



CITY COUNCIL WORK SESSION
Wednesday, May 22, 2024
at 6:00 p.m.

CITY HALL
6090 Woodson Street

Meeting In Person and Virtually via Zoom

This meeting will be held in person at the time and date shown above. In consideration of the COVID-19 social distancing recommendations, this meeting will also be available virtually via Zoom (<https://zoom.us/join>). Information will be posted, prior to the meeting, on how to join at <https://www.missionks.org/calendar.aspx>.

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.

AGENDA

1. Presentation of the Mission Connection (Bike/Ped) Study – Brian Scott/Marty Shukert ([page 2](#))

Mission was awarded a Planning Sustainable Places (PSP) grant through the Mid-America Regional Council (MARC) in 2023 to conduct a city-wide bicycle and pedestrian study. Marty Shukert from RDG Design & Planning will present the findings of the study at the work session and answer any questions from the Council or the public.

2. Discussion of Short-term Rental Regulations – Brian Scott/Laura Smith ([page 80](#))

The Governing Body has discussed the regulation of short-term rental properties on various occasions over the last 12-18 months. Staff has taken feedback from those conversations and from review of regulations in other metro communities to prepare draft regulations for Council consideration and review.

City of Mission	Item Number:	1.
DISCUSSION ITEM SUMMARY	Date:	May 22, 2024
Community Development	From:	Brian Scott

Discussion items allow the committee the opportunity to freely discuss the issue at hand.

RE: Presentation of the Mission Connection (Bike/Ped) Study

DETAILS: Bicycle and pedestrian accessibility have long been important attributes of the Mission community. This was reinforced in the recently adopted Tomorrow Together 2040 Comprehensive Land Use Plan which has several recommendations around enhancing sidewalk connections, building out trail networks, and developing more people-oriented, complete streets.

To further refine and build on this idea of greater accessibility for bicyclist and pedestrians, the City Council budgeted \$25,000 in 2023 for a bike/ped study. In the summer of 2023, the City obtained funding in the amount \$53,000 from the Planning for Sustainable Places (PSP) grant program sponsored by the Mid-America Regional Council for a bike/ped study. This grant amount, combined with the City's match of \$15,000, provided a total of \$68,000 which allowed for a much more robust and in-depth bike/ped study to be conducted.

After soliciting and evaluating proposals, the City selected RDG Planning & Design as the team lead for the project. RDG has done a number of these types of studies throughout the Midwest including several in the Kansas City metro area (Olathe, Leawood, and Merriam). In addition, Marty Shukert, a principal with RDG and the primary planner on this study, is a national leader in bicycle and pedestrian-oriented planning. The consultant team also included BHC and Venice Communications.

RDG began the study by doing extensive field research in the community, not only studying maps but also physically walking and biking the community making observations of terrain, potential barriers, and opportunities for further evaluation. With this base of knowledge, initial thoughts and ideas were presented at a community kick-off meeting in October of 2023 where further community input was solicited.

A Steering Committee made up of community stakeholders including members of the City Council, Planning Commission, Sustainability Commission, and the Parks, Recreation + Tree Commission; business owners; and active bicyclists and walkers in the community met several times throughout the process to hear and evaluate concepts and provide additional input and guidance.

A community charette was held in November 2023 where initial ideas for an expanded sidewalk / trail network were first presented for comment and feedback. This highly interactive event was held in two sessions that were both well attended. Several one-on-one sessions were also held with community leaders during this three-day event.

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

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In addition, RDG conducted a number of workshops with City staff, planning staff from neighboring communities, and representatives of the Kansas Department of Transportation to review the study development and gain insight in specific areas of the study.

The project wrapped-up with a final community open house in April 2024, in which the study recommendations were presented, and community response and input gathered. This event was also well attended.

RDG has been working with the Community Development staff since April reviewing and finalizing the study recommendations to develop the draft final study included in the work session packet.

Mr. Shukert will present the recommendations of the Mission Connection (Bike/Ped) Study to the Governing Body and seek further input from the Council's perspective. Similar to the Rock Creek Trail Corridor Study presented in March, staff's intent is to make this Mission Connection Study an appendix to the Tomorrow Together 2040 Comprehensive Plan so that it become a living document that is continually referred to as the City works toward implementing the recommendations of both studies.

Please note that the Mission Connection Study is still in draft form. Because of the high resolution of the pictures and maps, and the formatting, some of the maps may appear by bit "grainy." This will be rectified with the final study document.

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

DRAFT



mission
Kansas

CONNECTION STUDY | 2024



1

Introduction and Goals

This Chapter Contains:

- Purpose of the Plan
- Current Conditions
- Community Engagement





THE MISSION CONNECTION STUDY

The Mission Connection Study presents a citywide bicycle and pedestrian program for the City of Mission, Kansas. Its goal is to create an active transportation network that encourages people to walk, bike, and use other modes of active travel to key community destinations. It also investigates how a Mission system can connect to the trail and greenway network of the Kansas City Metropolitan Area. This plan is funded by a Planning for Sustainable Places (PSP) project grant utilizing funds awarded by the Mid-America Regional Council (MARC).

Active transportation includes a range of transportation options that are solely or primarily powered by the user, including transportation on foot, bicycle, scooter, in-line skating, and related modes. Similarly, active transportation infrastructure includes a range of facilities, including sidewalks, shared use paths, on-street bicycle facilities, bike lanes, and trails.

The City of Mission understands that active transportation can help foster a high quality of life, increase access to education and services, offer recreational opportunities, and help reduce greenhouse gas emissions by providing low to no-carbon emission transportation options.

Planning for active transportation networks begins with an assessment of existing facilities and opportunities. Mission, an inner-ring suburb in the Kansas City metro area, presents several significant challenges. Like many established communities that experienced significant growth after World War II, Mission's residential areas developed without sidewalks on many local streets. It also lacks trail development opportunities like utility and railroad corridors, but has capitalized on its major streamway with the Rock Creek Trail. Other challenges include difficult topography, relatively narrow streets, and significant arterial barriers like Shawnee Mission Parkway. Given these challenges and possibilities, this study will:

- Create a destination-based network of future trails, on-street facilities, and sidewalks to connect neighborhoods, schools, parks, and other activities and amenities.
- Establish a network that is constructable and cost-effective, comfortable for a wide range of users, creates positive experiences, and connects to adjacent cities.
- Recommend trailhead access points and wayfinding throughout the active transportation network.
- Address intersection design and specific barriers to pedestrian and bicycle access.

Terminology

Several terms and phrases are used in this document require explanation, and some mean different things to different people. The following terms are used throughout this document to explain active transportation and infrastructure types.

Active Transportation. Any form of transportation powered primarily by humans or that involves a significant element of physical exercise of effort. The term is most frequently associated with walking and bicycling (including e-bikes) but also includes other mobility devices such as skateboards, in-line skates, and scooters. In addition, public transportation can also be considered as a form of active transportation because travel to transit stops in most cases involves pedestrian or bicycle transportation.

Micro-Mobility Devices. In addition to traditional bicycles, e-bikes, electric scooters, hoverboards, and other yet unknown conveyances are increasingly common. Users of these technologies still use sidepaths and trails as travel routes. Some, like Type III e-bikes that use throttles and have maximum speeds up to 28 mph, travel faster than traditional bicycles or scooters. Planning for increased use of these “micro-mobility” transportation modes should be considered.

- Update standards for street design that comfortably caters to more micro-mobility options and diverts these higher speed modes off of trails and sidepaths. Standards could include signage diverting high speed uses to the street and the right to use bike lanes.
- Which speeds dictate prohibiting use on off-street trails and sidepaths.
- Specifying which portions of trails should only allow non-electric transportation or be “slow zones.”

Off-Street. Facilities that are removed from the curb of the road providing more protection for users. Off-street facilities are generally preferred by commuting and recreational users.

On-Street. Facilities that lie within the curbs of a roadway and can vary in the amount of separation bicyclists have between them and moving vehicular traffic. In general, on-street facilities are placed on lower traffic volume roads to help increase rider comfort and decrease conflicts with motor vehicles.



Existing Facilities

The planning process begins with a review and assessment of existing facilities and resources. These include on- and off-street facilities, sidewalks, and relevant characteristics of the street network.

Trails and Shared Use Paths

Rock Creek Trail. This is Mission's premier trail providing an east/west connection through central Mission. The trail's endpoints are Squibb Road near US 69 at the southwest edge of the Target parking lot and Roeland Drive at Martway Street. The trail serves major commercial development along 61st Street on the west side of town, the Powell Community Center, the Mission Family Aquatic Center, and the Johnson Drive downtown district in the center of town, and a mix of multi-family residences and commercial businesses on the city's east side. A recently adopted Rock Creek Corridor Plan provides a detailed improvement program for the trail which seeks to improve its utility and user experience. An important objective of this plan is to improve local access to the trail. Additionally, the trail in its current form is relatively isolated from other parts of the regional system, and generally operates today for local trips and recreation.

Nall Avenue Sidepath. Shared use sidepaths are typically 8 to 10-foot wide paths within a street right-of-way. The Nall Avenue path, with a width of 7 to 8 feet, runs along the west side of Nall from Johnson Drive to 67th Street.

Park Paths. Mission has several paths internal to parks, but they are relatively isolated from an overall network. Currently, because of width and lack of connectivity, they primarily serve local pedestrians but should be viewed as future components of a connected system. These paths include:

- **Broadmoor Park.** This pedestrian path serves workers and residents on the west side of Mission. It also connects with 57th Street and westside residential neighborhoods. The perimeter path was replaced in late 2023. It is connected to its surroundings and can be a significant component of the network.
- **Mohawk Park.** The perimeter path and other park updates began in August 2022. The new path provides a wider loop around the park and better connection to the parking lot. The park itself, on the southernmost part of the city, serves local residents separated from the rest of the community by Shawnee Mission Parkway.
- **Streamway Park.** This loop path extends as far south as 51st Place, but is separated on the south by a steep



Streamway Park Path. Access to this path loop is from Foxridge Drive and is relatively indirect. Topography separates the park from the rest of a potential system.



Water Works Park Path. This important path connects 52nd and 53rd Streets and can be an important component of a north-south route. It is also adjacent to Rushton Elementary School.



Martway Street. Standard bike lane on a significant commercial corridor.

slope that could be negotiated by a stepped walk or potentially a switchback trail. It is accessed on the north from Foxridge Drive, using a connecting drive. Topography makes the path and park a natural destination but difficult to integrate into a citywide transportation system. The asphalt path itself is in poor condition, but the City of Mission plans to replace it with a new surface.

- **Water Works Park.** This path through the park and adjacent to Rushton Elementary School connects 52nd and 53rd Streets. The City plans to redo this path in the near future and its strategic location makes it an important future part of the network.

Bicycle Facilities

Lamar Avenue Bicycle Lane. This 5-foot standard bicycle lane marked by a single white line and bike lane pavement markings on Lamar Avenue between Johnson Drive and Foxridge Drive. At the signalized intersections at 51st, 53rd, and 55th Streets, the bike lane gives way to the direct travel lane to make room for a left turn lane. At these locations, the bike lane ends and bicycle traffic merges into the direct travel lane with a shared lane marking or “sharrow.”

Martway Street Bicycle Lane. This 5-foot standard bicycle lane extends from Broadmoor Street to the driveway of the Johnson County Southeast Office building. The bike lane is supplanted by a right turn only lane at the Lamar intersection. Bicycle access on Martway continues between Lamar and Woodson on a sidepath segment of the Rock Creek Trail.

Sidewalks

Mission, like many cities built between the 1950s and 1970s, has relatively poor sidewalk coverage, especially along neighborhood streets. Sidewalks are present on at least one side along east-west crosstown collectors 51st and 55th Streets, Lamar Avenue, Foxridge Drive (including a 2023-24 installation between Lamar and 51st Street), Johnson Drive and Martway Street, Nall Avenue, and on north-south side streets in the center of the city. Many of these sidewalks are built back of curb and are less than 5 feet wide. Obstructions are common from temporary garbage cans and permanent utility poles, and ADA standards require reconstruction of various segments of the current sidewalk infrastructure. While building sidewalks on every street is practical, this plan will establish a strategic major sidewalk network, designed to provide pedestrian access to major destinations.

Street Network

Streets are important components of an active transportation network in addition to their basic role of moving motor vehicles. Streets with good continuity, service to destinations, and low traffic volume are highly adaptable to bicycle and pedestrian access. While Mission generally has a good street grid, continuity is interrupted by topography as well as large apartment projects in the multifamily districts along Foxridge and north of 51st Street. Shawnee Mission Parkway, with only two at-grade crossings at Lamar and Nall Avenues, is also a major barrier. US 69 Highway (Metcalfe Avenue) also obstructs active access to Shawnee Mission North High School, a major destination for Mission residents despite its location in Overland Park.

