The Cities shall reimburse JCMHC the co-responder personnel costs including, but not limited to, salary, retirement, expenses, disability, and all other employment-related benefits incident to his/her employment within the limits of the Project Budget Addendum, attached hereto and incorporated herein (the "Addendum"). JCMHC will invoice each City its pro rata share on a quarterly basis in accordance with the Addendum.

13. As law enforcement officers respond to the scene of a call and it is determined that assistance of the co-responder will aide in the disposition of the call, the responding officer will work jointly with the co-responder, either directly or through dispatch.

14. The co-responder's time will be shared among and between the Cities. It is the intent of the Parties that the shared time will be reasonably equal to the percentages shown on the attached Addendum. The Parties shall meet regularly to determine the appropriate scheduling. However, the Cities shall work cooperatively in this regard and if a City to which the co-responder is not assigned at the particular time has a situation which would benefit from co-responder assistance, that City shall contact the co-responder and request assistance as available.

15. Co-responder training shall be provided by JCMHC including, but not limited to, issues related to confidentiality. Additional training, as appropriate, may be provided as needed by the Cities.

16. The Cities will provide training to the co-responder and their respective employees on the Project goals and protocols, including communication protocols for determining the need for the co-responder, situational awareness training, and information security training and credentialing as required by CJIS and KCJIS.

17. In the event that the co-responder is on leave and/or busy on another case, the Cities may employ the traditional process for requesting JCMHC services as needed.

18. If the co-responder has complaints, suggestions, comments, or concerns regarding the policies, procedures, practices or decisions of the Cities, the co-responder is to first present such concerns to their immediate JCMHC supervisor who may, in turn, pursue discussions with the respective City. However, it is permissible and encouraged for the co-responder to communicate with City staff regarding daily issues pertaining to efficient and effective case processing.

19. In any instance in which the co-responder, in the judgment of a City, may have engaged in misconduct or failure to fulfill the mission or purpose of the Project as requested, the City shall notify JCMHC in writing of the details of the alleged misconduct or failure. JCMHC shall then undertake an appropriate review of the allegations and, in the event the allegations are confirmed, implement any necessary or appropriate discipline up to, and including, termination of the co-responder, after discussion with the Project Leadership Team, as deemed appropriate.

20. Should the Project be terminated for any reason, JCMHC is solely responsible for any and all decisions as to whether to continue to employ a co-responder. The co-responder shall have no recourse against any City for any employment decision(s) made by JCMHC, including termination of the Project or termination of the co-responder.

21. Equipment and other tangible property provided to the co-responder by any City as part of the Project will remain property of the respective City and must be returned to the City immediately upon termination of the co-responder, or within thirty (30) days of the termination of the Project, unless otherwise agreed to in writing.

22. The co-responder shall, to the extent practical, keep a general account of time spent working for each City, including types of activities, police calls, and training.

C. Legal Status.

This MOU is authorized by K.S.A. 12-2908 as a contract between municipalities to perform governmental services or activities, is not an interlocal agreement as contemplated by K.S.A. 12-2901 et seq.; and does not create a new or separate legal entity. Each Party shall be responsible for the actions and responsibilities arising under this MOU of its respective employees.

D. Confidentiality; Inquiries.

1. The Parties shall adhere to all applicable laws and policies regarding the confidentiality of data or information obtained during the Project. To the extent required by law, the Parties shall comply with HIPAA, and are to maintain the confidentiality of personal health information (PHI), sharing that PHI only to the extent necessary to coordinate treatment or disposition of the crisis situation.

2. As a general rule, all outside inquiries regarding the Project shall be directed to the respective Public Information Officer representing the involved City. Any inquiries involving mental health case supervision issues shall be directed to JCMHC.

IV. Effective Date, Duration, Termination, Insurance and Funding.

A. This MOU shall become effective upon execution by all Parties.

B. This MOU may be executed in one or more counterparts, including by facsimile, each of which when compiled in its entirety shall together constitute one and the same instrument.

C. The term of this MOU is for the duration of the Project.

D. Any Party may terminate its relationship with the Project and withdraw from the Project at any time by written notification to the other Parties at least (60) days prior to termination. The terminating Party will be responsible for its pro rata share of the costs of the Project up to and including the last date of its participation, regardless of the use of the co-responder. Notice of termination shall be delivered to the Project Leadership Team. If one or more Cities terminate its relationship to the Project, then the JCMHC and remaining Cities may agree to continue the Project under this MOU by amending the pro rata shares in the Addendum, renegotiate this MOU, or terminate the MOU.

E. JCMHC shall furnish to the Cities a Certificate of Insurance verifying the following coverage.

1) Commercial General Liability on an occurrence basis in amounts no less than $1,000,000 bodily injury and property damage per occurrence, including personal and advertising injury; $2,000,000 general aggregate.

2) Business Auto Liability in the amount of $1,000,000 bodily injury & property damage, combined single limit.

3) Workers' Compensation and Employers' Liability, protecting against all claims under applicable state Workers' Compensation laws. Liability limits shall not be less than Statutory (Workers' Compensation); $500,000 / $500,000 / $500,000 (Employers Liability).

4) Mental Health Provider Professional Liability: Minimum limits to be $1,000,000 each claim / annual aggregate.

Coverage must be from an insurance carrier who carries a Best's policyholder rating of A-:VII or better; or is a company approved by the Cities. Prior to any material change or cancellation, the Cities will be given thirty (30) days advanced written notice by registered mail to the stated address of the certificate holder.

F. Expenditure of funds as part of the Project will be subject to the budgetary processes of each City. To the extent that this MOU is interpreted as requiring any expenditure of funds by any City, the Parties acknowledge that the Cities are obligated only to pay expenditures as may lawfully be made from: (a) funds budgeted and appropriated for that purpose during the City's current budget year; or (b) funds made available from any lawfully operated revenue producing source.

G. This MOU shall inure to the benefit of, and shall be binding upon, the Parties and their respective successors.

_____

Maury Thompson, Executive Director
Johnson County Mental Health Center

City of Leawood:

By: _____
Peggy Dunn, Mayor

ATTEST:

_____
Debra Harper, City Clerk

APPROVED AS TO FORM:

_____
Patricia A. Bennett, City Attorney

City of Prairie Village:

By: _____
Laura Wassmer, Mayor

ATTEST:

_____
Joyce Mundy, City Clerk

APPROVED AS TO FORM:

_____
Catherine Logan, City Attorney

City of Merriam:

By: _____
Ken Sissom, Mayor

ATTEST:

_____
Juli Pinnick, City Clerk

APPROVED AS TO FORM:

_____
Michelle Daise, City Attorney

City of Mission:

By: _____
Steve Schowengerdt, Mayor

ATTEST:

_____
Martha Sumrall, City Clerk

APPROVED AS TO FORM:

_____
David Martin, City Attorney

City of Roeland Park:

By: _____
Joel Marquardt, Mayor

ATTEST:

_____
Kelley Bohon, City Clerk

APPROVED AS TO FORM:

_____
Neil Shortlidge, City Attorney

City of Fairway:

By: _____
Jerry Wiley, Mayor

ATTEST:

_____
Kathy Axelson, City Clerk

APPROVED AS TO FORM:

_____
Stephen Chinn, City Attorney

City of Westwood:

By: _____
John Ye, Mayor

ATTEST:

_____
Fred Sherman, City Clerk

APPROVED AS TO FORM:

_____
Ryan Denk, City Attorney

ADDENDUM
PROJECT BUDGET

The total annual cost for the Project shall not exceed $91,340.07, except for overtime approved in advance by each City's point of contact, as approved in each City's budget. JCMHC shall invoice each City on a quarterly basis according to its pro rata share, determined by population, as follows:

City	Percent	Annual Share of Cost
Leawood	38%	$34,709.23
Prairie Village	24%	$21,921.62
Merriam	13%	$11,874.21
Mission	11%	$10,047.41
Roeland Park	8%	$7,307.21
Fairway	4%	$3,653.60
Westwood	2%	$1,826.80

City of Mission	Item Number:	6c.
ACTION ITEM SUMMARY	Date:	5/20/2016
Community Development	From:	Christy Humerickhouse

Action items require a vote to recommend the item to full City Council for further action.

RE: Parks and Recreation Master Plan

RECOMMENDATION: Approve the Master Plan as recommended by the Parks and Recreation Commission and presented by the consulting team of Confluence, Ballard King, and ETC.

DETAILS: The purpose of a Parks and Recreation Master Plan is to serve as a planning document to guide the City in resource allocation and decision-making related to the delivery of parks and recreation services for the next 5-10 years. The Master Plan provides recommendations on how to maintain and enhance our parks, recreation facilities, and programs to meet public needs and expectations.

Following a process that included collecting data on the current condition of the parks, public open houses, meetings with prospective user groups, and a statistically valid resident survey, the consulting team presented recommendations for review by the public and the Master Plan Steering Committee. Among other things, the plan resulted in a new Mission Statement for the department:

> "To enrich the quality of life for residents of Mission and surrounding areas by fostering a strong sense of community and providing a variety of multi-generational activities that promote healthy lifestyles."

As well as an updated Vision Statement:

> "Become the most integrated, connected and accessible parks and recreation system in Northeast Johnson County."

The recommendations included in the plan are connected to seven "Big Ideas" that stem from the Mission and Vision Statements; economics, connection, programming, visibility, sustainability, health and population. Additionally, the recommendations are divided into five different areas: financial, facility, program, operations and management, and miscellaneous.

The Parks Master Plan was reviewed by the Mission Parks and Recreation Commission on May 25th. They have forwarded it to the City Council with a recommendation for approval as presented by the Confluence consulting team.

CFAA CONSIDERATIONS/IMPACTS: The Parks Master Plan was developed to support an approach that will ensure the city "develops and implements age-friendly policies that consider the needs of persons of all ages in the siting, design and development of public spaces" such as parks and other recreation spaces.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	N/A

RESOLUTION NO. _____

A RESOLUTION ACCEPTING THE RECOMMENDATIONS OF MISSION'S PARKS AND RECREATION MASTER PLAN.

WHEREAS, the Parks and Recreation Master Plan was developed through a lengthy planning and public input process that yielded a detailed set of recommendations for charting a course for the development, enhancement, and maintenance of parks and recreation facilities and programs within the City of Mission; and

WHEREAS, the Parks and Recreation Master Plan is intended to be a dynamic and flexible tool for the management of the City's recreational assets, and;

WHEREAS, the Master Plan is designed to allow the City to refine and rebalance the priorities as the demographics and recreation trends evolve or funding opportunities change; and;

WHEREAS, the Mission Parks and Recreation Commission reviewed the Master Plan and has determined that it meets the planning objectives and is in the best interest of the residents of the City of Mission.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF MISSION, KANSAS:

Section 1. The Mission City Council accepts the Parks and Recreation Master Plan as prepared by Confluence, as the Master Plan for the City of Mission to be used as a resource for the growth and development of parks and recreation facilities and programs within the City.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MISSION, this 15th day of June 2016

APPROVED BY THE MAYOR this 15th day of June 2016.

_____
Steve Schowengerdt, Mayor

ATTEST:

_____
Martha Sumrall, City Clerk

City of Mission	Item Number:	6d.
ACTION ITEM SUMMARY	Date:	5/27/2016
PUBLIC WORKS	From:	Danielle Murray & Glen Cole

Action items require a vote to recommend the item to full City Council for further action.

RE: Safe Routes to School Phase I Study

RECOMMENDATION: Approve the Resolution adopting the Safe Routes to School Phase I Study.