Figure 1 displays existing facilities in Mission along with low-volume streets \ present network potential.

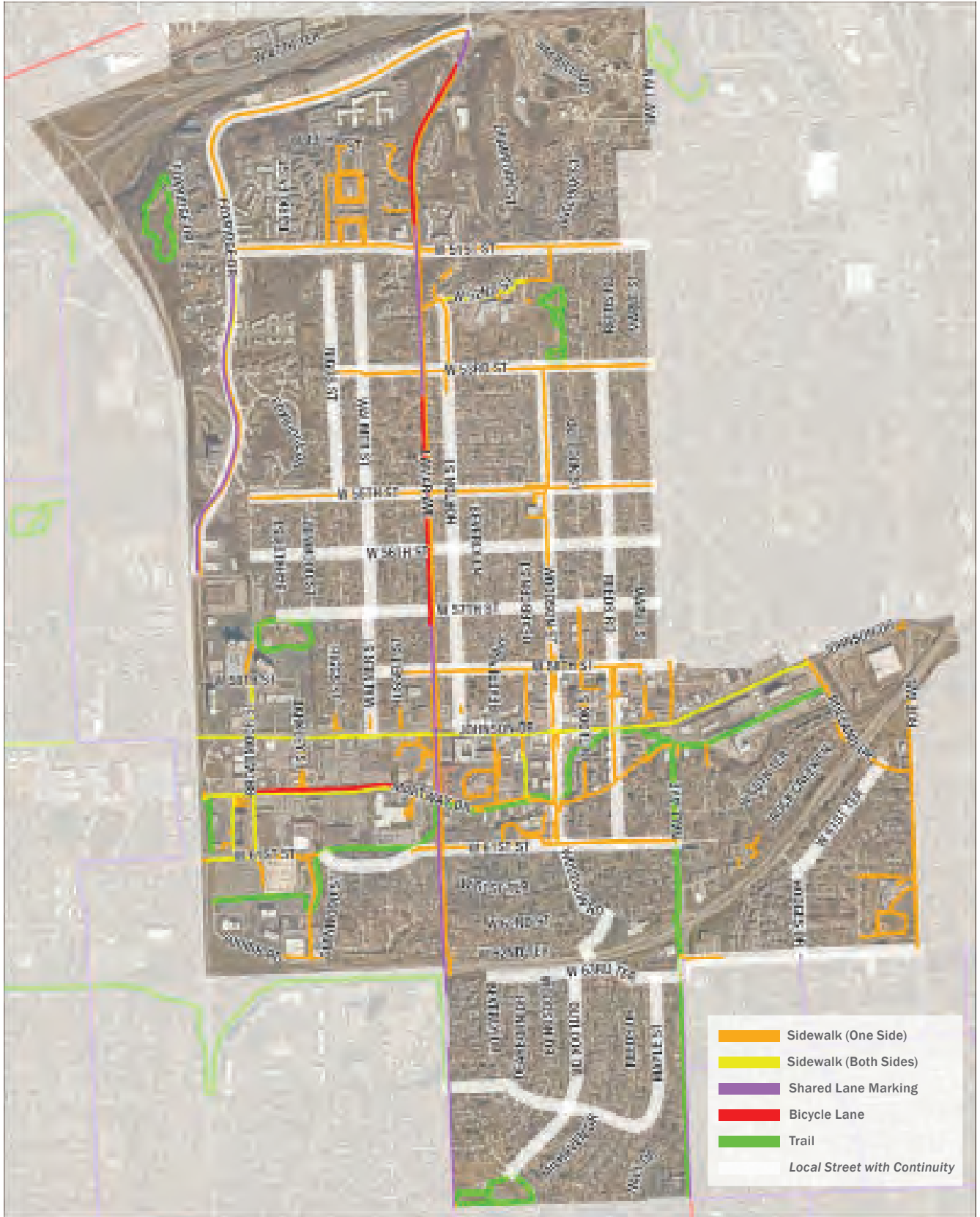


Lamar Avenue Bike Lane. Bike lane is discontinuous at signalized intersections to make space for a left turn lane. Relatively narrow, back of curb sidewalk is typical along this major north-south corridor.



Woodson Road. Good north-south continuity and access to destinations make this a good candidate for adaptation as a bike route.

Figure 2. Destinations





Destinations

An effective active transportation network, like any travel network, must get people to places they want to go. These key destinations in Mission include:

Elementary Schools. These schools and safe routes to them are primary considerations. Mission is served by two elementary schools, Rushton at 52nd Street east of Lamar, and Highlands at 62nd and Roe.

Middle Schools. Middle schools are also primary active transportation destinations. Rushton Elementary feeds Hocker Grove Middle School on Johnson Drive and Stearns Street in Shawnee. This would require students on foot or bicycle to negotiate difficult crossings of I-35 in Merriam and is impractical because of both distance and barriers. Highlands Elementary is a feeder school for Indian Hills Middle School in Prairie Village at 63rd and Mission Road four blocks east of Highlands and is a much more practical destination.

High Schools. Most Mission students are directed to Shawnee Mission North High School, adjacent and west of Metcalf Avenue/US 69 Highway. Metcalf is the primary barrier here and safe pedestrian/bicycle crossing would make pedestrian and bicycle access to the school more practical.

Parks and Recreational Facilities. Mission's four neighborhood parks -- Broadmoor, Water Works, Streamway, and Mohawk -- are primary pedestrian and bicycle destinations, making safe walking routes especially important. The Powell Community Center and Mission Family Aquatics Center, both on or near the Rock Creek Trail, are also key destinations. The Aquatics Center would benefit from more direct access to the trail, achievable as part of a potential redevelopment project directly north of the creek.

Commercial Assets. While in many communities, major commercial features rank low as potential destinations, Mission's large commercial base is especially accessible to pedestrians and bicyclists. In addition, Mission has made major pedestrian improvements in its downtown district along Johnson Drive between Lamar and Nall Avenues, and will extend sidewalk enhancements as part of street improvement project on Johnson Drive west of Lamar.

Commercial subareas that are especially accessible to active transportation include

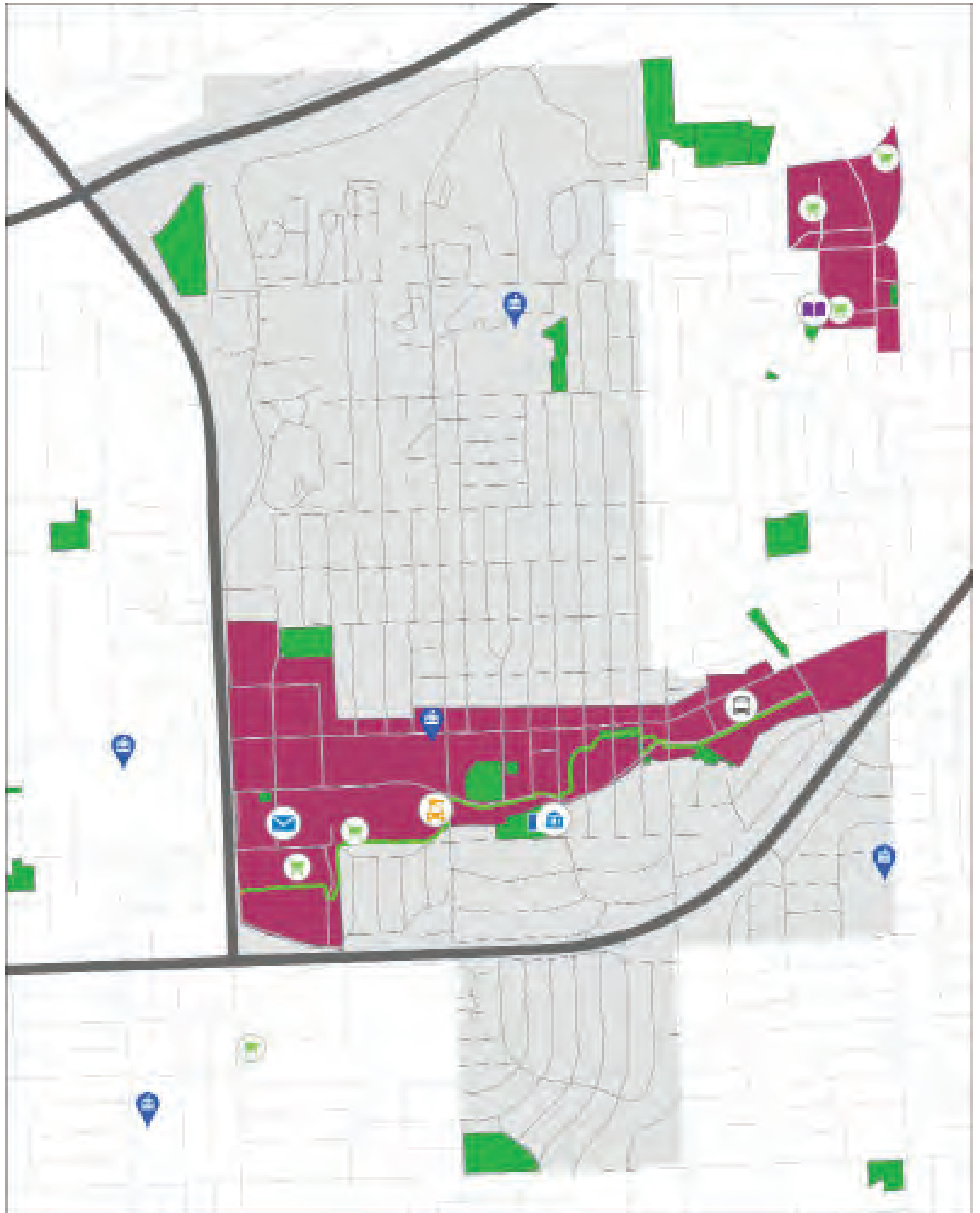
- The Martway segment between Lamar and Metcalf, currently served by the Rock Creek Trail and sidewalks and bike lanes along Martway Street. This area includes two large format retailers (Target and Hy-Vee) and other multi-tenant centers and free-standing commercial buildings.
- Downtown Mission, along Johnson Drive between Lamar and Nall, served by the Rock Creek Trail and Johnson Drive's excellent sidewalk environment. Sidewalk access from cross streets terminates into on-street diagonal or 90 degree parking in several cases,
- East Gateway District, incorporating Johnson Drive and Martway Street between Nall and Roeland Drive. This area includes the Mission Mart office and commercial center, and the new Mission Bowl apartment project, which incorporates the easternmost segment of the Rock Creek Trail.

Trails. Trails themselves are important destinations, and the proposals included in the Rock Creek Corridor Plan will certainly enhance the destination potential of this important local greenway. Unfortunately, connectivity to other major regional trails from Mission is complicated by major highway barriers. Possible regional connections will require multi-community cooperation but could include:

- Merriam Drive and the Turkey Creek Streamway Trail. Merriam Drive is already a significant commuter route to Downtown Kansas City, Missouri and the trail extends along the creek in Merriam between Antioch Road at 45th Street to 75th Street west of I-35.
- The Indian Creek Trail, using designated on-street routes on Lamar Avenue south and 87th Street west to the Metcalf sidepath and the main trail.

Figure 2 displays destinations in Mission that help define the nature and routes of a future active transportation network for the city.

Figure 2. Destinations within Mission



Community Engagement

The experiences and ideas of residents who currently walk and bike around Mission helps plan a successful network. This plan's community engagement process included various ways for residents to provide input.

Steering Committee. This committee was made up of City Council members, interested and knowledgeable residents, and staff. The steering committee provided opinions and formative input, reactions to developing network and facility concepts, and review of products in progress. Committee members also helped spread the word about the project. The Steering Committee met four times throughout the process.

Open Houses. Three different open houses were held throughout the process.

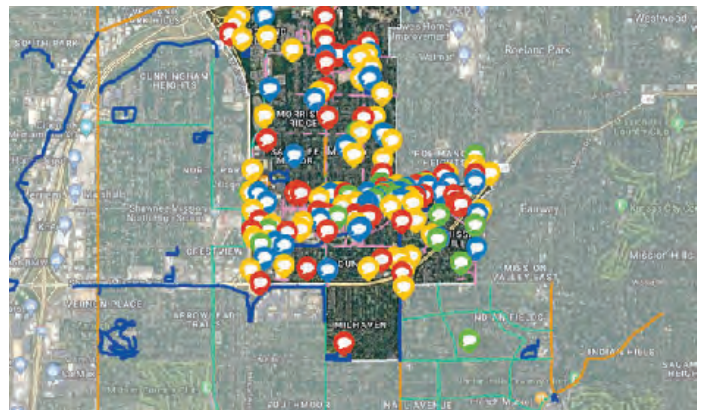
- **Kick-Off (33 residents).** This open house asked residents to provide opinions on current conditions and important walking and biking destinations.
- **Design Workshop (27 residents).** The Design Workshop invited residents to collaborate with the planning team on designing the draft network concepts. These open houses focused on identifying key destinations, on- and off-street corridors, and potential facility types.
- **Final (20 residents).** At the final open house, participants reviewed and offered comments on the proposed network design.

Interactive Map (25 residents / 199 comments). Residents were able to provide detailed comments on current conditions and ideas using an on-line interactive map. Colors represented classifications of comments: red pinpointes represented major safety issues; green, assets; blue, desirable destinations that are difficult to access; and yellow, streets that are used but need improvements.

Listening Sessions. This included small group discussions held with such key stakeholders as city department heads, Rushton Elementary School's Safe Routes to School advocacy group, staff members from neighboring cities, and Kansas Department of Transportation (KDOT) representatives. These groups provided detailed input on their areas of expertise.



Comment Boards. Open houses included displays of boards the provided information and provided opportunities to leave comments and recommendations.



Interactive Map. Each pinpoint represents a comment, with colors representing the general type of comment. Individual comments pop up when hovered over by the cursor.



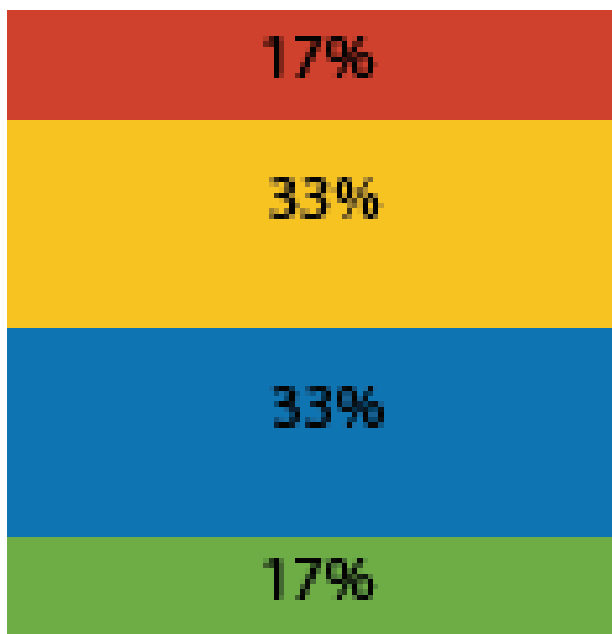
Participatory Design Workshop. Consultant team and participants collaborate to develop and test possible solutions.

Open House results showed a strong preference for protected/separated bicycle and pedestrian facilities

October Open House Board



Interactive Map Feedback



Marberry St

- Safety Concern**
- I would like to Bike/Walk Here if there were Adequate Facilities***
- This Route Needs Improvements***
- This is an Adequate Route***

Major Engagement Themes and Challenges

Participants expressed several consistent themes and priorities throughout the engagement process.

- **Connections to Surrounding Communities.** Mission lacks safe connections to surrounding communities' trails and on-street facilities. With Mission's small geographic size, many residents tend to bike outside of Mission for both recreational and commuting purposes. Chapter Two address regional issues and potential connections to surrounding active transportation assets.
- **Major Bike/Ped Barriers.** I-35, Metcalf Avenue, and Shawnee Mission Parkway are barriers for the community. Finding ways to move safely across these three KDOT-controlled facilities is important to residents. Very little investment has been made over the years to mitigate these barriers. Shawnee Mission Parkway is viewed locally as a major barrier, splitting the north and south parts of Mission. Participants viewed the existing crossings at Lamar and Nall as challenges for many users, and expressed support for crossings at Glenwood Street and Woodson Road. Additionally, participants expressed a need for safer access across Metcalf to Shawnee Mission North High School.
- **Isolated Northwest Apartments and Foxridge Drive.** The major apartment district in the northwest part of Mission is separated by both topography and lack of street connections. Foxridge Drive is seen as the primary connector between this area and the center of Mission. High motorist speeds, grades, and lack of facilities are major impediments to active use of this street.
- **Lack of Facility Separation.** Narrow sidewalks located along the back of curb do not offer safe separation from traffic. Users prefer greater separation of both pedestrian and bicycle facilities and prefer sidepaths or cycle tracks to standard bike lanes.
- **Local Neighborhood Concerns.** People in different parts of the city expressed somewhat different patterns of concern. In the north, safe routes to school and parks and connections outside Mission were major concerns. In the center, respondents cited the need for better access to the Rock Creek Trail and major downtown destinations. In the south, people identified the need to cross Shawnee Mission Parkway, connecting with the north side of the city.



ISSUE: Connections to Surrounding Communities. Mission’s Rock Creek Trail and street system are isolated, with Interstate corridors presenting major barriers to connectivity. This extension of Foxridge Drive crosses under I-35 to Merriam Drive, a primary commuter bike route into Kansas City. Realizing this connection would require a partnership with the Unified Government (UG).



ISSUE: Sidewalk Width and Setbacks on Lamar north of Johnson Drive. Inadequate sidewalk width, back of curb location, horizontal slopes, a vertical wall, and encroaching pole make this sidewalk inaccessible to many users.



ISSUE: Major Barriers. Roadways like Shawnee Mission Parkway present significant barriers because of width and traffic volume. The width and traffic volume of this intersection at Nall make crossing difficult and intimidating for many active users.



ISSUE: Sidewalk Obstacles on 61st Street adjacent to Target. Poles and other obstructions routine placed in sidewalks create additional obstacles, especially to users with disabilities.



ISSUE: Northwest Connections The apartment complexes on the northwest side of Mission are isolated from the rest of the street system. Foxridge Drive, the primary connector, is viewed as an uncomfortable biking environment.



ISSUE: Separation from Traffic. Participants preferred separated facilities for bikes over sharrows and standard bike lanes.

2

The Network

This Chapter Contains:

- Criteria for Network
- Overall Network
- Facility Types





THE MISSION NETWORK

Mission has few linear features such as abandoned railroads, streams and drainageways other than Rock Creek, power line easements, large parks, campuses, or other features that commonly provide opportunities for off-street trails and shared use paths. In addition, the city is largely built out, with a highly developed street and development pattern. As a result, Mission's active transportation network will depend heavily on existing streets and the use of road right of way.

Performance Criteria

The design of the network and selection of its constituent streets should be guided by the following principles:

Directness to Destinations. Street components of the network should ideally continue for at least 1/2 mile to provide direct access and avoid frequent turns. This is not

always possible, especially in a long and relatively narrow city like Mission. However, continuity can be achieved by street segments that can be joined to form a continuous route.

Integrity. All routes should lead to destinations and be connected to other routes to give users options. The network should have as few routes leading to dead ends as possible to allow for users to circulate through the network. In addition, a user should be able to rely on infrastructure to lead to another reasonable route. A violation of this principle would be bike lanes or sidewalks that end abruptly.

Comfort. Infrastructure should match the environment. Routes designated along faster roads should have more separation. Infrastructure should be easy to use and built for a variety of abilities. Additionally, routes and facilities should be comfortable and within the physical capacity of as many people as possible.

Safety. Infrastructure should adapt to the context to

maximize user safety. Streets with high volumes and speeds require greater separation for bicyclists and pedestrians from moving traffic. Additionally, routes and the overall network should provide protection for vulnerable users at major intersections and street crossings. These barriers, whether perceived or real, can break the continuity of routes.

Experience. Users should have a pleasant experience while using the active transportation network. Experience may vary from a trail running through a wooded area to a sidewalk along a commercial area, but the route and infrastructure should both complement the surrounding environment and provide a positive user experience in any case.

Equity. All areas of the community should have access to pedestrian and bicycle infrastructure. Special attention should be given to populations with less access to private vehicles. Infrastructure should be designed with all users and abilities in mind as much as possible.

Constructability. Proposed infrastructure should be buildable and cost effective relative to benefits. Constructability takes into account environmental and human-made issues that need to be overcome to ensure that what is proposed can be feasibly built. Some elements of a network may be relatively expensive, but the demonstrable benefits should be sufficient to warrant the cost.



Martway Street. The south side of the street provides adequate space to upgrade an existing sidewalk to a shared use sidepath. Good access control on this side of the street helps create a safer environment for multiple user

MAJOR CONCEPTS

GRID OF ROUTES THAT SERVES ALL DESTINATIONS AND NEIGHBORHOODS

Mission is organized on a street grid and the active network is based on creating a point-to-point grid of comfortable, intersecting routes that connects people with destinations. Users will be able to move through it easily, guided by wayfinding information at the intersection of routes. The network is also designed so that most residents are within 1/4 mile of a designated route.

PERIMETER ROUTE

A continuous route around Mission's perimeter is an important element, connecting the city's most densely populated but relatively isolated parts of town with its central corridor. A perimeter route also increases the usefulness of the eastern end of the Rock Creek Trail. An important issue that affects the periphery is the design of a new Metcalf and Johnson Drive interchange/intersection. Design alternatives are under consideration but not yet defined. Whatever the preferred design option, the intersection must safely accommodate pedestrians and bicyclists in all directions.

MULTIMODAL LAMAR

Lamar Avenue is the city's central north-south streets, tying the network grid together. Lamar, extending from Merriam Drive in KCK to 115th Street in Overland Park, has very good north-south continuity through Mission and Overland Park. Lamar will continue to play a critical role in the proposed network but will require modifications to create a more comfortable environment for active users.

BRAIDED CENTRAL CORRIDORS

Mission's central corridor has three east-west facilities that are interconnected with somewhat different roles. This concept envisions Johnson Drive, Mission's "main street," as an enhanced pedestrian environment, consistent with work the city has already done in the downtown district. However, because of traffic and diagonal parking, it is not a preferred bicycle route. As of 2024, a Johnson Drive reconstruction project west of Lamar is in design, and this project should not only include better sidewalks but improved and protected crossings on Johnson Drive.

Primary bike facilities will combine Martway and the Rock Creek Trail on the south side and 58th Street on the north



Woodson Road

side of the Johnson Drive corridor. Improving Martway's bike environment and the Trail's connections to major community assets will strengthen these east-west connections.

WOODSON ROAD AS A COMMUNITY CORRIDOR

In an analysis of Mission's urban fabric, Woodson Road stood out as a street of special interest, both for its quality and its ability to directly connect a number of major community features. It also presents the possibility of crossing the barrier presented by Shawnee Mission Parkway and uniting the north and south parts of the city. As such, Woodson Road merits special treatment as a community corridor and warrants distinction as a major north-south bike and pedestrian way.

CROSSING BARRIERS

Shawnee Mission Parkway and Metcalf Avenue both present formidable barriers for active transportation. On Mission's western boundary, Metcalf transitions from a freeway environment to surface arterial, and the epicenter of that transition is the Johnson Drive interchange. The Kansas Department of Transportation is considering a redesign of that interchange and pedestrian and bicycle access \should be a major priority. Additionally, most students from Mission attend high school at Shawnee Mission North west of Metcalf. Safer pedestrian and bicycle access, either at grade or grade separated, could have real benefits by improving both traffic flow and transportation alternatives.