DETAILS: In 2014, the City was awarded $20,000 in federal funding by MARC to perform a Safe Routes to School Phase I study. The Safe Routes to School (SRTS) program seeks to "substantially improve the ability of primary and middle school students to walk and bicycle to school safely." Programs recommended by these studies generally fall into one of four categories:

- **Encouragement:** activities to persuade students to try walking and biking such as achievement/award programs and walking school buses.
- **Education:** a curriculum that teaches students about the benefits of walking and biking for their personal health and the well-being of the environment as well as age appropriate strategies for safety.
- **Engineering:** physical changes to the walking and biking environment surrounding schools and neighborhoods. This focuses on reducing speeds and creating safe crossings and facilities for walking or biking.
- **Enforcement:** uses laws to educate drivers and ensure the safety of children.

Olsson Associates, in cooperation with City staff, performed the study over the 2015 school year for Rushton and Highlands elementary schools and Horizons and SM North high schools.The process involved public meetings, stakeholder interviews, presentations and outreach events at each school, walking audits, as well as professional engineering studies. The completed study, attached, recommends new programs and infrastructure to support student walking and biking. Tom Worker-Braddock with Olsson Associates will present the study's findings.

The City Council accepts study results for implementation by adopting a Resolution. The action does not obligate the City to any specific course of action, but is important to demonstrate the City's commitment to future projects that may be eligible for outside funding. The Resolution's language has been changed to reflect comments by the recommending Committee.

CFAA IMPACTS/CONSIDERATIONS: The study's recommendations will significantly improve the ease and safety of non-vehicle travel in the school area for all users, especially for school-aged children. This directly supports the Communities for All Ages checklist, which states that the City should "consider the needs of persons of all ages in the siting, design, and development of public spaces [...including…] walkways [and] streetscapes", and that the City

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	N/A

should “plan and construct bike and pedestrian facilities to maximize use and safety for all users.”

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	N/A

RESOLUTION NO. _____

A RESOLUTION ACCEPTING THE RECOMMENDATIONS OF MISSION'S SAFE ROUTES TO SCHOOL PHASE I STUDY.

WHEREAS, the Federal Safe Routes to School program is a framework of education, encouragement, infrastructure and enforcement strategies that help make walking and bicycling to school safer and more attractive to children, and is a proven, effective approach to increasing the number of children actively traveling to school by foot or bike; and

WHEREAS, the safety of students is of paramount importance to the City, and the City currently provides crossing guards and dedicated traffic patrols to enhance the safety of students traveling to and from the City's schools, and;

WHEREAS, two goals of Mission's current Comprehensive Plan are to "establish a pedestrian friendly environment encouraging healthy lifestyles" and to "provide for a citywide system to balance alternative travel modes with auto travel, allowing for safe, efficient, and convenient bicycle travel within Mission and connecting to destinations within the City and region," and;

WHEREAS, the City's completion of the Johnson Drive Redevelopment Project created a bicycle-friendly and pedestrian-friendly corridor through the center of Mission, and further bicycle and pedestrian improvements throughout the City can multiply the value of this investment, and;

WHEREAS, the City's 2015 DirectionFinder citizen survey found that over 80% of residents believed the City should make pedestrian friendly improvements, the single highest scoring item in the Transportation section of the survey, and;

WHEREAS, pursuing and implementing a comprehensive Safe Routes to School program can increase the safety of pedestrians and bicyclists traveling to and from the City's schools and, additionally, can further advance the City's aforementioned goals, and;

WHEREAS, in 2014, the City applied for and received financial assistance from Mid-America Regional Council on behalf of the Kansas Department of Transportation and the United States Department of Transportation to conduct a Safe Routes to School Phase I study that would "identify strategies that will improve the ability of students to walk and bicycle to school safely" for consideration by Mission's City Council, and;

WHEREAS, after consultation with those partners and stakeholders in the community who share the City's interest in protecting student safety and enhancing the ability of students to walk and bicycle to school, the Safe Routes to School Phase I study team has completed their work and presents a set of findings and recommendations for consideration and future pursuit by the Mission City Council.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF MISSION, KANSAS:

Section 1. The Mission City Council thanks the Safe Routes to School Phase I Study participants for their diligent work, and accepts the study's findings and recommendations.

Section 2. The City will continue to partner with Shawnee Mission School District, neighboring cities, and stakeholders in the community to realize the full benefits of the Safe Routes to School program and, by doing so, strengthen the quality of life of Mission's students, families, and neighborhoods.

Section 3. The City Administrator is directed to include the study's recommended infrastructure improvements in the annual Community Improvement Program resolution, and, during the preparation of the 2017 budget, to prepare and present options for programming and implementing these improvements in future years.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MISSION this 15th day of June 2016.

APPROVED BY THE MAYOR this 15th day of June 2016.

_____
Steve Schowengerdt, Mayor

ATTEST:

_____
Martha Sumrall, City Clerk

City of Mission	Item Number:	6e.
ACTION ITEM SUMMARY	Date:	May 25, 2016
Administration	From:	Laura Smith

Action items require a vote to recommend the item to full City Council for further action.

RE: Real Estate Purchase and Pre-Development Agreement (Brinshore Development) for City Owned Property at 7080 Martway Street

RECOMMENDATION: Approve the Resolution authorizing the Mayor to execute a cancellation and mutual release agreement between the City and Brinshore Development, LLC.

DETAILS: The City was recently notified by Brinshore Development, LLC that they were not awarded 2016 Low Income Housing Tax Credits for the "Herald Corner" project. As such, they have requested that the existing real estate purchase and pre-development agreement for the former Neff property be cancelled.

The Resolution approves this action and authorizes the Mayor to execute a cancellation and mutual release agreement, to accomplish this. Per the existing agreement, the City will retain $22,500 of the earnest funds previously deposited by Brinshore to be applied to the cost of demolition of the structure.

Staff will prepare and present a report for the July 6th Committee meeting that outlines options the Council may wish to pursue regarding the property.

CFAA CONSIDERATIONS/IMPACTS: N/A

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	N/A

RESOLUTION NO. _____

A RESOLUTION APPROVING AND AUTHORIZING THE MAYOR TO EXECUTE A CANCELLATION AND MUTUAL RELEASE AGREEMENT BETWEEN THE CITY OF MISSION, KANSAS ("CITY") AND BRINSHORE DEVELOPMENT, LLC ("BRINSHORE") TO TERMINATE A REAL ESTATE PURCHASE AND PRE-DEVELOPMENT AGREEMENT.

WHEREAS, the City and Brinshore entered into that certain "Real Estate Purchase and Pre-Development Agreement ("Agreement") on March 19, 2014, which Agreement was amended on July 1, 2014, August 1, 2014 and July 28, 2015; and

WHEREAS, pursuant to Section 6(b) of the Agreement, Brinshore has asked that the Agreement be terminated and the refundable portion of the earnest money deposit made by Brinshore be returned to it; and

WHEREAS, City is willing to allow Brinshore to terminate the Agreement by excuting the Cancellation and Mutual Release Agreement ("Release") attached as Exhibit "A" and made a part hereof by reference.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF MISSION, KANSAS:

SECTION ONE The City of Mission, Kansas, a municipal corporation, does hereby approve and authorize the Mayor to execute the Release attached hereto as Exhibit "A", and made a part hereof by reference.

SECTION TWO This resolution shall become effective upon adoption by the Governing Body.

PASSED by the City Council this 15th day of June, 2016.

APPROVED by the Mayor this 15th day of June, 2016.

CITY OF MISSION, KANSAS

_____
Steve Schowengerdt, Mayor

ATTEST:

_____
Martha Sumrall, City Clerk

APPROVED AS TO FORM ONLY:

_____
David K. Martin, City Attorney

Exhibit "A"

CANCELLATION AND MUTUAL RELEASE AGREEMENT

That certain Real Estate Purchase and Pre-Development Agreement, dated March 19, 2014, between City of Mission, Kansas, a Kansas municipal corporation ("Seller"), and Brinshore Development L.L.C., a Kansas limited liability company ("Buyer"), concerning property described as:

TRACT 1:

Starting at the Northwest Corner of the Southwest Quarter of Section Eight (8), Township Twelve (12) South, Range Twenty-five (25) East; thence South on the West line of said Section Eight (8) a distance of 402.18 feet, thence South 89 degrees, 35 minutes East 41.19 feet to point of beginning; thence South 89 degrees, 35 minutes East 135.17 feet; thence North 18 degrees, 17 minutes East 110.66 feet; thence North 89 degrees, 41 minutes West 135.17 feet to a point on a curve having a radius of 470.5 feet; thence Southwest along said curve a distance of 111.13 feet to the point of beginning. In above description the West line of said Section Eight (8) has a bearing of North 0 degrees, 0 minutes East, Johnson County, Kansas.

TRACT 2:

Starting at the Northwest corner of the Southwest Quarter of Section Eight (8), Township Twelve South (12S), Range Twenty-five East (25E), in Johnson County, Kansas, thence South on the West line of said Quarter Section 402.18 feet, thence South 89 degrees, 35 minutes East 41.19 feet to point of beginning which point is on a curve having a radius of 470.5 feet thence continuing on said course South 89 degrees, 35 minutes East 135.17 feet, thence South parallel to the West line of said Quarter Section Ten (10) feet, thence North 89 degrees, 35 minutes West 137.19 feet to a point on said curve having a radius of 470.5 feet, thence Northeasterly on said curve 10.21 feet to point of beginning.

EXCEPT FOR THAT PART OF TRACTS 1 AND 2, DESCRIBED AS FOLLOWS:

A tract of land in the Southwest Quarter of Section 8, Township 12 South, Range 25 East of the 6th P.M., described as follows: Starting at the Northwest Corner of said Quarter Section; thence South along the West line 412.18 feet, thence South 89°, 35' East, 39.17 feet to a point of beginning, said West line having an assumed bearing of South 00°, 00' West; thence South 89°, 35' East, 10.8 feet along the Easterly right of way lien of the existing highway; thence North 00°, 00' East, 44.1 feet to said right of way line; thence Southwesterly on a curve of 470.5 feet radius to the left, along said right of way line, to the place of beginning AND FURTHER EXCEPT any part taken, used or dedicated for roads or public rights of way.

TRACT 3:

Beginning at a point 412.18 feet South of and 80 feet East of the Northwest corner of the Northwest Quarter of the Southwest Quarter of Section 8, Township 12, Range 25, in the City of Mission, Johnson County, Kansas; thence East 96.36 feet; thence South 187.91 feet; thence West 96.36 feet to a point 80 feet East of the West line of said Quarter Quarter Section; thence North 187.91 feet to the point of beginning.

TOGETHER WITH:

Use of Three designated parking places as provided in the instrument labeled "Easement Agreement" filed in Book 200410, Page 006754.

TRACT 4:

Beginning at the Northwest corner of the Southwest Quarter of Section 8, Township 12, Range 25, in the City of Mission, Johnson County, Kansas; thence East 376.67 feet on the North line of said Quarter Section using said North line as a due East and West course; thence South 47.21 feet; thence South 15 degrees 54' 30" East for a distance of 150 feet; thence South 63 degrees 07' 30" West for a distance of 221.68 feet to the point of beginning of the tract of land hereinafter described; thence South 52 degrees 46' 30" West for a distance of 7.89 feet to the Northeast corner of the property now owned by Loyd Neff and Ethelyn S. Neff; thence West 135.17 feet to the Easterly road right of way; thence Northeasterly on the Easterly road right of way for a distance of 120.32 feet to the Southwesterly corner of the property now owned by Kenneth H. Martin; thence South 38 degrees 26' 30" East 122.00 feet to the point of beginning.