Shawnee Mission Parkway has marked crossings at Lamar and Nall Avenues, but crossing this wide, high-speed arterial is difficult for both pedestrians and bicyclists and



Shawnee Mission Parkway crossing at Nall Avenue



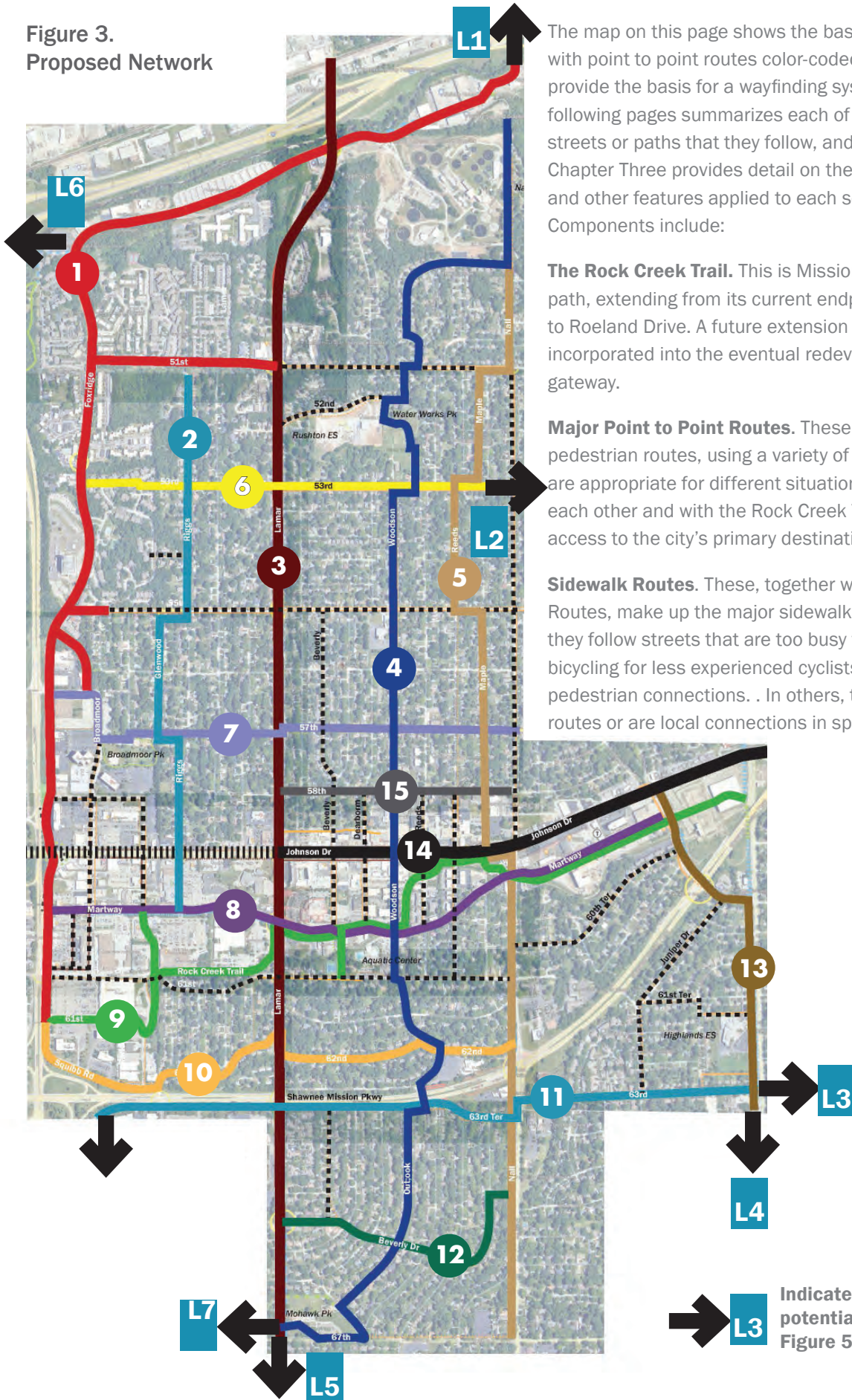
Dodge Street (US 6) overpass in Omaha, NE. This bridge over the city's principal east-west corridor attracts heavy pedestrian and bicycle traffic. This well-loved structure is listed on the National Register of Historic Places for its elegant design. It connects two sides of a neighborhood and a central city greensward and was recently restored using funds raised by neighborhood residents.

nearly impossible for people with disabilities. The plan suggests consideration of a grade-separated crossing by overpass or tunnel, possibly at the Woodson Road location. Such a crossing could increase the usefulness of existing paths in Overland Park and Merriam on the south side of the Parkway. In the short-term, moderate redesign of the intersection could increase comfort for active users.

COMFORTABLE INTERSECTIONS

While network design usually focuses on routes and linear facilities, street intersections can also break continuity for many users. Intersections of routes should be stop-protected, providing a level of traffic calming, and marked with high visibility crosswalks. Similarly, crossings of major collectors and arterials should be protected by traffic control devices such as full signalization, HAWK signals, or at a minimum Rapid Rectangular Flashing Beacons (RRFBs) if not already protected. Details displayed in Chapter Three indicate key locations for enhanced crossings.

Figure 3. Proposed Network



The map on this page shows the basic network structure with point to point routes color-coded for clarity. This will also provide the basis for a wayfinding system. The table on the following pages summarizes each of these major routes, the streets or paths that they follow, and destinations served. Chapter Three provides detail on the type of infrastructure and other features applied to each segment of these routes. Components include:

The Rock Creek Trail. This is Mission’s major shared use path, extending from its current endpoint east of Metcalf to Roeland Drive. A future extension to Roe Avenue can be incorporated into the eventual redevelopment of the eastern gateway.

Major Point to Point Routes. These are dual bicycle and pedestrian routes, using a variety of infrastructure types that are appropriate for different situations. They intersect with each other and with the Rock Creek Trail to provide maximum access to the city’s primary destinations.

Sidewalk Routes. These, together with the Point to Point Routes, make up the major sidewalk system. In some cases, they follow streets that are too busy for comfortable on-road bicycling for less experienced cyclists but provide important pedestrian connections. . In others, they duplicate primary routes or are local connections in specific areas.



Figure 4. Point-to-Point Route Descriptions

	Route Name	General Description	Endpoints	Streets Used	Destinations Served and Intersecting Routes
1	Westside Peripheral	Major continuous westside route that connects northwest apartment neighborhood with north side neighborhoods and central Mission. Possible extension east of Lamar under I-35 to Merriam Dr. bikeway in KCK	Lamar and Foxridge (N) with Rock Creek Trail (S). Connects to crosstown east-west routes and Johnson Drive; 51st Street Extension to 51st and Lamar	Foxridge, Metcalf right-of-way	Streamway Park, Northwest Apartment District, North High School with Johnson Drive connection, Target, Rock Creek Trail 3 6 7 8 9 14
2	Riggs	Westside route connecting residential areas to Martway commercial district	Riggs south of 51st to Riggs and Martway	Riggs Avenue, Glenwood Street	Broadmoor Park, Johnson Drive/Martway commercial, Hy-Vee 6 7 14 8
3	Lamar	Major north-south multimodal route through the center of the city. Regionally important as the most continuous north-south street with moderate traffic in the region, connecting Mission north to Merriam Drive and south to the Indian Creek Trail and the OP central district.	I-35 to 67th Street in Mission	Lamar Avenue	Rushton School, Downtown Mission, Powell Community Center, Rock Creek Trail, Mohawk Park with possibility of regional linkages 1 6 7 8 9 10 11 12 14 15
4	Woodson	Major north-south route with good connectivity, serving many community destinations.	Nall Park (N) to Mohawk Park (S), assuming Shawnee Mission Parkway crossing	Nall Avenue, W. 49th St., Outlook St., 51st St., Woodson Rd/52nd St., Water Works Park Path, 53rd St., Woodson Rd., Outlook Dr., Mohawk Park path	Nall Park (Roeland Park), Water Works Park, Rushton School, St. Pius X Church, Downtown Mission, Rock Creek Trail, City Hall, Aquatics Center, Trinity Lutheran Church, Mohawk Park 5 6 7 8 9 10 11 12 14 15
5	Maple/Reeds	Eastside neighborhood route paralleling Nall and connecting into existing Nall sidepath	Nall Park (N) to 67th and Nall	Nall Avenue, 51st St., Maple St., 53rd St., Reeds Rd., 55th St., Maple St., Rock Creek Trail, Nall Avenue Sidepath	Nall Park, Downtown Mission, Rock Creek Trail, Parkway pedestrian crossing, St. Michael's Church 4 6 7 8 9 10 11 12 14 15
6	53rd	Major east-west connector to route grid with potential link to Westside Route through Hillsborough Apartments. Continuation east in Roeland Park to Roe Blvd. commercial.	Riggs Avenue (W), with possible extension to Foxridge through apartment drives to Nall (E). Extension through Roeland Park to Roe.	Apartment drives and walks, 53rd Street	Rushton School, Water Works Park 1 2 3 4 5
7	57th	Major east-west connector to route grid, linking eastside neighborhoods to the Metcalf corridor	Foxridge (W) to Nall (E). Possible continuation to Roe in Roeland Park	56th St., Broadmoor St., Broadmoor Park Path, 57th St.	Metcalf offices, Broadmoor Park, 1st Baptist Church, 1 2 3 4 5

Figure 4. Point-to-Point Route Descriptions

	Route Name	General Description	Endpoints	Streets Used	Destinations Served and Intersecting Routes
8	Martway	Primary east-west route paralleling Rock Creek Trail, access to major central Mission destinations and connecting to westside peripheral trail	Metcalf (W) to Roeland Dr (E)	Martway St., Rock Creek Trail	West Martway commercial centers, Rock Creek Trail Downtown Mission, Powell Community Center, Aquatics Center, City Hall, Mission Bowl, Transit Center 1 2 3 4 5 9 13 14
9	Rock Creek Trail	Mission's signature shared use path, maintaining a distinctive neighborhood character.	Metcalf corridor (W) to Roeland Dr. (E). Extension to Roe Avenue as an integral part of eventual development of the Gateway site	Trail corridor, with some sidepath segments along Martway St.	West Martway commercial centers, Downtown Mission, Powell Community Center, Aquatics Center, City Hall, Mission Bowl, Transit Center. Branches proposed to provide better linkages to major retailers, the Aquatics Center, and other street connections. 1 3 4 5 8 10 13 14
10	South Peripheral	Continuation of the Westside Peripheral along the Foxridge/Metcalf route, making a neighborhood-based connection north of Shawnee Mission Parkway.	Rock Creek Trailhead at Metcalf to 62nd and Nall	Squibb Rd, 62nd St.	West Martway commercial, neighborhoods, Nall Avenue sidepath and Shawnee Mission Parkway crossing 1 3 4 5
11	Parkway South	East-west route paralleling Shawnee Mission Parkway, continuing an existing path east to the Nall sidepath and schools	65th and Metcalf (W-Overland Park) to 63rd and Roe (E)	Existing trail in Overland Park, 63rd Terrace, Parkway right-of way, 63rd St	Overland Park office and apartments, neighborhoods, Highland Elementary School, Indian Hills Middle School 3 4 5 13
12	Beverly	East-west connection in Milhaven neighborhood, connecting to Nall Ave Sidepath and to eastside schools	65th and Metcalf (W) to 63rd and Roe (E)	65th St., Beverly Dr., Maple Dr., 64th Terrace	Lowell and Nall sidepaths 3 4 5
13	Roeland	Connection from Johnson Dr tp Roe Avenue and residential neighborhoods	Johnson and Roeland Dr. (N) to 63rd and Roe (SE)	Roeland Dr., Roe Avenue	Johnson Dr. district, potential eastside redevelopment site, Highlands Elementary School and Mission Village Neighborhood 8 9 11 14

Figure 4. Point-to-Point Route Descriptions

	Route Name	General Description	Endpoints	Streets Used	Destinations Served and Intersecting Routes
14	Johnson Dr	Central street and signature corridor of Mission, designed primarily for slow to moderate speed traffic and a primary pedestrian environment rather than a bikeway	Johnson and Metcalf (US 69 Highway) to Johnson and Roe	Roeland Dr., Roe Avenue	West Gateway District, Downtown, and East Gateway District, Powell Community Center, Rock Creek Trail, Transit Center 
15	58th Street	Parallel bicycle access to Downtown businesses on north side of Johnson, alternative to bicycles on the main street	Lamar (W) to Nall (E)	58th Street, with coordinated bicycle parking on north side of Johnson Drive	Downtown Mission 

MISSION IN THE REGION

As an inner-ring community in the Kansas City metropolitan area, Mission is surrounded by other municipalities and its boundaries are in most cases imperceptible. Mission's residents frequently travel outside city limits to shop, work, play, go to school attend events, and carry out other aspects of their lives – and residents of neighboring cities travel to Mission for the same purposes. Yet, Mission is relatively isolated from the region from an active transportation perspective. The Rock Creek Trail, for example, is separated from longer regional trails and most of its use is local. Other regional trails are relatively distant and/or separated by major road obstacles from Mission. The Mid-America Regional Council's ambitious MetroGreen plan also does not directly serve or connect Mission to its comprehensive greenway network.

Yet external connections are very important to active users in Mission. Figure 5 identifies seven potential connecting routes from endpoints of routes in the proposed Mission network to regional trails, transit, and destinations. These connecting routes in some cases require infrastructure, but typically use streets with low and moderate traffic volumes and surrounding residential land use. These streets can be adapted to pedestrian and bicycle transportation with signage, improved intersection crossings, and traffic calming techniques. All require cooperation with neighboring cities. A brief discussion of each of these connecting routes follows.

L1: CROSSROADS DISTRICT/DOWNTOWN KANSAS CITY

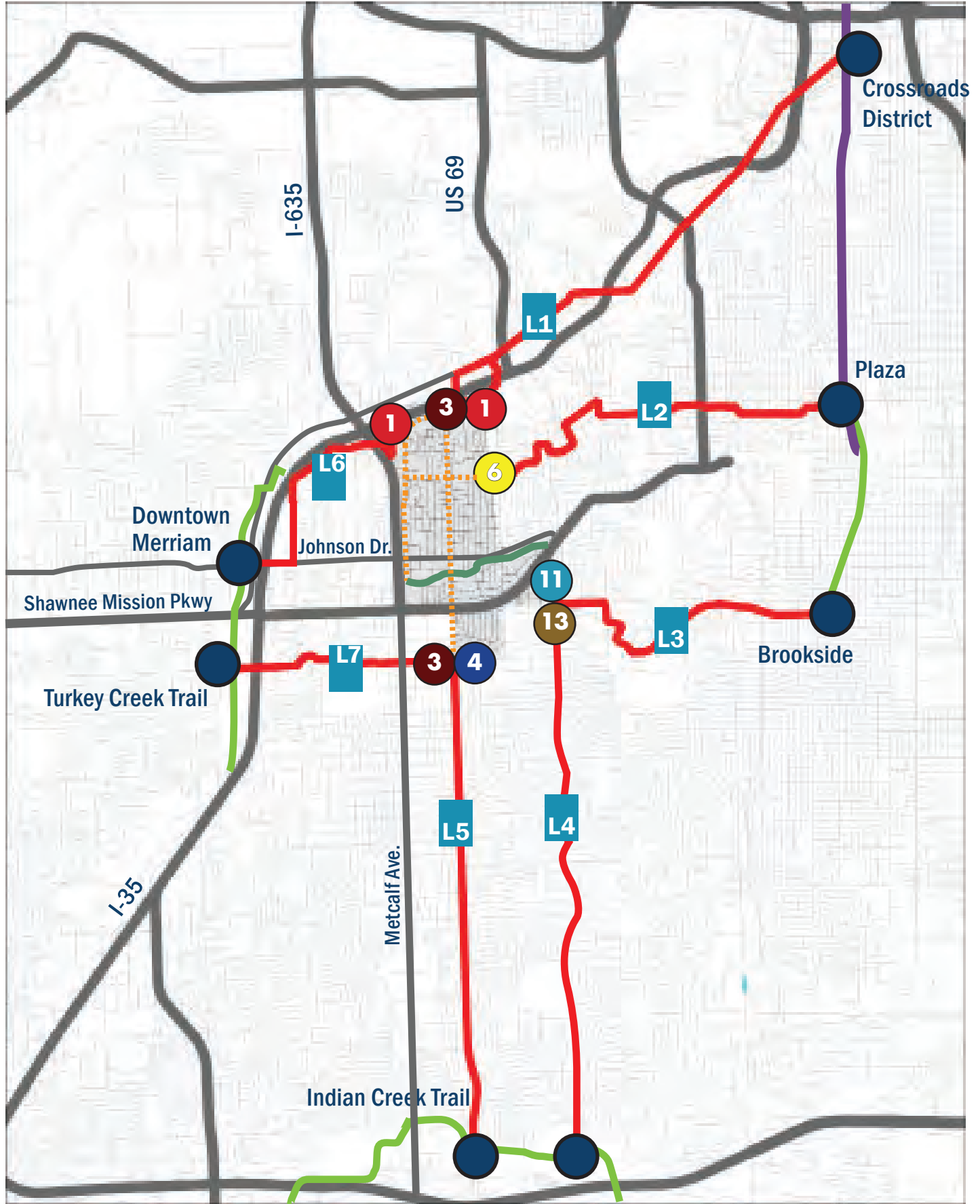
This connection requires replacement of the existing Lamar Avenue bridge over I-35 that includes bicycle and pedestrian facilities, probably with a sidepath on the west side that would continue to Merriam Lane. This alternative assumes eventual redesign of this interchange with the interstate. An alternative approach would be construction of a separate bicycle/pedestrian bridge over the Interstate.

Another approach, described in other parts of this plan, uses Foxridge Drive east of Lamar, continuing into KCK using a very lightly traveled road under I-35, crossing the BNSF mainline at grade, and reconstructing an existing Turkey Creek bridge to Merriam Lane. The route then continues along Merriam Lane and Southwest Boulevard to the Crossroads District and Downtown KCMO. Major actions and capital improvements would include upgrading the existing roadway or trail construction from the terminus of Foxridge, to Merriam Lane, upgrading the BNSF grade crossing, reconstructing the Turkey Creek bridge, and enhancing the existing standard bike lanes on Merriam Lane and Southwest Boulevard.

L2: COUNTRY CLUB PLAZA

This route extends Mission's 53rd Street route (Route 6) using Sycamore Drive, on the periphery of Roeland Park Walmart, West 51st Street, Buena Vista Street, Elledge Drive, Neosho Avenue, and 48th Street/47th Avenue to Country Club Plaza. Several alternative routes could connect this link to the KC Streetcar. The route, involving Roeland

Figure 5. External Connections from Mission Network



Park, Westwood, and Kansas City, serves several schools, Westwood Park, and the Trolley Track Trail. Most of the route can be handled with bicycle boulevard improvements with the exception of a sidepath around the perimeter of the Walmart site on Cedar Street and W. 50th Terrace, and high-visibility crosswalks at 51st and Roe. A sidepath is already in place along Roe from 50th Terrace to Johnson Drive.

L3: BROOKSIDE

This route begins at 63rd and Roe, connecting with the Parkway South (11) and Beverly (13) routes. It follows 65th Street, Indian Lane, Tomahawk Road, W. 63rd Terrace to Meyer Circle, and Meyer Boulevard to the Brookside District. It involves Mission Hills and Kansas City, and can be accommodated through bicycle boulevard treatments, primarily signage and crossing improvements at Mission Road. The route connects Mission to the Trolley Track Trail at Brookside.

L4: INDIAN CREEK TRAIL VIA ROE

This is one of two potential routes linking Mission to the Indian Creek Trail, It uses the residential segment of Roe Avenue, connecting with the Mission network at 63rd Street and serving six parks along its undulating path. The route involves Prairie Village and Overland Park. It uses a path linking Franklin and Meadowbrook Parks and its curving alignment has some traffic slowing effect. The link can be defined by signage and traffic calming features if required by traffic speed. Another link connects to the north segment of the Leawood Loop at Somerset Drive.

L5: INDIAN CREEK TRAIL VIA LAMAR

This route extends the Lamar corridor to the Indian Creek trail and is contained within Overland Park. The route serves three elementary schools, Indian Woods Middle School, and Shawnee Mission South High School as well as a neighborhood park, and continues beyond the trail to OP Central with Overland Park's Convention Center and the Aspiria campus. Wider parts of Lamar north of 75th Street can accommodate a bike lane design similar to that proposed in Chapter 3. Narrower parts to the south should consider traffic calming features. Lamar throughout the area north of Indian Creek now are marked with shared lane markings.

L6: TURKEY CREEK TRAIL/MERRIAM

This very difficult project begins with a switchback route from Streamway Park, continues along the creek under 69 Highway or with a grade crossing at 52nd Street, and

restores a trail segment that closed after being damaged by the floods in 2019. The route continues along Antioch Road, crosses to the west side at the signalized ramps to I-35, and continues in a wide greenway along the Antioch frontage of the Merriam Town Center shopping center. Major redesign of the I-35/Johnson Drive interchange is required to provide a safe link to Downtown Merriam and the Turkey Creek Trail. The trail itself extends south to 75th Street and north to Waterfall Park and the Merriam Drive route to Downtown KCMO. This plan recognizes the difficulty and possibility that this connection is not feasible, but it would provide an important regional link.

L7: TURKEY CREEK TRAIL/ANTIOCH PARK

This route connects the Mission network at Mohawk Park to the Turkey Creek Trail using 67th Street, Craig Street, and 66th Terrace to and through Antioch Park and continuing west along 67th Street to the Trail. The *Mobile Merriam* Bicycle Facilities Plan (RDG, 2022) proposes a lane reduction to three lanes with bike lanes on 67th between Antioch and I-35, a detailed plan for bike/ped facilities at the I-35 interchange, and street design revisions to the trail.

FACILITY VOCABULARY

The Mission network will use a variety of facility types, adapted to the specific needs and constraints of each different route. Most of the city's streets are relatively narrow, but this plan seeks to be realistic in these contexts: to do the most we can without resorting to cost-intensive projects in a basic, functional system.

Trails. Trails are off-street shared use facilities on exclusive right-of-way with two-way circulation. Trails should have a 10' standard minimum width and 8' where constrained. The Rock Creek Trail is the city's pre-eminent existing trail, but the network proposes both extensions and limited new facilities. Trail crossings of roadways should use high-visibility pavement markings, with additional traffic controls and warning signage at collector and arterial street intersections.

Shared Use Sidepath (Bi-Directional). Sidepaths are off-street facilities built on street right of way. Typically, shared use sidepaths accommodate two-way circulation with 10' standard minimum width and 8' where constrained. Where shared use sidepaths intersect with the roadway, high visibility crosswalks should be used with additional treatment provided at major street intersections. The plan proposes upgrading the existing sidewalk on Martway to a shared use sidepath.

High visibility crosswalk and trail advisory sign, Clayton Road, Saint Louis County, MO



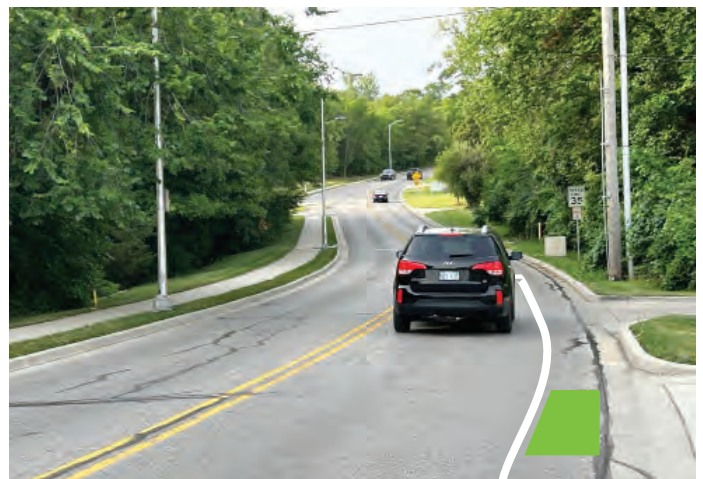
Shared Use Sidepath (Single Directional). This is an unconventional approach necessitated by topographic and cost constraints and will apply to Foxridge Drive south of 51st Street. An existing sidewalk, varying in width from 5 to 6 feet, is marked as a single directional path for bicycles and micro-mobility devices in the predominately uphill direction. A bike lane is provided on street in the opposing direction. Pedestrians have full use of the sidewalk and signage is provided advising bicyclists and micro-mobility users that pedestrians have priority. Street intersections are treated like bi-directional sidepaths.



Trail. Rock Creek Trail adjacent to Target.



Shared Use Sidepath. Nall Avenue path accommodates travel in both directions. Warning signs for motorists and high visibility crosswalks at street crossings will add to the safety of these facilities



Shared Use Directional Sidepath. In this setting on Foxridge Drive, the existing sidewalk permits northbound only bicycles as well as pedestrians, with an on-street bike lane in the opposing direction.

Enhanced Bicycle Lanes. On-street bike lanes provide a defined territory for bicycles and are advisable on streets with average daily traffic (ADT) greater than 3,000 vehicles. Typical bike lanes are marked for one-way directional movement. Buffered bike lanes with a painted and sometimes cross-hatched separation from travel lanes are preferable to standard bike lanes, but proposed streets for bike lanes in Mission are too narrow to accommodate them on both sides. Preferable minimum width for bike lanes is 5' standard minimum width with no gutter pans, 6' with gutter pans. Enhanced bike lanes use green paint to increase visibility, and this is especially important with "standard" unbuffered lanes. Green paint is recommended at the beginning of blocks and in conflict zones like street intersections and major driveway entrances. An alternative at street intersections is continental crosswalks with green paint.

Cycle Track. These facilities are built in the street channel below the curb and are separated from motor vehicles by a buffer, delineators, raised barriers, planters, or other physical barrier. They should be 10' minimum, 8' in very constrained locations. Depending on width and design they may be one-way or two-way. Cycle Tracks permit micro-mobility use but not pedestrians. High-visibility crossing markings at street intersections are necessary.



Enhanced Bike Lane. Green paint at the beginning of blocks and at conflict points increase the visibility of the bike lane to both motorists and bike lane users.



Cycle track. This facility is protected by a raised curb and parallel parking.



Cycle track. This installation is designed as a pilot project using flexible delineators. Note the "continental style" crossing markings in green..