EXCEPT
All that part of the Southwest Quarter of Section 8, Township 12, Range 25, in the City of Mission, Johnson County, Kansas, more particularly described as follows:
Commencing at the Northwest corner of the Southwest Quarter of said Section 8; thence South 89 degrees 47' 38" East measured (North 90 degrees East deeded), along the North line of the Southwest Quarter of said Section 8, a distance of 376.67 feet; thence South 0 degrees 12' 22" West measured (South 0 degrees East deeded), along a line perpendicular to the North line of the Southwest 1/4 of said Section 8, a distance of 47.21 feet; thence South 15 degrees 42' 08" East measured (South 15 degrees 54' 30" East deeded), a distance of 150 feet; thence South 63 degrees 19' 52" West measured (South 63 degrees 07' 30" West deeded), a distance of 221.68 feet; thence South 41 degrees 38' 37" West measured (South 52 degrees 46' 30" West deeded), a distance of 0.51 feet; thence North 38 degrees 14' 08" West measured (North 38 degrees 26' 30" West deeded), a distance of 40.96 feet, to the true point of beginning of subject tract; thence continuing North 38 degrees 14' 08" West, a distance of 80.18 feet, to a point on the Easterly line of an existing road right of way, as now established; thence Southwesterly along the Easterly line of said road right of way, said line being on a curve to the left, having a radius of 470.50 feet, a central angle of 5 degrees 29' 27' and whose initial tangent bearing is South 40 degrees 26' 32" West, a distance of 45.09 feet; thence South 70 degrees 30' 36" East, a distance of 81.88 feet, to the true point of beginning of subject tract.

AND EXCEPT

All that part of the Southwest Quarter of Section 8, Township 12, Range 25, in the City of Mission, Johnson County, Kansas more particularly described as follows:
Commencing at the Northwest corner of the Southwest Quarter of said Section 8; thence South 89 degrees 47' 38" East measured (North 90 degrees East'deeded), along
the North line of the Southwest Quarter of said Section 8, a distance of 376.67 feet; thence South 0 degrees 12' 22" West measured (South 0 degrees East deeded),
along a line perpendicular to the North line of the Southwest Quarter of said Section 8, a distance of 47.21 feet; thence South 15 degrees 42' 08" East measured (South 15 degrees 54' 30" East deeded), a distance of 150 feet; thence South 63 degrees 19' 52" West measured (South 63 degrees 07' 30" West deeded), a distance of 221.68 feet; thence South 41 degrees 38' 17" West measured (South 52 degrees 46' 30" West deeded), a distance of 0.51 feet; thence North 38 degrees 14' 08" West measured (North 38 degrees 26' 30" West deeded), a distance of 40.96 feet, to the true point of beginning of subject tract; thence continuing North 38 degrees 14' 08" West a distance of 80.18 feet, to a point on the Easterly line of an existing road right of way, as now established; thence Northeasterly, along the Easterly line of said road right of way, said line being on a curve to the right having a radius of 470.50 feet, a central angle of 0 degrees 03' 44' and whose initial tangent bearing is North 40 degrees 26' 32" East, a distance of 0.51 feet; thence South 38 degrees 14' 08" East, measured (South 38 degrees 26' 30" East deeded), a distance of 80.29 feet; thence South 52 degrees 47' 20" West, a distance of 0.50 feet, to the true point of beginning subject tract.

TRACT 5:

COMMENCING AT THE NORHTWEST CORNER OF THE SOUTHWEST Quarter OF SECTION 8, TOWNSHIP 12 SOUTH, RANGE 25 EAST, IN THE CITY OF MISSION, JOHNSON COUNTY, KANSAS; THENCE SOUTH, ALONG THE WEST LINE OF SAID SECTION 8, 402.18 FEET; THENCE SOUTH 89°, 35', 00" EAST, 176.36 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 18°, 17', 00" EAST, 110.66 FEET; THENCE NORTH 52°, 27', 30" EAST 7.89 FEET; THENCE NORTH 63°, 16', 01" EAST, 41.24 FEET; THENCE SOUTH 163.00 FEET; THENCE NORTH 89°, 35', 00" WEST, 77.81 FEET; THENCE NORTH 34.00 FEET TO THE POINT OF BEGINNING.

TRACT 6:

All that part of the Southwest Quarter of Section 8, Township 12, Range 25, now in the City of Mission, Johnson County, Kansas, more particularly described as follows:
Commencing at the Northwest corner of the Southwest ¼ of said Section 8; thence South 89 degrees, 47 minutes, 38 seconds East, along the North line of theSouthwest Quarter of said Section 8, a distance of 590 feet, to a point on the centerline of Broadmoor, as now established; thence South 0 degrees, 12 minutes, 22 seconds West, along the centerline of said Broadmoor, a distance of 285 feet; thence North 89 degrees, 47 minutes, 38 seconds West, along a line parallel to the North line of the Southwest Quarter of said Section 8, a distance of 235 feet to the true point of beginning of subject tract; thence North 82 degrees, 50 minutes, 36 seconds West, a distance of 98.89 feet, to the Northeast corner of a tract of land as conveyed in Warranty Deed as filed in Volume 896 at Page 655 in the Office of the Register of Deeds of Johnson County, Kansas, said point also being 255.16 feet East of the West line of the Southwest Quarter of said Section 8, thence South 0 degrees, 08 minutes, 36 seconds East along the East line of said Warranty Deed and along a line 255.16 feet East of and parallel to the West line of the Southwest Quarter of said Section 8, a distance of 163.44 feet measure (163 feet Deed), to the Southeast corner of said Warranty Deed; thence South 89 degrees, 43 minutes, 36 seconds East, a distance of 107.17 feet; thence North 0 degrees, 12 minutes, 22 seconds East, a distance of 21.60 feet; thence North 89 degrees, 47 minutes, 38 seconds West, a distance of 10 feet; thence North 0 degrees, 12 minutes, 22 seconds East, a distance of 130 feet, to the true point of beginning of subject tract.

is hereby declared mutually terminated and each party releases the other party from any obligation to consummate the sale or purchase of said property.

The parties hereby instruct CHICAGO TITLE COMPANY, LLC to release the escrow deposit of $50,643.90 to:

$22,500.00 to SELLER

$28,143.90 to BUYER

And release CHICAGO TITLE COMPANY, LLC from any obligation or liability with respect to the title commitment or earnest money escrow.

SELLER:
City of Mission, Kansas, a Kansas municipal corporation

By_____

DATED:_____

BUYER:
Brinshore Development L.L.C., a Kansas limited liability company

By_____

DATED: _____

City of Mission	Item Number:	8a.
ACTION ITEM SUMMARY	Date:	6/9/2016
PUBLIC WORKS	From:	Laura Smith

Action items require a vote to recommend the item to full City Council for further action.

RE: Safe Routes to School Phase II Infrastructure Grant Application

DETAILS: The Mid-America Regional Council's most recent call for federal transportation projects closed March 25th. The Safe Routes to School Phase I Study was not yet completed, but staff worked with Olsson Associates to expedite the preparation of the study's infrastructure improvements, in order to apply for grant funding for recommendations included in the final report. The City's next opportunity to receive funding for a recommended project would have been in 2018 with scheduled construction in 2021 or 2022.

Staff selected three projects that were larger in scale than the City's typical maintenance project size; ready for construction with a minimum of additional design or planning effort; and perhaps most importantly, likely to be scored favorably under MARC's grant selection criteria. The projects submitted included:

- The installation of **bike lanes** running the length of Lamar Avenue, which benefit bicyclists, reduce traffic speeds, and increase separation between cars and pedestrians;
- **Crosswalk improvements**, including the installation of a flashing pedestrian signal beacon (RRFB) at 63rd and Nall (benefitting Highlands Elementary); and
- **Crosswalk improvements**, including the installation of a flashing pedestrian signal beacon (RRFB), at 53rd and Outlook (benefitting Rushton Elementary).

The total estimated cost for the improvements was $151,187, with proposed construction in 2019. The maximum award the City may receive would be $120,000, or about 80% of total cost. As of mid-May, the City's application was the highest scoring proposal in either Kansas or Missouri (see attached project listing). While rankings can change significantly, staff believes it is likely that the City's application would receive funding.

Following discussion at the June 1st Community Development Committee meeting, there have been multiple concerns expressed regarding the projects submitted in the grant application. Before we proceed any further, it is important that the City Council take action on whether to continue to advance the grant request through the process.

There is not an opportunity to amend the application to include projects other than those currently identified. The only option at this time is to reduce the scope of the application or withdraw it entirely. The majority of the concerns expressed seem to center around the pedestrian beacons. If the Council is not comfortable with the grant as submitted, Staff recommends withdrawing one, or both, of the beacons from the application, but leaving the striping of bike lanes on Lamar intact. A cost comparison for the various options is included with the action item summary for your review.

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	N/A

City of Mission	Item Number:	8a.
ACTION ITEM SUMMARY	Date:	6/9/2016
PUBLIC WORKS	From:	Laura Smith

Action items require a vote to recommend the item to full City Council for further action.

CFAA IMPACTS/CONSIDERATIONS: The proposed projects directly support the Communities for All Ages checklist, which states that the City should “consider the needs of persons of all ages in the siting, design, and development of public spaces [...including…] walkways [and] streetscapes”, and that the City should “plan and construct bike and pedestrian facilities to maximize use and safety for all users.”

Related Statute/City Ordinance:	N/A
Line Item Code/Description:	N/A
Available Budget:	N/A

City of Mission, Kansas
Safe Routes to School Phase II Construction
Grant Scenarios
2019 Estimated Construction Costs
June 10, 2016

Project	Federal Share (~80%)	City Share (~20%)	Total Cost
As submitted	$120,000	$31,187	$151,187
53rd Street RRFBs and Lamar Bike Lanes	$99,000	$24,803	$123,803
63rd Street RRFBs and Lamar Bike Lanes	$90,000	$23,233	$113,233
Lamar Bike Lanes only	$68,000	$17,849	$85,849

MARC
MID-AMERICA REGIONAL COUNCIL

MARC Transportation Department
2016 Call for Projects

Summary of Mission Safe Routes to School Phase II Facilities

Logout

Mission

Contact Information

Organization:	Mission
Contact person:	Glen Cole
Title:	Management Assistant
Phone:	9136768365
E-mail:	gcole@missionks.org
Organization address:	6090 Woodson St Mission, KS 66212

General Information

G8.1 Project title:	Mission Safe Routes to School Phase II Facilities
G8.2 Project description:	To improve pedestrian safety to and from Missions schools in response to the Citys SRTS Phase I Study, the project retrofits bike lanes and sharrows to both sides of Lamar Ave (from Foxridge Dr to Shawnee Mission Pkwy), and installs Rapid Rectangular Flashing Beacons (RRFBs) and related ADA improvements for crosswalks located at Nall & 63rd and Outlook & 53rd.
G8.3 Project contact:	John Belger Public Works Director 913-676-8381 jbelger@missionks.org
G1. Project Type:	Non-Motorized Transportation - Facilities and SRTS Infrastructure
G2. Funding Stream:	TAP
G3. TIP Number:	
G4. State:	Kansas
G5. Project county:	1. Johnson
G6. Project municipality:	1. Mission
G7. Multiple agencies / jurisdictions?	No N/A
G8.4 Purpose and need:	The project implements three key proposals to improve student safety from the Citys SRTS Study. 1. Retrofit Lamar Ave (Major Collector) with bike lanes (sharrows S of Johnson Dr.) from Foxridge (I-35) to Shawnee Mission Pkwy for travel to Rushton Elem, Horizons High, and SM North High. In addition to bicycle benefits, this reduces lane width (and travel speed) and increases lateral separation of cars and adj. sidewalks. 2. Install a RRFB at Nall Ave (Minor Arterial) & 63rd Ter for crossings to Highlands Elem. The crosswalk is a key student route, but has high vehicle traffic

from Shawnee Mission Pkwy. This will significantly improve pedestrian visibility and safety. 3. Install a RRFB and ADA improvements at 53rd St & Outlook St for crossings to Rushton Elem and Waterworks Park. The crosswalk is controlled by an unwarranted pedestrian-triggered stoplight that does not meet MUTCD or ADA standards. This provides an accessible crossing compliant with current standards.