Bicycle Boulevards. Sometimes referred to as “neighborhood greenways or active streets, this facility type makes up a major part of the Mission network. Bicycle boulevards apply to low-volume streets with less than 3,000 vehicles per day (in many cases far less than 3,000) and slow speed limits. Good connectivity and access to destinations should be paired with distinctive signage and directional graphics to make motorists aware of bicycles and pedestrians on the street. Sidewalks should be included on both sides of major links, one side elsewhere. A variety of traffic calming devices, stop preferences, street realignments, and signage can be used to help adapt streets to multimodal use. Bicycle boulevards will cross major streets in a network grid, and various forms of protection including four-way stops, pedestrian actuated signals, and signage should be used. A variety of treatments can be used on Bicycle Boulevards as indicated by the photos on this page.



Painted entry median with delineators and signage. This highly cost effective design is in common use in Los Angeles.



Mini-roundabout. Example from Ravenswood neighborhood in Chicago.



Special street signage. Topeka, KS



Neckdown. Curb extensions that narrow a street at intersections can moderate traffic speed and reduce pedestrian crossing distance. (Strathcona County, CA photo)



Chicanes or street realignment at specific locations. Goodman Street in Merriam, KS)

Enhanced Sidewalks. These sidewalks are extra wide but are designed for pedestrian use only. Enhanced sidewalks include streetscape elements and amenities along with special material treatment of crosswalks.

Sidewalks. Minimum width for new sidewalks is 5' with 6' being desirable. 4' minimum setback from the back of the curb, 6' desirable minimum for new installations. Reconstruction of existing sidewalks should be done to comply with sidewalk setbacks. The back of the curb walkway with adequate width may be acceptable adjacent to a bike lane. High visibility crosswalks should be used at major intersections. Intersection ramps should be directional, orienting pedestrians in their actual direction of travel rather than diagonal. Alignments can curve or vary where possible.



Johnson Drive in Downtown Mission



High visibility crosswalk. Crossing installation in Culver City, CA. Wide continental crosswalk striping and directional ramps make this design very comfortable for pedestrians.



3

Network Details

This Chapter Contains:

- Individual Route Details
- Sector Recommendations
- Wayfinding Concept



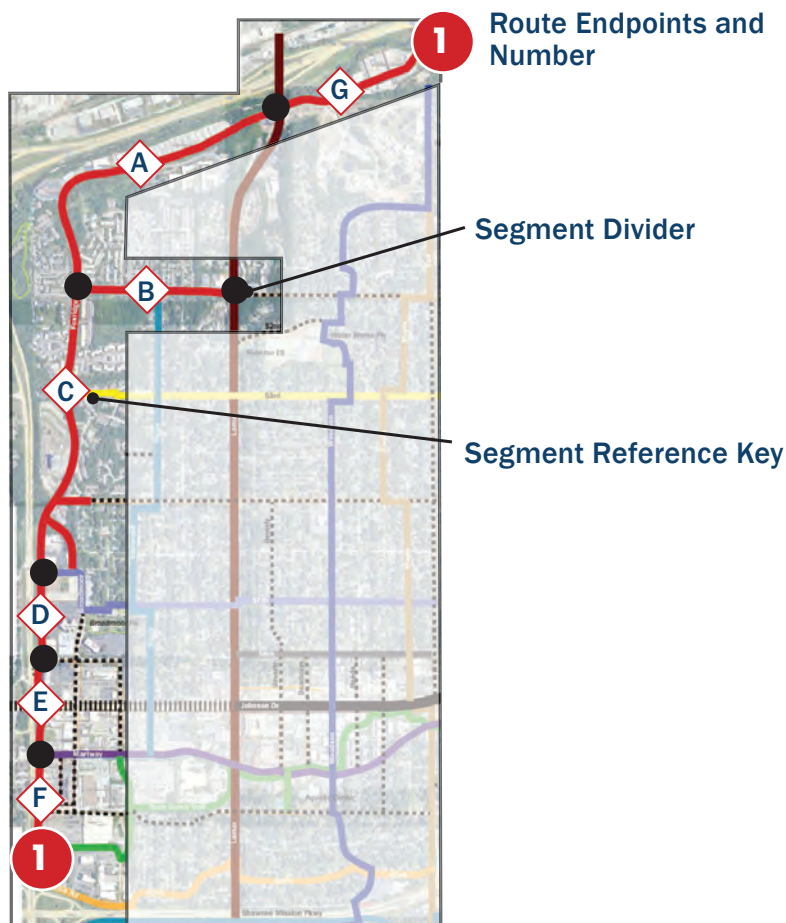
NETWORK DETAILS

This chapter presents more detailed descriptions of the components of the proposed Mission network. It consists of two parts: individual route details and sector recommendations. Sector recommendations provide additional information on how routes connect to one another and begin on page 48.

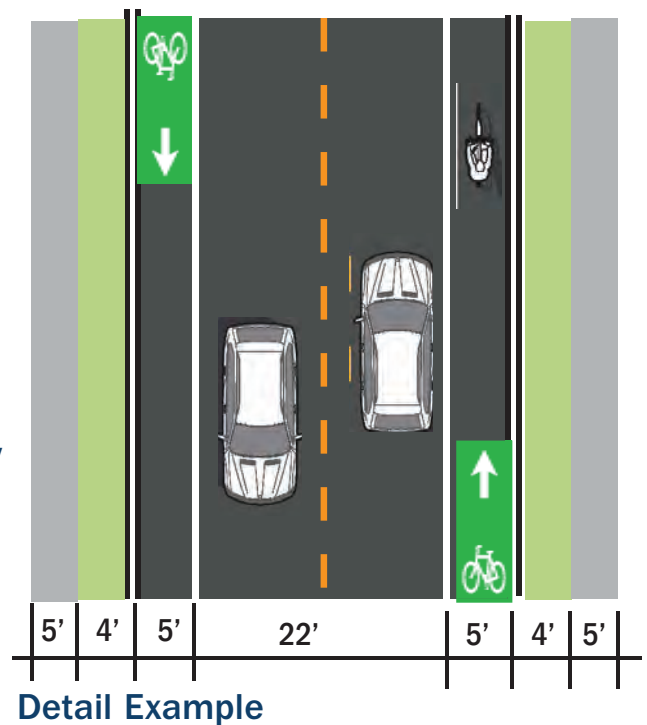
- Detail pages for each of the network's 15 point-to-point routes include:
 - A description of the route's roles in the network.
 - A locator map displaying the specific route in its

network context and dividing the route into segments.

- An information table describing the length of each segment, its facility type, street width and parking condition, and design treatment.
- Details, including larger scale insets, street sections, and diagrams as needed where unusual conditions require further illustration.
- In some cases, a photograph of the existing context.

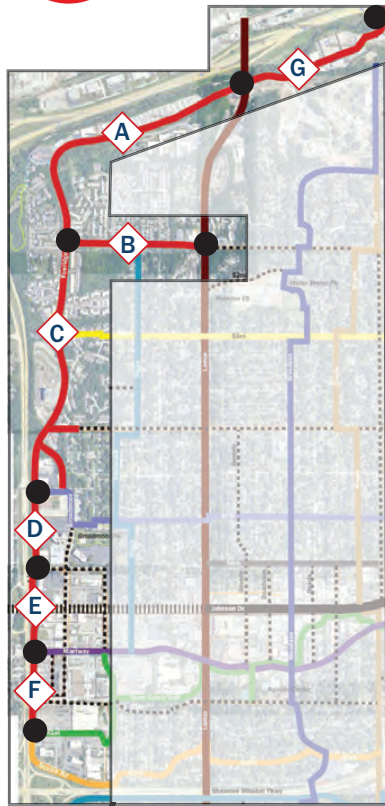


Area and Segment Locator Map



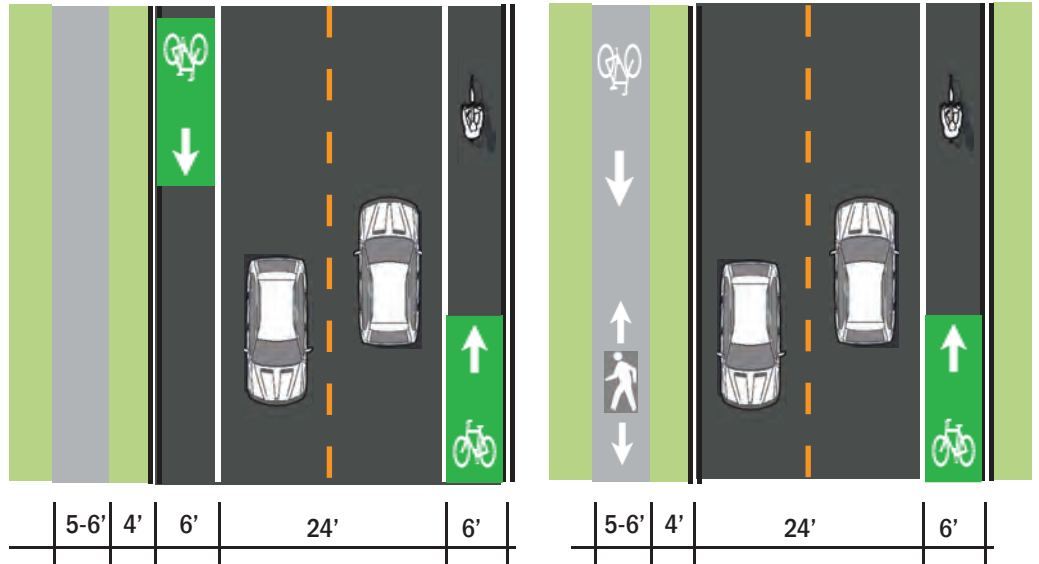
Detail Example

1 WESTSIDE PERIMETER



Role in the Network

- Connects Foxridge Drive to the future Metcalf sidepath and trail.
- Provides safer environment on Foxridge Dr. and the the Rock Creek Trail’s western trailhead.
- Connect high-density apartments in Northwest Mission to the center of the city and the rest of the network
- Provides a potential connector to the Merriam Drive commuter bikeway



Detail A. Foxridge, Lamar to 51st

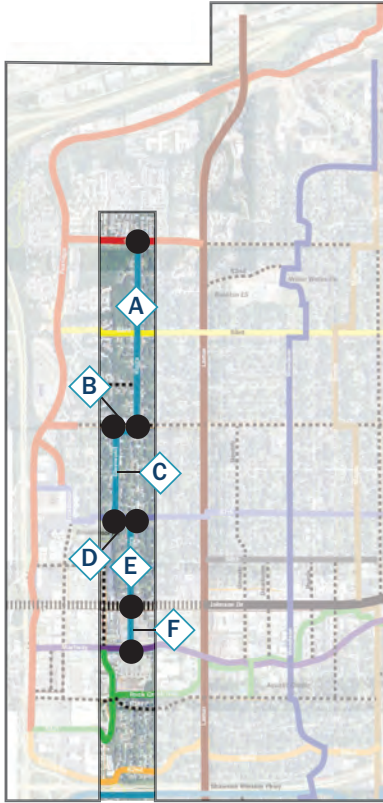
Detail B. Foxridge, 51st to 56th

MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Foxridge: Lamar to 51st	0.83	Enhanced Bike Lane (Bi-Directional)	36'	None	High visibility paint at major intersections
B	Foxridge: 51st to 56th	0.58	Shared Use Sidepath (NB only) Bike Lane (SB)	30'	None	Pavement markings showing bike use in NB direction and pedestrians in both directions; SB enhanced bike lane (see detail A)
C	51st Extension: Foxridge to Lamar	0.38	Shared Use Sidepath on north side	NA	None	Sidepath with crosswalk markings at apartment driveway entrances
D	Foxridge: 56th to 58th	0.54	Shared Use Sidepath or Trail	NA	None	Possible diversion using 56th, Broadmoor St, and alignment through planned redevelopment project to avoid conflict with traffic exiting Metcalf
E	Metcalf Corridor: 58th to Martway	0.25	Trail	NA	None	Trail on or adjacent to US 69 right-of-way. Actual design and alignment depends on final design of Johnson Drive and Metcalf interchange
F	Metcalf Corridor: 61st to West Rock Creek Trailhead	0.1	Trail	NA	None	Trail on or adjacent to US 69 right-of-way. Connects to the west Rock Creek Trailhead
G	Foxridge: Lamar to Merriam Dr Regional project with KCK and MARC	0.75	Sidepath, conversion of currently unusable road, sidepath on KCK section	30'-34'	None	Sidepath changing sides of street as required by topography and development; conversion of road under I-35 to trail; reconstruction of Turkey Creek bridge.

2 RIGGS

Role in the Network

- Connects western neighborhoods to Broadmoor Park.
- Provides connection to the west side commercial area of Johnson Dr and Martway St.
- Provides quiet north-south off-street pedestrian access for residential areas bounded by Lamar and Foxridge.