G9. Origin and ending

Route:	Lamar Ave
From:	Foxridge Drive
To:	Shawnee Mission Boulevard
Length (Miles):	2.01
G10. Functional Classification:	Minor Arterial
G11. In Transportation Outlook 2040?	No Decade: --Select--
G12. Muli-Agency Plan?	Yes While pursued primarily by the City of Mission, the final Study is expected to include proposed improvements within the City of Overland Park and the City of Prairie Village. Additionally, certain proposed improvements affect Shawnee Mission Parkway, which is controlled and maintained by KDOT. The City will work cooperatively with these agencies with the goal of implementing all improvements recommended in the Safe Routes to School study and furthering the programs goals.
G13. Included in a CIP?	Yes The final SRTS study and full list of improvements are pending, but could not be finalized prior to the application deadline for this Call for Projects. The City desires to pursue these high-impact projects prior to the next proposal period for federal funds (funding availability in 2021 or later). In the immediate future, the City intends to formally adopt the final recommendations of the SRTS study by Resolution. This summer, the City will schedule this project and selected other recommendations - among at least 17 other small-scale infrastructure projects estimated to cost over $250,000 in the aggregate - in the Citys Streets CIP upon its annual revision. The studys other infrastructure recommendations would be implemented with predominantly local funding. The City will also explore opportunities for SRTS safety, education, and encouragement programming with Shawnee Mission School District and other community partners after the study is finalized.
G14. Planning stage:	Preliminary Plan
G15. Reviewed by state DOT?	No
G16. Right-of-Way acquisition:	All acquired or none needed
G17. ROW by local public agency process manual?	Yes
G18. Other unique local goals and objectives?	Yes The City is an active participant in MARCs Communities for All Ages (CFAA) initiative, and currently has been recognized at the bronze level for participation. This project supports two key items on the CFAA checklist: 1-B, which states that "the city plans and constructs bike and pedestrian facilities to maximize use and safety for all users," and 3-B, which states that the city "is taking steps to implement [a Complete Streets] policy." The Citys comprehensive plan contains multiple goals designed to enhance alternate modes of transportation generally, as well as pedestrian and bicycle traffic specifically.
G19. Transportation Disadvantaged Population:	In addition to serving an identified Environmental Justice Tract (see G25), a mix of affordable high-density multifamily housing is located on Foxridge Ave and, following the completion of CIP improvements in 2019/2020, would have connected bike-ped facilities to the Lamar improvements. Additionally, elementary students on the street and in the area attend Rushton Elementary - often by travelling to the RRFB crosswalk proposed on 53rd Street. Notably, in this Census

	tract (Tract 503.01): *4% (98 households) do not own any vehicle (ACS 2014 File #B08201) *6% of all residents identify as Latino/a (ACS 2014 File #DP05) *14.8% of all residents identify as Black (ACS 2014 File #DP05) *10.7% of all residents live below the poverty line (ACS 2014 File #DP03) More broadly, Johnson County UCS identifies Mission as having the highest rate of low- and medium- income households in urban Johnson County (3rd highest overall). Most households within half a mile of the improvements are in CDBG-eligible areas (see attached map). With few exceptions, virtually any household in the City could directly benefit from at least one of the proposed improvements in this project.
G20. Relevant Public Engagement:	The project emerged from public engagement for the Citys Safe Routes to School Phase I study. Engagement included public meetings for school district parents, focus groups with high school students, walking tours surrounding each school, and key person interviews with members of the school district and the community. Notably, staff and the Citys consultants engaged directly with a large number of parents at Rushton Elementary and students at Horizons High that primarily used non-vehicle transportation. Additionally, the study was publicized in a quarterly release of the Citys Mission Magazine including contact information for readers to submit comments. Barriers and deficiencies identified through this engagement led directly to the solutions recommended by the study, including the facilities included in this project. These facilities were not previously planned or contemplated by the City.
G21. Planned Public Engagement:	The City will continue to engage with the school and community partners identified in G20 throughout the implementation of the Safe Routes to School Study recommendations, including this project.
G22. Sustainable Places Criteria:	----Active Transportation/Living---------- Complete Street Design---Connected Street Network---Context Appropriate Streets------- ----------Integrated Trail System--- ---------Pedestrian-Oriented Public Realm--- ---------- ------
G22.1. Describe CSP relationship:	The project improvements would support Active Transportation to local activity centers, Complete Street Design (as further explained in G30.2), and the creation of a Pedestrian-Oriented Public Realm ("minimize exposure to moving vehicles"; "pay special attention to improving crosswalks[...]"). The project improvements provide connections among the Citys Rock Creek Trail (part of the Shawnee Mission Parkway MetroGreen trail), the vicinity of the planned Turkey Creek MetroGreen trail, Waterworks Park, and Streamway Park. Connected Street Network: The project increases bike-ped access throughout the city and to multiple transit stops; it also provides safe mid-block connections at key destinations (schools, parks). Context Appropriate Streets: Lamar serves as a major north-south route, as a residential street, and as a access route to Rushton Elem. for young students. The project balances these competing interests and users while remaining feasible in the areas difficult terrain.
G23. Implements Sustainable Places Initiatives?	No N/A
G24. Serves Regional Activity Center?	Yes Highest-Intensity and Most-Walkable Centers Lamar Avenue is a key north-south link through Mission, and connects to the Citys non-motorized, pedestrian-realm facilities in downtown Johnson Drive (the Citys major activity center). The increased non-motorized travel enabled by this project will directly increase the centers connectedness to Missions neighborhoods, and produce health benefits for activity center users. Future connections utilizing Lamar may multiply this effect. The RRFB installations may promote walking generally throughout the City, including to activity centers. Travel to schools is a routine trip for many households, and walking enhancements to this key destination may spillover to continue the trip on foot to other destinations, including those within defined activity centers. Additionally, the RRFB on Nall - itself within an activity center - will directly promote pedestrian access to the east side of the Johnson Drive activity center.
G25. Environmental justice tracts?	Yes The northwest quadrant of Mission - west of Lamar Ave and North of Johnson Drive - is classified as an environmental justice tract. For residents in this area, Lamar is

	the primary route for north-south travel within the City and to adjacent communities. The installation of bike lanes and consequent increase in pedestrian buffer and decrease in vehicle speeds will significantly improve non-motorized access to the tract, especially when paired with the Citys planned non-motorized improvements to Foxridge Drive in 2017/2018 (within the tract). During public engagement for the Safe Routes to School study, multiple residents living west of Lamar identified 53rd Street as a primary route they used to access Waterworks Park and, through the park, Rushton Elementary. The RRFP installation on 53rd Street (connecting to Waterworks Park) improves access between the tract and these key destinations for non-motorized travellers.
G26. Reduces greenhouse gas emissions?	Yes The project increases safety and connectivity for non-motorized travel, and is expected to support mode shift from motorized to non-motorized travel for short neighborhood travel to nearby shopping centers, parks and recreational facilities, and schools. In particular, increasing the safety and attractiveness of these selected corridors may lead to substantial reductions in vehicle transit to and from the schools studied in the Citys first phase of Safe Routes to School participation. These short-haul trips are among the least efficient and most avoidable trips for local residents. Travel to schools is a routine trip for many households, and enhancing the attractiveness and accessibility of non-motorized travel to this key destination may spillover into choosing to continue a trip on foot to other destinations. Supporting data to estimate reductions empirically is provided later in this application.
G27. Natural Resource information:	N/A. Project solely adds pedestrian facilities to existing roadways in fully developed areas.
G28. Community Links at Watershaed Scale:	N/A. Project solely adds pedestrian facilities to existing roadways in fully developed areas.
G29. Explain local land use or comprehensive plans:	The Citys comprehensive plan contains multiple goals designed to enhance alternate modes of transportation generally, as well as pedestrian and bicycle traffic specifically.
G30.1 Complies with MARC's CSP?	Yes
G30.2 Exception to the MARC CSP?	No The project consists exclusively of facilities that support the goals of MARCs Complete Streets Policy. Bike lanes are specified as a Complete Street strategy in MARCs Complete Street Handbook, as are reduced lane widths, which would be a definite consequence of the bike lane addition. While the Handbook does not specify RRFBs as a strategy specifically, these installations support the goals of the Complete Streets Policy. More broadly, the Handbook also contemplates similar crosswalk improvements (i.e. Pedestrian Countdowns, Accessible Pedestrian Signals, Leading Pedestrian Intervals) as valid strategies supportive of Complete Streets.

Traveler Type (All Ages & Abilities)

Pedestrians:

Mobility Aids:

Bicyclists:

Transit Riders:

Cars:

Trucks:

Motorcycles:

Buses:

Green Streets:

Project Financial Information

TAP Federal amount:	120 (Thousands of $)
TAP Match amount:	31 (Thousands of $)
TAP Year requested:	2019
Source of Local Match:	Missions 0.25% sales tax dedicated for street projects.
Explain:	N/A.
Scope Change:	Project can be phased across 2019/2020 without difficulty ($86k spend for bike lanes, $65k for RRFBs). The City would prefer to keep the RRFB installations paired in the same funding year to accomplish that work with a single bid and installation contractor.

Cost Breakdown:

Highway:	0 %
Transit:	0 %
Bike:	57 %
Pedestrian:	43 %
Other:	0 %

Additional Information for Bicycle/Pedestrian Projects

C2.1 Connectivity improvement:	Improves access to public transit Removes a major barrier to travel
C2.2 Access to transit?	Yes
C2.2 Boardings:	73
C2.2 Project subclassification:	Bikeways
C2.3 Other subclassification:	Pedestrian Facilities
C2.4 Who will the bikeway/facility serve?	Cyclists on-streets
C2.5 Reason proposed:	N/A. (C2.3 Note - KCATA only had average daily ridership available for Route 546, including the 51st and Lamar stop. There is no weekday boarding count or estimate available for the specific stop in question.)
C2.6 facility length:	2.01 miles
C2.7 facility composition:	Asphalt

C2.8 Vehicular Average Daily Travel (ADT):

Segment	Roadway ADT	Length (Miles)	# of Through Lanes	Posted Speed Limit	route	Functional Class
a:		2.01	2	30	Lamar	Maj. Collector
b:		0	3	35	Nall	Min. Arterial
C:		0	2	25	W 53rd St	Unclassified
d:						

C2.9 Information source:	See attached spreadsheets for ADTs. Traffic counts were retrieved from a database maintained by Johnson County AIMS. Each individual traffic count includes the date of the study and the party (or parties, where consulting engineers are involved) that performed the count.
C2.10 % Next to residential property:	80 %
C2.11 Centers within 1/4 mile:	20
C2.12 Centers within 1/2 mile:	37
C2.13 Connects to an existing facility?	Yes The route would intersect the Citys 2017/2018 Foxridge Dr pedestrian improvements to the north, pedestrian amenities on Johnson Dr, bicycle lanes on Martway St, the Citys shared use Rock Creek Trail, and the planned Turkey Creek Streamway trail (see T3.7). The facility would additionally link to Overland Parks planned bicycle facilities on Lamar south of Shawnee Mission Pkwy, and a Regional Bike Plan Corridor that travels east-west on 61st St. Cumulatively, these connections would facilitate travel to and from the Nall Ave and 63rd Regional Bicycle Corridors, and the 67th Street and Santa Fe Dr. Regional Bicycle Connectors. A more extensive discussion can be found in Section T3.1a.
C2.14 Connection/Transition considered?	Yes See Section C2.15a. The facilities interconnect to residential streets and other targeted pedestrian and bicycle amenities at intersections along the route. A user is not expected to have difficulties transitioning among the facilities.
C2.15 Project life:	20 Years
C2.15a Life explanation:	N/A.

Additional Information for Sidewalks or On-Street Bike Facilities

C3.1. Project length:	2.01 miles
C3.2. Current AADT per road lane:	1569500
C3.3. 2040 AADT per road lane:	1752000

	Current	As Proposed
C3.4. Number of thru lanes: (both directions)	2	2
C3.5. Median type:	None	None
C3.6. Posted speed:	30mph	30mph
C3.7. Bike lane:		Proposed Bike Lane
C3.8. Bike Lane width in feet:	0	5
C3.9. Outside lane width:	Wide	Typical
C3.10. Lane width in feet:	16	11
C3.11. Pavement condition for bikes:	Typical	Typical
C3.12. Sidewalk:	Sidewalk	Proposed Sidewalk
C3.13. Sidewalk width in feet:	5	5
C3.14. Sidewalk/Roadway separation:	Adjacent	Typical
C3.15. Roadway protective barrier:		

C3.16. Obstacle to bus stop:

TAP Community Relationship and Benefits

T4.1 Relationship to transportation system: Function - has a functional relationship to the transportation system

T4.2 Transportation benefit and relation description: The construction of pedestrian and bicycle facilities is a functional component of the transportation system serving Mission and adjacent communities. The project will significantly improve bike-ped safety on Lamar Avenue, help to address speed limit concerns on that street, and interconnect a number of bicycle and pedestrian facilities throughout Mission and adjacent communities. The Citys CIP includes the reconstruction of Foxridge Avenue, a major multifamily housing corridor, in 2017/2018. The reconstruction of the street includes new bicycle and pedestrian facilities that link to the northernmost intersection of Lamar within the City. When the Foxridge improvements, Lamar bicycle lanes, and 53rd and Outlook RRFB are combined, the sum improvements will drastically increase the ability of these residents to access Rushton Elementary and other destinations within Mission.

T4.3 Project beneftis: The primary purpose and benefit of the project is to increase the safety and attractiveness of walking and biking to school for Mission students. Each component of the project was selected for its high level of impact in increasing student safety along identified routes. The bicycle lanes on Lamar will decrease lane width and traffic speeds, increase the separation of pedestrians and vehicles, and provide dedicated facilities for bicycle users travelling to multiple schools. The RRFB installations will create safe, highly visible crossings for students travelling to both of Missions elementary schools. The projects generate additional benefits, particularly as the project affects Lamar Avenue. The Lamar bike lanes will significantly improve pedestrian and bicycle accessibility throughout Mission by creating a north-south bike-ped link connecting the heart of Missions residential neighborhoods to shopping, recreation, and transit opportunities. The RRFB installations also increase the safety of other pedestrian routes that access those same opportunities.

Project Maintenance:

T4.4 Maintenance description: The City will be responsible for all maintenance costs and will program appropriate tasks into the Citys Streets CIP using existing funding. Notably, the City treats RRFBs as a traffic signal, and provides for preventative maintenance and repair in an annual service agreement with an electrical contractor.

T4.5 Maintenance Activity Table:

Maintenance Task	Task Cost	Frequency	Annual Cost
RRFB Maintenance (#1)	150	Annual Contract	150
RRFB Maintenance (#2)	150	Annual Contract	150
Restriping	86000	8 Years	10750
Total annual cost:			**11050**

Environmental and Cultural Resource Considerations:

T4.6 Project involves:

Parks and recreation areas

T4.7 Impact description and correspondence with state agencies :	No adverse impacts expected. The project will directly increase access to Citys Waterworks Park and Rock Creek Trail. Other routes will enable access to the Citys Streamway Park.

Planning:

T4.8 Regional plan type:	Other
T4.8a Relationship to plans:	MARCs Regional Bikeway Plan designates Lamar north of 51st Street to Merriam Ln. as a Regional Corridor. The project would add designated bike lanes for most of the Corridors extent on Lamar Avenue within Mission; it would not include the I-35/Lamar bridge, which is controlled by KDOT and does not have bicycle or pedestrian facilities.
T4.9 Local plans supporting project:	The Citys comprehensive plan contains multiple goals designed to enhance alternate modes of transportation generally, as well as pedestrian and bicycle traffic specifically. When finalized, the City intends to adopt the Safe Routes to School Phase I Study by resolution. The Study would be treated as an implementation plan. The project directly implements certain recommendations of the plan.

Project Support

T4.10 Multi-jurisdictional support?	No N/A.
T4.11 Community support for the project:	The project emerged from public engagement for the Citys Safe Routes to School Phase I study. Engagement included public meetings for school district parents, focus groups with high school students, walking tours surrounding each school, and key person interviews with members of the school district and the community. Notably, staff and the Citys consultants engaged directly with a large number of parents at Rushton Elementary and students at Horizons High that primarily used non-vehicle transportation. Additionally, the study was publicized in a quarterly release of the Citys Mission Magazine including contact information for readers to submit comments. Barriers and deficiencies identified through this engagement led directly to the solutions recommended by the study, including the facilities included in this project. These facilities were not previously planned or contemplated by the City. Limited opposition to the project is expected, if any. Any opposition would be in response to reduced travel speeds on Lamar Ave. The City historically has not had significant opposition to bicycle and pedestrian improvements on similar streets.
T4.12 Project priority:	1

TAP - Additional Information for Bicycle and Pedestrian Facilities

T3.1 Completes missing link or provides new access?	Yes The Lamar bike lane installation would create a local north-south corridor through Mission for bicyclists, and improve pedestrian access along the same corridor (by increasing vehicle-sidewalk distances and decreasing vehicle travel speeds). The route would intersect the Citys 2017/2018 Foxridge Dr pedestrian improvements to the north, pedestrian amenities on Johnson Dr, bicycle lanes on Martway St, the Citys shared use Rock Creek Trail, and the vicinity of the planned Turkey Creek Streamway trail (see T3.7). The facility would additionally link to Overland Parks planned bicycle facilities on Lamar south of Shawnee Mission

	Pkwy, and a Regional Bike Plan Corridor that travels east-west on 61st St. Cumulatively, these connections would facilitate travel to and from the Nall Ave and 63rd Regional Bicycle Corridors, and the 67th Street and Santa Fe Dr. Regional Bicycle Connectors.
T3.2 Is this part of a phased project?	Yes
T3.3 Addresses a barrier?	No N/A.
T3.4 Improves access to major transit facilities?	Yes The Lamar bike lanes would provide direct access to the 51st and Lamar bus stop (Route 546), as well as nearby access to the Powell Center bus stop (multiple routes). While further away from the facility, it is reasonable to expect that some users may travel down Johnson Drive to the Mission Transit Center about half a mile from the bike route.
T3.5 Width of intersection crossings:	See below
T3.6 Crossing treatments or hazard mitigation at intersections:	The only pedestrian elements of the project are crossing treatments at uncontrolled crosswalks in the City.
T3.7 Green technologies?	Yes Other RRFB installations by the City use photovoltaic cells to provide solar power. The City desires to continue this practice in this project; however, the tree canopy may make solar power unfeasible for these installations.
T3.8 Includes appropriate design elements for:	
	TrafficCalming Visibility
T3.9 Describe design elements:	The additional bicycle lanes will narrow excessively wide travel lanes on Lamar Avenue, reducing traffic speeds. As proposed in the project, RRFBs are a visibility treatment for uncontrolled pedestrian crossings that would exceed MUTCD requirements. RRFBs are permissible under the MUTCD per a 2008 Interim Approval still in effect.
T3.10 This project is a:	Sidewalk or on-street bicycle facility

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Supporting Documents

- File 1: 808_ProjID-Exhibit A - Area Map and Letters of Support.pdf
- File 2: 808_ProjID-Exhibit B - Traffic Counts.xlsx
- File 3: 808_ProjID-Exhibit C - Engineers Estimate.pdf
- File 4: 808_ProjID-Exhibit D - Specific Project Exhibits reduced size.pdf

Return to My Projects page

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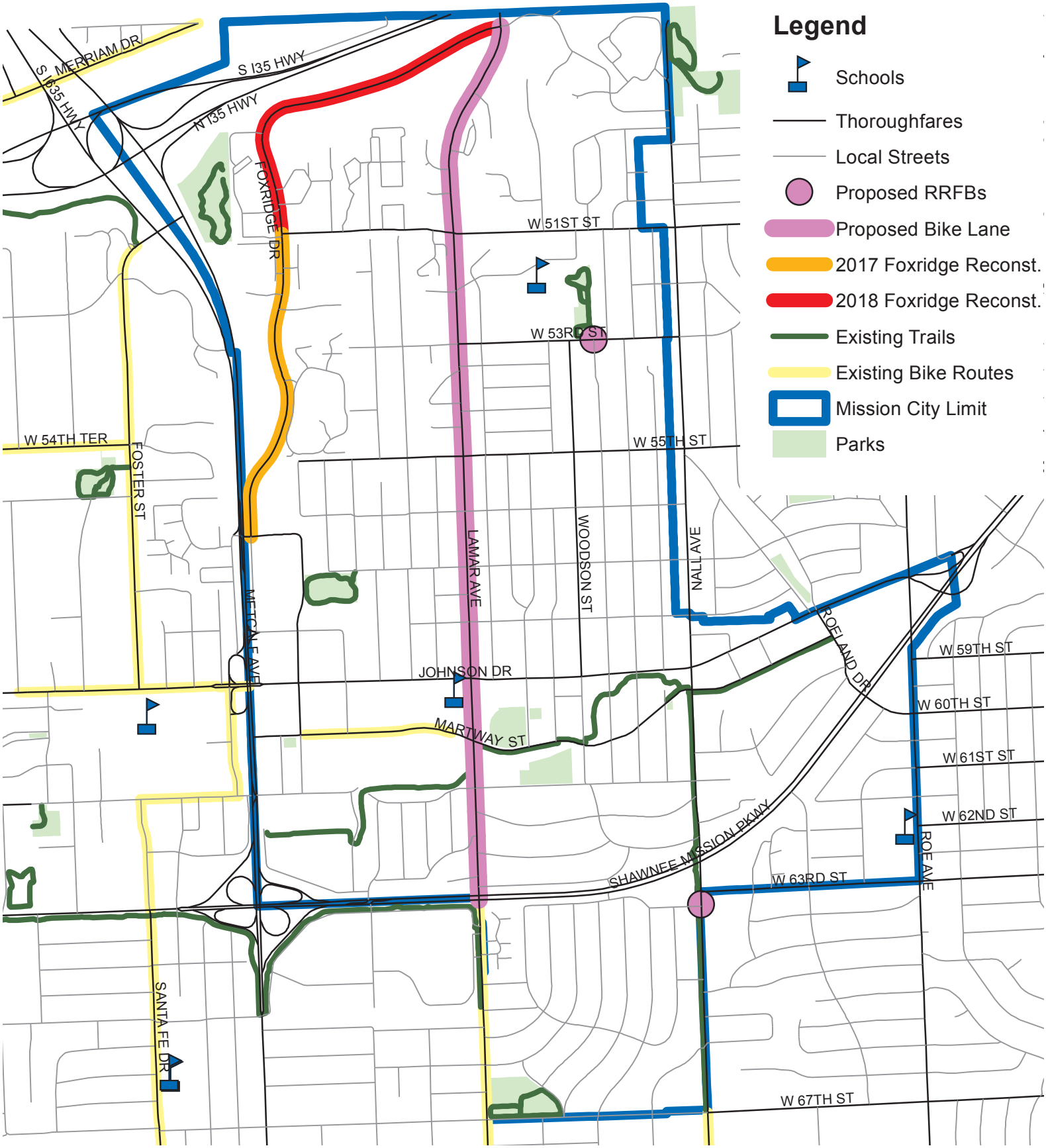
600 Broadway, Suite 200
Kansas City, MO 64105
816/474-4240
Fax 816/421-7758

MARC programs that receive federal funding may not discriminate against anyone on the basis of race, color or national origin, according to Title VI of the Civil Rights Act of 1964.
Title VI policy | Americans with Disabilities Act resources

City of Mission
MARC 2016 Call for Projects
Safe Routes to School Phase II Facilities - Map Exhibit



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CITY OF MISSION
KANSAS

6090 Woodson Street
Mission, KS 66202
(913) 676.8390
www.missionks.org

March 25, 2016

Active Transportation Programming Committee
Total Transportation Policy Committee.
Mid-America Regional Council
600 Broadway, Suite 200
Kansas City, MO 64105

RE: Mission Safe Routes to School Phase II Facilities

To whom it may concern:

It is my pleasure to write this letter in support of the City's application for Phase II of our Safe Routes to School program.

In 2015, Mission's City Council directed staff to proceed with a Phase I study that would provide a plan of action to improve student safety within our city. The study has not been finalized and presented to the Council, but the proposals included in this application have been recommended by the study consultants. They represent a major step forward in realizing the goals of the Safe Routes to School program in our community, and everyone in our community will be able to benefit from these improvements.

Due to the application deadline, we were unable to present this item for a formal resolution of support by the City Council. However, the safety of our children is one of the Council's highest priorities. The Council voted unanimously to proceed with Phase I of our Safe Routes to School program, and I expect they will do so again to adopt the study and its recommendations.

I fully support this application to complete the next phase of Mission's Safe Routes to School program, as well as the specific projects it describes.

Sincerely,

Steve Schowengerdt
Mayor

Office of the Principal

Shawnee Mission School District
Horizons High School
5900 Lamar • Shawnee Mission, Kansas 66202
Phone (913) 993-9500 • Fax (913) 993-9599 • www.smsd.org

March 25, 2016

Active Transportation Programming Committee
Total Transportation Policy Committee
Mid-America Regional Council
600 Broadway, Suite 200
Kansas City, MO 64105

To Whom It May Concern,

In January of this year, Horizons Alternative High School had a chance to partner with the City of Mission and participate in the Safe Routes to School study process. Through this process our students were able to collaborate and problem-solve with city leaders and planners around improving not only their school community, but the community and city of Mission for years to come. As a result of these collaboration, the City of Mission is proposing the following items to better serve our students and community as a whole:

- Bike lanes running the length of Lamar Avenue, which benefit bicyclists, reduce traffic speeds, and increase separation between cars and pedestrians;
- Crosswalk improvements, including a flashing pedestrian signal beacon, at 63rd and Nall (Highlands);
- Crosswalk improvements, including a flashing pedestrian signal beacon, at 53rd and Outlook (Rushton);

We feel that these three proposals are important in continuing to provide the safest routes to school, but more importantly allow the City of Mission to continue to provide the safest travel for all community members.

If I can be of assistance in providing more feedback please let me know and I will make myself available to help.

Respectfully,

Paul B. Colwell, Ed.S.
Principal

BikeWalkKC
3269 Gillham Road, Suite C
Kansas City, MO 64109
816-205-7056 bikewalkkc.org

March 25, 2016

Active Transportation Programming Committee
Total Transportation Policy Committee
Mid-America Regional Council
600 Broadway, Suite 200
Kansas City, MO 64105

RE: Mission Safe Routes to School Phase II Facilities

To whom it may concern:

It is my pleasure to write this letter in support of the City of Mission's Phase II proposal to continue their participation in Safe Routes to School.

I am Eric Rogers, the executive director of BikeWalkKC. Our mission is to "redefine our streets as places for people to build a culture of active living," and this proposal is a positive step to make our mission a reality in Mission and in the Kansas City region. The improvements proposed would address identified problem areas for walkers and bikers, and would create viable connections between home, work, entertainment and shopping areas, schools, and parks that do not require cars to access.

In particular, the proposal would provide great benefits to Mission students that last them a lifetime. Walking to school gives kids much-needed physical activity, exposes them to the social and natural environment, and can start healthy habits that persist into adulthood. As a longtime partner in the region's efforts to promote Safe Routes to School, we believe that these facilities can increase student safety and their comfort level with walking and biking to school.

In conclusion, I fully support this application to begin the next phase of Mission's Safe Routes to School program.

Sincerely,

Eric D. Rogers

Eric Rogers
Executive Director

CITY OF MISSION
KANSAS

6090 Woodson Street
Mission, KS 66202
(913) 676.8390
www.missionks.org

March 25, 2016

Active Transportation Programming Committee
Total Transportation Policy Committee.
Mid-America Regional Council
600 Broadway, Suite 200
Kansas City, MO 64105

RE: Mission Safe Routes to School Phase II Facilities

To whom it may concern:

I serve as the Chair of Mission's Sustainability Commission. Our mission is to "advocate for policies and actions that encompass People, Planet, and Prosperity in order to incorporate sustainable practices in our community." It is my pleasure to write this letter in support of the City's application for Phase II of our Safe Routes to School program, which is in direct alignment with our committee's mission and goals.

Supporting the ability for people to walk and bike to their destinations is a great way to improve our community's sustainability. It promotes healthy activity and living, reduces dependence on vehicles for short trips, and can make our community more accessible to residents who do not own a car. All of these benefits are even more important in the lives of our students, who can benefit from these positive practices for their whole lives.

One of the goals identified in the Sustainability Commission's current action plan is to "Enhance Accessibility and Mobility" for our diverse population. The projects contained in the City's Phase II application provide safe, attractive routes for students to school, especially for those living in the City's lower income neighborhoods. These improvements will also help make Mission much more accessible to all of our diverse pedestrians and bicyclists. As a package, these improvements will make it easier for these transportation users to access transit, Mission's Downtown District, our parks system, and regional trails.

I fully support this application to complete the next phase of Mission's Safe Routes to School program, as well as the specific projects it describes.

Sincerely,

Manny Trillo
Chair, Mission Sustainability Commission

City of Mission - STP Set-Aside Application - MARC 2016 Call for Projects (FFY 2019/2020)
Mission Safe Routes to School Phase II Facilities
Project Area Traffic Counts - retrieved from Johnson County AIMS

	LOCATION	LOCDESC	LOCID	LOCORIGIN	CITY	COUNTDIR	TRAFFDIR	START_DATE	STOP_DATE	WEEKDAY	IME_DURA	ADT	ADT_YEAR	FISCAL_YR	MOSTRECE	SOURCE
Nall Avenue (RRFB)	NALL AVE & SHAWNEE MISSION PKWY	NALL AVE South of SHAWNEE MISSION PKWY	4292	NALL AVE & SHAWNEE MISSION PKWY	Mission	South	North	3/29/2004	3/30/2004	Monday	24 HRS	6148	2004	2004	Y	KDOT
Nall Avenue (RRFB)	NALL AVE & SHAWNEE MISSION PKWY	NALL AVE South of SHAWNEE MISSION PKWY	4293	NALL AVE & SHAWNEE MISSION PKWY	Mission	South	South	3/29/2004	3/30/2004	Monday	24 HRS	6195	2004	2004	Y	KDOT
Nall Avenue (RRFB)	63RD ST & NALL AVE	63RD ST East of NALL AVE		63rd and Nall	Mission	East	Both	11/1/2003	11/2/2003	Saturday	24 Hrs	4524	2003	2003	Y	City of Mission-George Butler Associates
Nall Avenue (RRFB)	NALL AVE & 64TH TER	NALL AVE & 64TH TER	NAAV01	NALL AVE FROM 63RD ST TO 67TH ST	Prairie Village		Both	7/1/2006	7/2/2006	Saturday	24 HRS	12165	2006	0	Y	City of Prairie Village
Nall Avenue (RRFB)	NALL AVE & SHAWNEE MISSION PKWY	NALL AVE South of SHAWNEE MISSION PKWY	74823	NALL AVE & SHAWNEE MISSION PKWY	Mission	South	Both	9/7/2010	9/8/2010	Tuesday	24 HRS	11545	2010	2010	Y	KDOT
Lamar Ave (Bike Lanes)	LAMAR AVE & MARTWAY ST	LAMAR AVE South of MARTWAY ST		Lamar and Martway	Mission	South	Both	11/1/2003	11/2/2003	Saturday	24 Hrs	11809	2003	2003	Y	City of Mission-George Butler Associates
Lamar Ave (Bike Lanes)	LAMAR AVE & SHAWNEE MISSION PKWY	LAMAR AVE North of SHAWNEE MISSION PKWY		SHAWNEE MISSION PKWY,LAMAR AVE	Mission	North	South	8/2/2010	8/6/2010			6400	2010	0	Y	City of Overland Park
Lamar Ave (Bike Lanes)	LAMAR AVE & SHAWNEE MISSION PKWY	LAMAR AVE North of SHAWNEE MISSION PKWY		SHAWNEE MISSION PKWY,LAMAR AVE	Mission	North	North	8/2/2010	8/6/2010			5200	2010	0	Y	City of Overland Park
Lamar Ave (Bike Lanes)	LAMAR AVE & SHAWNEE MISSION PKWY	LAMAR AVE South of SHAWNEE MISSION PKWY		SHAWNEE MISSION PKWY,LAMAR AVE	Mission	South	North	8/2/2010	8/6/2010			3600	2010	0	Y	City of Overland Park
Lamar Ave (Bike Lanes)	LAMAR AVE & SHAWNEE MISSION PKWY	LAMAR AVE South of SHAWNEE MISSION PKWY		SHAWNEE MISSION PKWY,LAMAR AVE	Mission	South	South	8/2/2010	8/6/2010			3700	2010	0	Y	City of Overland Park
Lamar Ave (Bike Lanes)	LAMAR AVE & 51ST ST	LAMAR AVE North of 51ST ST	66265	LAMAR & 51ST ST	Mission	North	Both	9/7/2010	9/8/2010	Tuesday	24 HRS	7980	2010	2010	Y	KDOT
Lamar Ave (Bike Lanes)	LAMAR AVE & SHAWNEE MISSION PKWY	LAMAR AVE South of SHAWNEE MISSION PKWY	4265	LAMAR AVE & SHAWNEE MISSION PKWY	Mission	South	Both	9/8/2010	9/9/2010	Wednesday	24 HRS	7265	2010	2010	Y	KDOT
Lamar Ave (Bike Lanes)	LAMAR AVE & 51ST ST	LAMAR AVE South of 51ST ST	66267	LAMAR AT 51ST ST	Mission	South	Both	7/10/2007	7/11/2007	Tuesday	24 HRS	7345	2007	2007	Y	KDOT
Lamar Ave (Bike Lanes)	LAMAR AVE & JOHNSON DR	LAMAR AVE North of JOHNSON DR		Lamar Ave & Johnson Dr	Mission	North	Both	5/7/2013	5/8/2013	Tuesday	24 HRS	8859	2013	2013	Y	KDOT

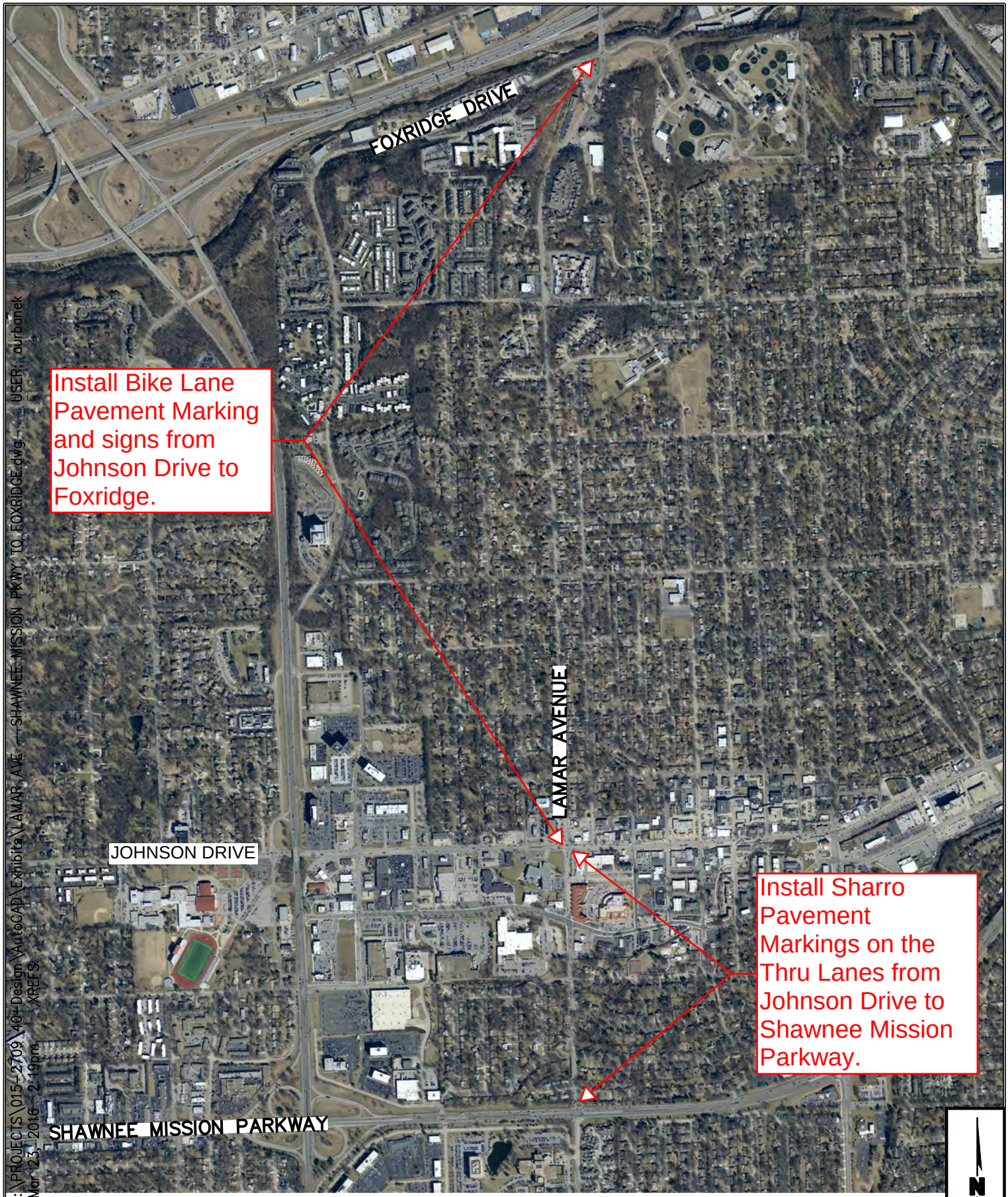
No traffic counts are available in the vicinity of the 53rd & Outlook RRFB installation

ENGINEER'S ESTIMATE - 2019 TAP APPLICATION - MISSION SRTS PHASE II

Client: City of Mission
Project: Mission Kansas, Safe Routes to Schools
Project Number: 015-2709
Date: 3/25/2016

ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST $	COST $
New Rectangular Rapid Flashing Beacon at Nall & 63rd Terr.				
Rectangular Rapid Flash Beacons (Pair) (Installed)	1	Each	$20,000.00	$20,000.00
			SUBTOTAL	**$20,000.00**
		INFLATION TO 2019 DOLLARS	**14.1%**	**$2,820.00**
		SUBTOTAL 2019 DOLLARS		**$22,820.00**
		CONTINGENCY	**20%**	**$4,564.00**
			TOTAL	**$27,384.00**
Upgrade cross walk at 53rd & Outlook				
Rectangular Rapid Flash Beacons (Pair) (Installed)	1	Each	$20,000.00	$20,000.00
Remove & Replace ADA ramp	2	Each	$2,900.00	$5,800.00
Remove & Replace Curb & Gutter	18	Ft.	$40.00	$720.00
30" White Pre-Formed Thermoplastic	30	Ft.	$20.00	$600.00
Remove & Replace 4" Concrete Sidewalk	50	Sq. Ft.	$12.00	$600.00
			SUBTOTAL	**$27,720.00**
		INFLATION TO 2019 DOLLARS	**14.1%**	**$3,908.52**
		SUBTOTAL 2019 DOLLARS		**$31,628.52**
		CONTINGENCY	**20%**	**$6,325.70**
			TOTAL	**$37,954.22**
Stripe bike lane on Lamar from Shawnee Mission Parkway to Foxridge.(Northbound)				
Pavement Marking 4" White thermoplastic	7900	Ft	$2.50	$19,750.00
White Directional Bike Arrows (Pre Formed Thermoplastic)	16	Each	$125.00	$2,000.00
White Bicycle Symbols (Pre Formed Thermoplastic)	16	Each	$225.00	$3,600.00
Pavement marking symbol (Sharrow)	5	Each	$500.00	$2,500.00
Bike lane signage	10	Each	$350.00	$3,500.00
			SUBTOTAL	**$31,350.00**
		INFLATION TO 2019 DOLLARS	**14.1%**	**$4,420.35**
		SUBTOTAL 2019 DOLLARS		**$35,770.35**
		CONTINGENCY	**20%**	**$7,154.07**
			TOTAL	**$42,924.42**
Stripe bike lane on Lamar from Shawnee Mission Parkway to Foxridge.(Southbound)				
Pavement Marking 4" White thermoplastic	7900	Ft	$2.50	$19,750.00
White Directional Bike Arrows (Pre Formed Thermoplastic)	16	Each	$125.00	$2,000.00
White Bicycle Symbols (Pre Formed Thermoplastic)	16	Each	$225.00	$3,600.00
Pavement marking symbol (Sharrow)	5	Each	$500.00	$2,500.00
Bike lane signage	10	Each	$350.00	$3,500.00
			SUBTOTAL	**$31,350.00**
		INFLATION TO 2019 DOLLARS	**14.1%**	**$4,420.35**
		SUBTOTAL 2019 DOLLARS		**$35,770.35**
		CONTINGENCY	**20%**	**$7,154.07**
			TOTAL	**$42,924.42**

TOTAL $151,187.06



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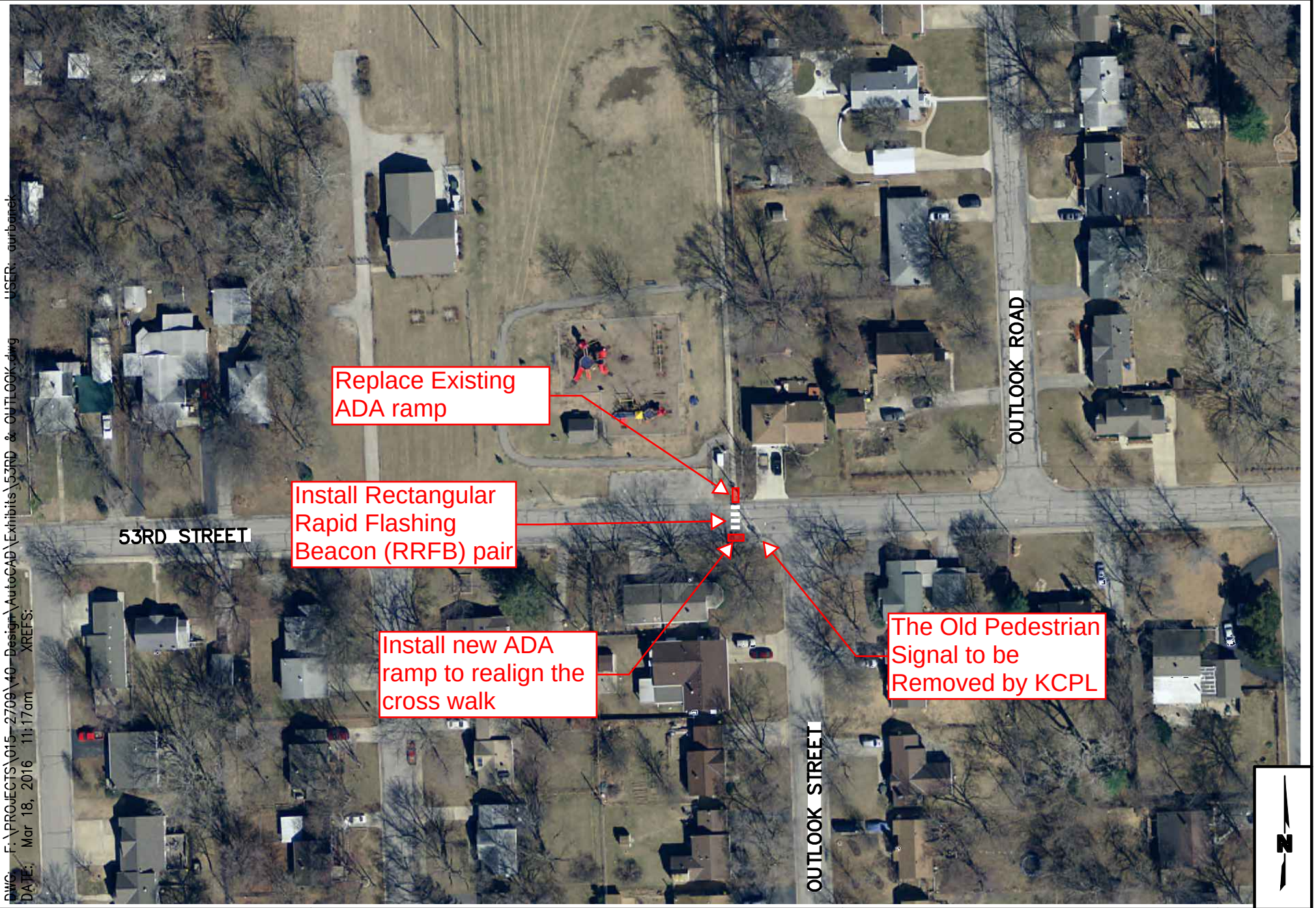
DATE: Mar 23, 2016 2:19pm XREFS:

PROJECT NO: 015-2709	LAMAR AVE. - SHAWNEE MISSION PKWY TO FOXRIDGE DR.	OLSSON ASSOCIATES	7301 West 133rd Street Suite 200 Overland Park, KS 66213-4750 TEL 913.381.1170 FAX 913.381.1174	EXHIBIT
DRAWN BY: AKU				13
DATE: 3/18/2016				

DWG: F:\PROJECTS\015_2709\10_Design\AutoCAD\Exhibits\63RD TERRACE & NALL.dwg USER: aurbanek
DATE: Mar 18, 2016 11:16am XREFS:

PROJECT NO: 015-2709	63RD TERRACE & NALL AVENUE	OLSSON ASSOCIATES	EXHIBIT
DRAWN BY: AKU		7301 West 133rd Street Suite 200 Overland Park, KS 66213-4750 TEL 913.381.1170 FAX 913.381.1174	1
DATE: 3/18/2016			



DWG: F:\PROJECTS\015-2709\10-Design\AutoCAD\Exhibits\53RD & OUTLOOK.dwg USER: durbanek
DATE: Mar 18, 2016 11:17am XREFS:

PROJECT NO: 015-2709	53RD STREET & OUTLOOK ROAD	EXHIBIT
DRAWN BY: AKU		3
DATE: 3/18/2016		

OLSSON ASSOCIATES
7301 West 133rd Street
Suite 200
Overland Park, KS 66213-4750
TEL 913.381.1170
FAX 913.381.1174

Kansas - All Projects requesting TAP Funding

Project ID	Applicant	State	Project Title	Category	Cost Effectiveness	All Projects Total	Category-Specific Total	MARC Staff Scores	Cost Effectiveness Calculator: TAP Project Total	% Requested	TAP Amount Requested	TAP Year Requested	STP Project Total	% Requested	STP Amount Requested	STP Year Requested	CMAQ Project Total	% Requested	CMAQ Amount	CMAQ Year Requested	Cost Effectivness Index	Cost-Effectivness Multiplier
808	Mission	KS	Mission Safe Routes to School Phase II Facilities	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.250000	22	55	96.3	$151,000	79%	$ 120,000	2019									0.000642	1.250000
805	BikeWalkKC	Bistate	Local Spokes - Regional Safe Routes to School Educa	Non-Motorized Transportation - Recreation Trails	1.054050	22	65	91.7	$625,000	80%	$ 500,000	2019									0.000174	1.054050
703	Unified Government	KS	Metropolitian Avenue Area Bikeway Improvements	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.042318	21	52	76.1	$600,000	83%	$ 500,000	2019									0.000146	1.042318
770	Overland Park	KS	OP Bicycle Master Plan Implementation	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.056564	20	52	76.1	$500,000	80%	$ 400,000	2019									0.000180	1.056564
814	BikeWalkKC	Bistate	Bike Share KC Phase 5	Non-Motorized Transportation - Recreation Trails	1.010056	26	43	69.7	$1,200,000	83%	$ 1,000,000	2019	$2,400,000	83%	$2,000,000	2019	$1,200,000	83%	$1,000,000	2019	0.000069	1.010056
697	Leavenworth	KS	RFCC Stone Restoration	Other TAP-Historic Preservation/Archaeological Projects	1.006099	22	45	67.4	$1,405,000	80%	$ 1,125,000	2019									0.000060	1.006099
702	Unified Government	KS	Safe Routes to School Phase F: William Allen White/	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.029749	20	38	59.7	$600,000	83%	$ 500,000	2019									0.000116	1.029749
786	Overland Park	KS	91st Street Mixed Use Pedestrian / Bicycle Trail Impr	Non-Motorized Transportation - Recreation Trails	1.001788	11	48	59.1	$1,607,079	75%	$ 1,197,566	2019	$1,607,079	75%	$1,197,566	2019					0.000049	1.001788
782	City of Olathe	KS	Cedar Creek Trail	Non-Motorized Transportation - Recreation Trails	1.028911	22	35	58.6	$2,210,000	23%	$ 500,000	2019									0.000114	1.028911
748	Olathe	KS	Sidewalk Missing Link Project	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.045304	12	37	51.2	$400,000	80%	$ 320,000	2020									0.000153	1.045304
736	Shawnee	KS	Connect Shawnee: Martindale Road to Gary Haller T	Non-Motorized Transportation - Recreation Trails	1.020531	19	28	48.0	$1,475,000	34%	$ 500,000	2019									0.000094	1.020531
678	Gardner	KS	Moonlight Road Safe Routes To Schools	Non-Motorized Transportation - SRTS Non-Infrastructure	1.046987	11	33	46.1	$350,000	80%	$ 280,000	2019									0.000157	1.046987
796	Lenexa	KS	Little Mill Creek Trail Crossing 87th Street	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.000000	7	29	36.0	$1,000,000	80%	$ 800,000	2019									0.000045	1.000000
836	Edwardsville	KS	Blake St. Sidewalk	Non-Motorized Transportation - Recreation Trails	1.034903	11	23	35.2	$331,000	80%	$ 265,000	2019									0.000128	1.034903
794	Lenexa	KS	Black Hoof to Freedom Fields Trail	Non-Motorized Transportation - Recreation Trails	1.001479	7	26	33.0	$850,000	80%	$ 680,000	2019									0.000049	1.001479
775	Basehor	KS	Leavenworth Road Sidewalk Project	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.019349	13	18	31.6	$407,986	83%	$ 339,988	2019	$407,986	83%	$339,988	2019					0.000091	1.019349
797	Lenexa	KS	Little Mill Creek Trail Crossing 79th Street	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.007776	9	21	30.2	$590,000	80%	$ 472,000	2020									0.000064	1.007776

Total TAP Amt I $ 9,499,554
KS TAP Amt ava $ 2,400,000

Amt Requested 396%

Missouri - All Projects requesting TAP Funding

Project ID	Applicant	State	Project Title	Category	Cost Effectiveness	All Projects Total	Category-Specific Total	MARC Staff Scores	Cost Effectiveness Calculator: TAP Project Total	% Requested	TAP Amount Requested	TAP Year Requested	STP Project Total	% Requested	STP Amount Requested	STP Year Requested	CMAQ Project Total	% Requested	CMAQ Amount	CMAQ Year Requested	Cost Effectivness Index	Cost-Effectivness Multiplier
816	Kansas City, MO	MO	Missouri River Trail Segment 1	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.054888	25	63	92.8	$1,526,000	33%	$ 500,000	2020									0.000176	1.054888
805	BikeWalkKC	Bistate	Local Spokes - Regional Safe Routes to School Educa	Non-Motorized Transportation - Recreation Trails	1.054050	22	65	91.7	$625,000	80%	$ 500,000	2019									0.000174	1.054050
759	Kansas City, MO	MO	Big Shoal Creek Trail Segment 3	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.046508	22	56	81.6	$1,123,000	45%	$ 500,000	2019									0.000156	1.046508
717	Independence	MO	US 24 Highway Complete Streets	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.121498	16	52	76.3	$271,000	75%	$ 203,000	2020	$3,788,000	80%	$ 3,030,000						0.000335	1.121498
785	Independence	MO	Truman Depot Renovations and Pacific Avenue Trail	Other TAP-Historic Preservation/Archaeological Projects	1.050809	14	55	72.5	$519,000	80%	$ 415,000	2019									0.000166	1.050809
752	Kansas City, MO	MO	KCI Corridor Trail Segment 3	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.038966	21	48	71.7	$871,000	57%	$ 500,000	2019									0.000138	1.038966
714	Crossroads Community Association	MO	20th Street Streetscape - Grand to McGee	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.048184	17	51	71.3	$550,000	77%	$ 425,000	2019									0.000160	1.048184
822	City of Parkville	MO	Route 9 Corridor Complete Streets Improvements –	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.074067	19	47	70.9	$372,000	80%	$ 297,600	2020					$372,000	80%	$ 297,600	2020	0.000222	1.074067
814	BikeWalkKC	Bistate	Bike Share KC Phase 5	Non-Motorized Transportation - Recreation Trails	1.010056	26	43	69.7	$1,200,000	83%	$ 1,000,000	2019	$2,400,000	83%	$2,000,000	2019	$1,200,000	83%	$1,000,000	2019	0.000069	1.010056
764	Kansas City, MO	MO	Martha Truman Connector Trail	Non-Motorized Transportation - Recreation Trails	1.035615	20	45	67.3	$680,000	74%	$ 500,000	2020									0.000130	1.035615
766	Kansas City, MO	MO	Trolley Connector Trail Segment 2	Non-Motorized Transportation - Recreation Trails	1.035615	18	47	67.3	$668,000	75%	$ 500,000	2019									0.000130	1.035615
831	Gladstone	MO	Rock Creek Greenway Trail - Phase 2	Non-Motorized Transportation - Recreation Trails	1.048184	21	43	67.1	$550,000	73%	$ 400,000	2020									0.000160	1.048184
706	Grain Valley	MO	Blue Branch Creek - Pedestrian Bridge	Non-Motorized Transportation - Recreation Trails	1.177972	17	39	66.0	$149,110	80%	$ 119,210	2019									0.000470	1.177972
813	North Kansas City	MO	Armour Road Complete Street Improvements	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.053305	15	47	65.3	$480,000	75%	$ 360,000	2019									0.000172	1.053305
819	Jackson County	MO	Little Blue Trace Trail - Segment 6 - North Bridge Cor	Non-Motorized Transportation - Recreation Trails	1.029749	20	38	59.7	$750,000	67%	$ 500,000	2019									0.000116	1.029749
839	Blue Springs	MO	7 Highway Sidewalk - I-70 to Pink Hill Road	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.028911	13	44	58.6	$600,000	83%	$ 500,000	2020	$727,000	80%	$582,000	2020					0.000114	1.028911
772	Blue Springs	MO	7 Highway Sidewalk - Liggett to 40 Highway	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.026397	10	44	55.4	$600,000	83%	$ 500,000	2020	$813,000	80%	$650,000						0.000108	1.026397
835	Blue Springs	MO	7 Highway Sidewalk - 40 Highway to I-70	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.026397	10	44	55.4	$600,000	83%	$ 500,000	2020	$813,000	80%	$650,000	2020					0.000108	1.026397
804	Kearney	MO	Clark Street Trail	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.045990	16	36	54.4	$420,000	80%	$ 336,000	2020									0.000155	1.045990
763	Independence	MO	Three Trails Sidewalks to School	Non-Motorized Transportation - Facilities and SRTS Infrastructure	1.029190	15	28	44.3	$469,000	80%	$ 375,000	2019									0.000115	1.029190
696	Kearney	MO	Dogwood Elementary Sidewalk	Non-Motorized Transportation - SRTS Non-Infrastructure	1.064944	14	22	38.3	$225,000	80%	$ 180,000	2019									0.000200	1.064944

Total TAP Amt I $ 9,110,810
MO TAP Amt av $ 3,000,000
Amt Requested 304%