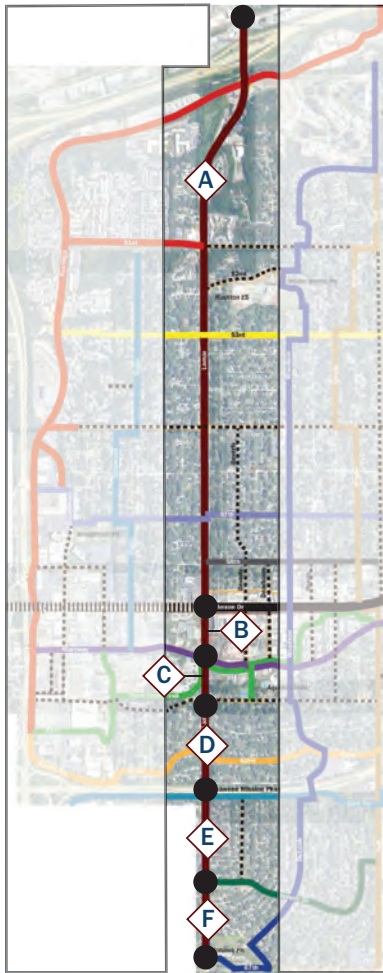


MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Riggs: north end of Riggs to 55th	.51	Bicycle Boulevard / Sidewalk	25'	Both Sides	Bicycle boulevard with sidewalk on east side
B	55th: Riggs to Glenwood	.06	Bicycle Boulevard / Sidewalk	25'	Both Sides	Bicycle boulevard with sidewalk added on north side
C	Glenwood: 55th to 57th	.25	Bicycle Boulevard / Sidewalk	25' / 30'	Both Sides	Bicycle boulevard with sidewalk added on east side
D	57th: Glenwood to Riggs	.04	Bicycle Boulevard / Sidewalk	25'	None	Bicycle boulevard with sidewalk on north side
E	Riggs: 57th to Johnson	.25	Bicycle Boulevard / Sidewalk	25'	Both Sides	Bicycle boulevard with sidewalk on west side. Protected bike/pedestrian mid-block crossing of Johnson Drive
F	Parking Driveway: Johnson to Martway	.12	Driveway connection	30'	None	Requires cooperation with private property

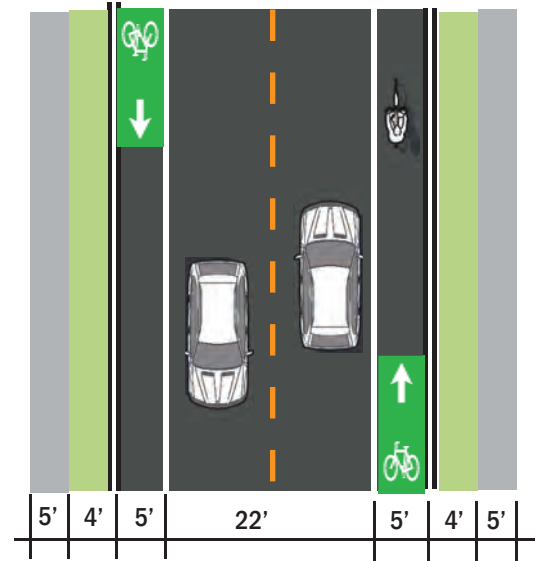
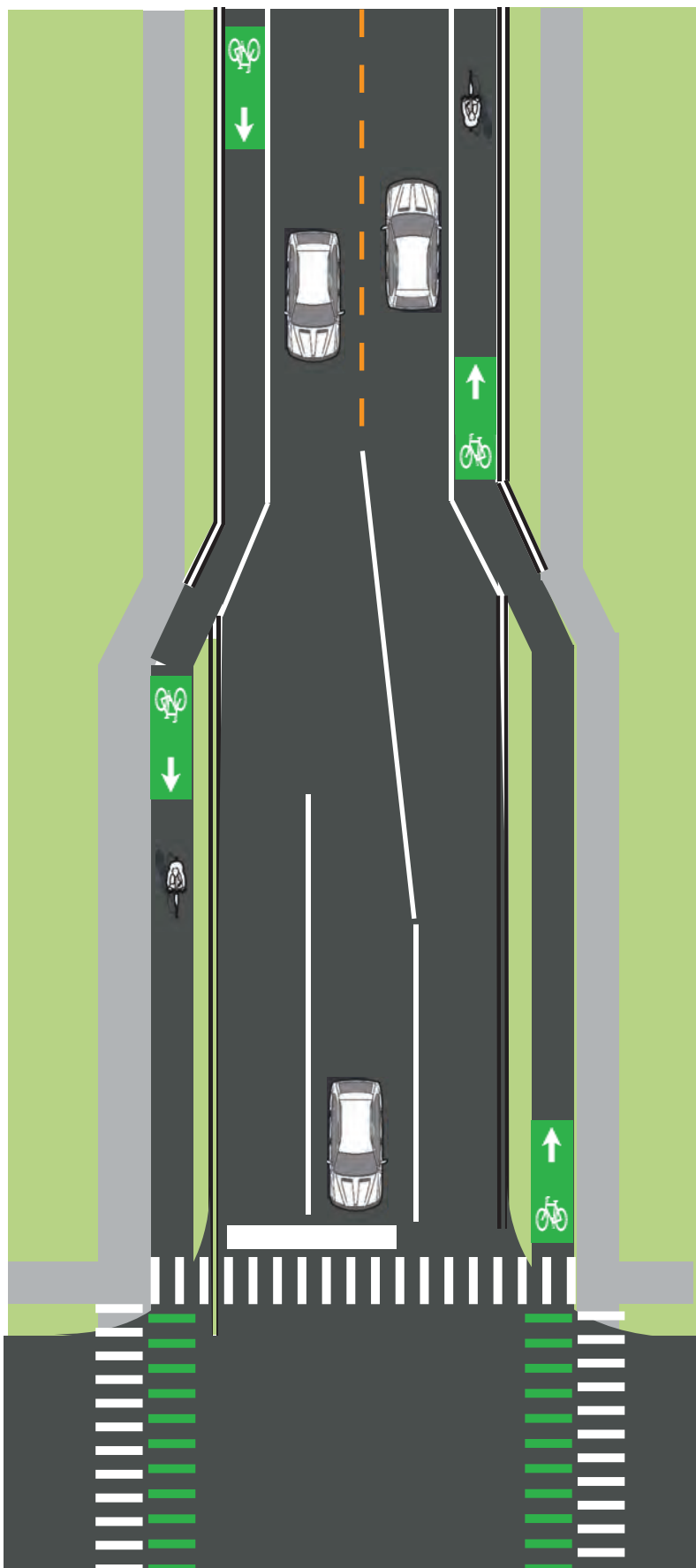
3 LAMAR

Role in the Network

- Principal north-south multi-modal corridor through the center of the city
- Connects north and south residential areas to the central corridor, Rock Creek Trail, and various destinations
- Serves Rushton School and Water Works Park
- Logical connecting complete street to Merriam Drive north in Kansas City Indian Creek Trail south in Overland Park



MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Lamar: 24th St bridge to Johnson	1.5	Enhanced Bike Lanes Shared Use Sidepath (Single-Directional) / Sidewalk	32'	None	Bicycle lanes on both sides with single direction sidepaths through signalized intersections of 51st, 53rd, and 55th. Sidewalk on the west side
B	Lamar: Johnson to Martway	.13	Shared Use Sidepath (Single-Direction)	NA	None	Shared use sidepath (single-direction) on the west and east side of Lamar
C	Lamar: Rock Creek Trail to 61st	.03	Shared Use Sidepath (Bi-Directional)	NA	None	Shared use sidepath (bi-directional) on the west side of Lamar. Protected bike/ped crossing to east side of Lamar
D	Lamar: 61st to Shawnee Mission Parkway	.23	Shared Use Sidepath (Bi-Directional)	NA	None	Shared use sidepath (bi-direction) on the west side of Lamar. Protected bike/ped crossing of Shawnee Mission Parkway.
E	Lamar: 65th to 67th	.25	Shared Use Sidepath (Bi-Directional)	NA	None	Shared use sidepath (bi-direction) on the east side of Lamar. Protected bike/ped crossing Lamar at 65th Street.



Detail D. Basic Lamar street section with enhanced bike lanes north of 58th Street. Sidewalk setback shown is a minimum.



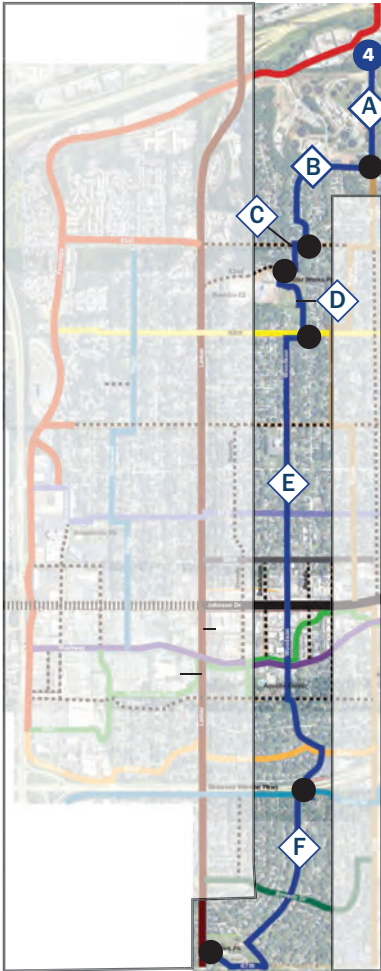
Bike lane to path transition, in this case at a roundabout. Location is Conway, Arkansas

Detail C. Bike lane/path transition at signalized intersections with left-turn lanes (51st, 53rd, 55th Streets). Drawing is a diagram and not to scale

4 WOODSON

Role in the Network

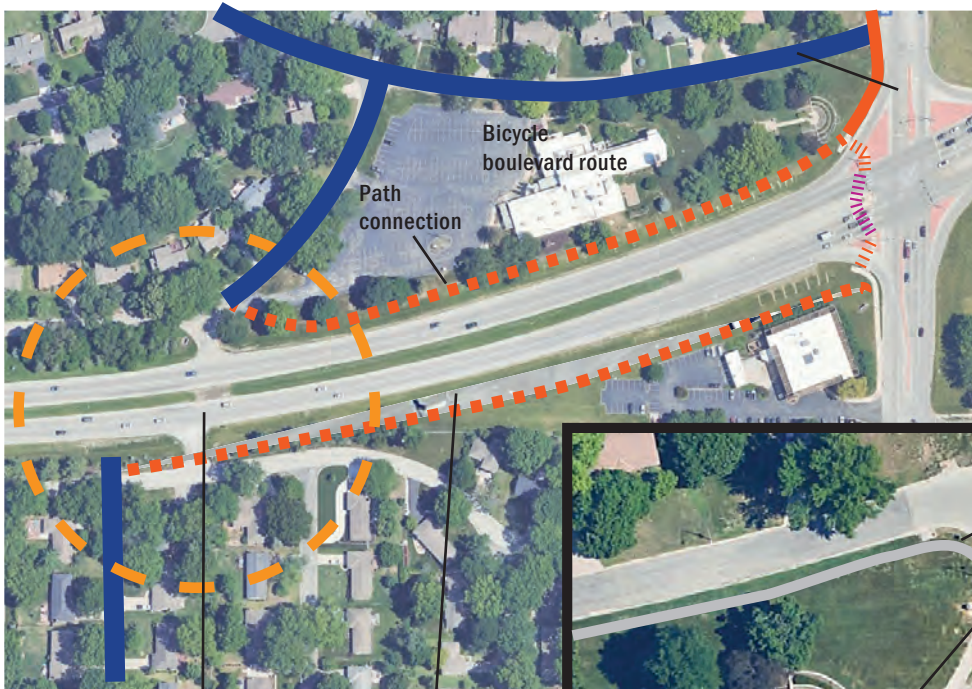
- Major north-south route that links many of Mission’s major destinations, including Rushton School, Water Works Park, Downtown, Aquatics Park, City Hall, and Mohawk Park.
- With upgraded crossing of Shawnee Mission Parkway, provides a major connection between Milhaven neighborhood and the rest of the city.
- Valuable linkage of northside neighborhoods to the Rock Creek Trail



MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Nall: Nall Park to 49th	.28	Bicycle Boulevard / Sidewalk	25'	Both Sides	Bicycle Boulevard with sidewalk on east side
B	49th/Woodson/Outlook: Nall to 51st	.42	Bicycle Boulevard / Sidewalk	25'	Both Side	Bicycle Boulevard with sidewalk on south and east side
C	Woodson/52nd: 51st to Rushton Elementary	.10	Bicycle Boulevard / Sidewalk	25'	None	Bicycle Boulevard with sidewalk on east side of Woodson and north and south side of 52nd. Connect to Rushton School and Water Works Park
D	Rushton Elementary/Water Works Park: 52nd to 53rd	.25	Trail	NA	None	Shared Use Trail move through Rushton Elementary and Water Works Park

4 WOODSON (CONTINUED)

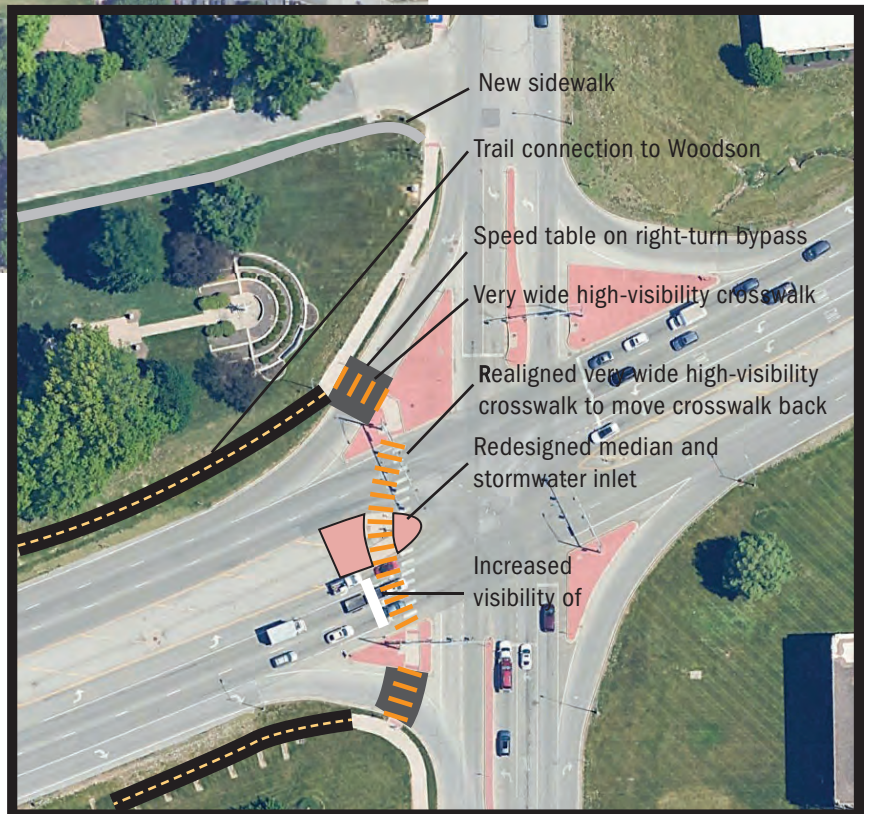
MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
E	Woodson, 53rd to Shawnee Mission Parkway	1.30	Bicycle Boulevard	25'	Both Sides north of 59th Ter, Both Sides south of 61st St	Bicycle Boulevard with sidewalk implemented on both side where needed north of 61st St. Sidewalk on the westside south of 61st St
F	Outlook, 63rd to Mohawk Park	.50	Bicycle Boulevard	25'	Both Sides	Bicycle Boulevard with sidewalk on westside



Crossing a six lane corridor with signage, high visibility crosswalks, and deeper median nose, Bethesda, MD

Possible grade separation site Path connection

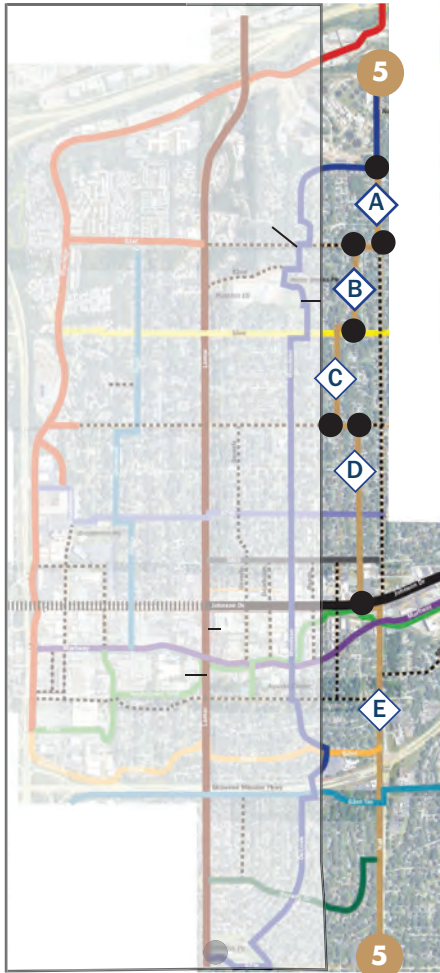
Crossing Shawnee Mission Parkway. A grade separated crossing for bicyclists and pedestrians either over or under Shawnee Mission Parkway is the best way to cross this roadway safely. However, minor to moderate redesign of the intersection can create a safer environment for vulnerable users. Because of intersection geometry and lack of connecting sidewalks or shared use paths, crossings on the east legs of the intersection are not shown in this plan and require additional study.



5 MAPLE/REED

Role in the Network

- North-south pedestrian and bicycle connection on the east side of the city.
- Alternative to using Nall between Johnson Drive and 51st Street.
- Provides Roeland Park with a lower cost option to a sidepath on Nall.
- Connects to Nall sidepath south of Johnson Drive to serve areas south of Shawnee Mission Parkway.



Negotiating jogs in the route. The Maple/Reed bicycle boulevard includes several jogs because of disconnected or offset streets. These can be addressed through short sidewalk or sidepath segments on the busier connecting street and crosswalks. Shared lane markings can be used here to guide on-street cyclists through the jog.

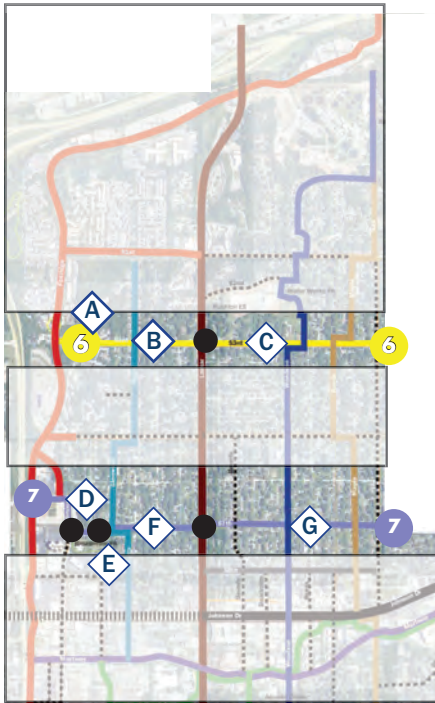
MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Nall: 49th to 51st	.22	Bicycle Boulevard	25'	One Side	Bicycle boulevard
B	Maple: 51 to 53rd	.30	Bicycle Boulevard	25'	Both Side	Bicycle boulevard with sidewalk on west side
C	Reed: 53rd to 55th	.32	Bicycle Boulevard	25'	Both Sides	Bicycle boulevard with sidewalk on east side
D	Maple: 55th to Johnson	.54	Bicycle Boulevard	25'	Both Sides	Bicycle boulevard with sidewalk on east side This section is part of a proposed on-street route with Roeland Park, that would use Birch Street between 51st and 55th.
E	Nall: Johnson to 67th	1.03	Shared Use Sidepath (Bi-Directional)	NA	None	Use existing Rock Creek Trail and Nall Ave sidepath. Increase bike/ped protection at major intersections

6 **53RD**

7 **57TH**

Role in the Network

- Major east-west crosstown bicycle boulevard connections.
- Low-stress corridors that parallel busier streets
- Major local access to schools and neighborhood parks.
- Improved sidewalk connectivity
- Service to potential redevelopment projects in Metcalf/69 Highway corridor
- Possible connection to major apartment groups in northwest and western parts of the city

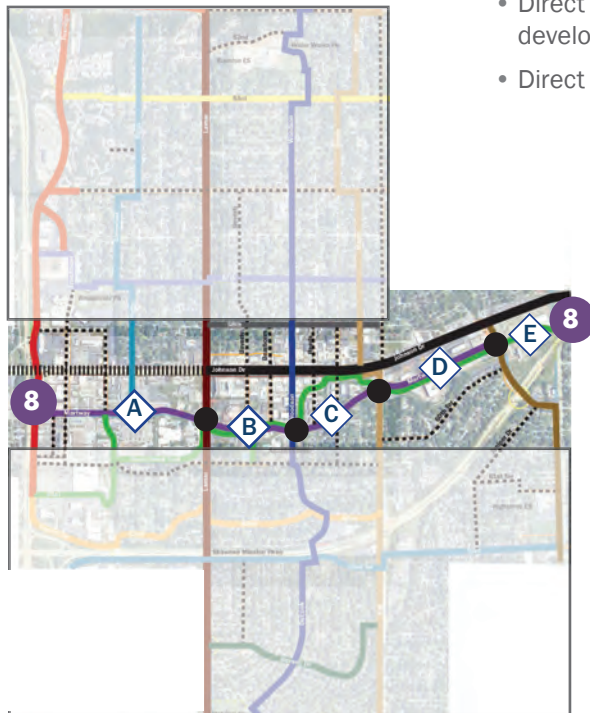


MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Hillsborough Apartments Drives to 53rd Street	200 ft.	Path	NA	NA	Path connecting apartment complex drive to end of 53rd Street. Path probably follows electric line. Connection requires owner permission
B	53rd: Riggs to Lamar	.19	Bicycle Boulevard	25'	Both Sides	Bicycle Boulevard, intersection redesign of Lamar crossing
C	Nall: Lamar to Nall	.47	Bicycle Boulevard / Sidewalk	25'	Both Side	Bicycle Boulevard with additional sidewalk on northside
MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
D	56th/Broadmoor: Foxridge to Broadmoor Park	0.17	Shared Use Sidepath	NA	None	Shared use sidepath on the south and west sides of the streets. Bike/Ped crossing of Broadmoor to Broadmoor Park necessary
E	Broadmoor Park Path: Broadmoor St to W. 57th & Glenwood	0.15	Park Path	NA	NA	Upgrade of park path to shared use standards as necessary
F	57th: Barkley to Lamar	.31	Bicycle Boulevard / Sidewalk	25'	One Sides	Bicycle Boulevard with sidewalk on northside. Protected bike/ped crossing of Lamar
G	57th: Lamar to Nall	.47	Bicycle Boulevard / Sidewalk	25'	One Side	Bicycle Boulevard with sidewalk on northside

8 MARTWAY

Role in the Network

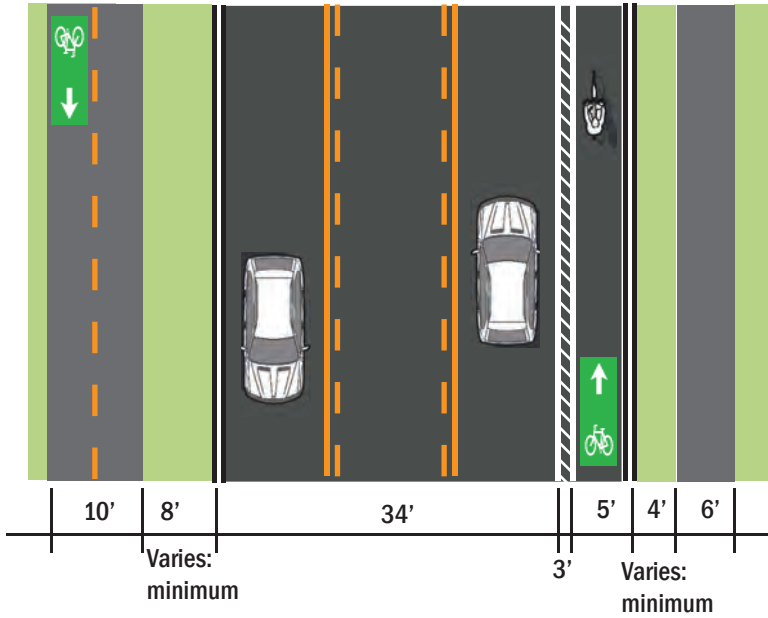
- Key component of braided active transportation system in central corridor, along with Johnson Drive enhanced sidewalks and the Rock Creek Trail
- Direct access to commercial destinations, recreational assets, and new development in central Mission.
- Direct on-street alternative to the more leisurely Rock Creek Trail.



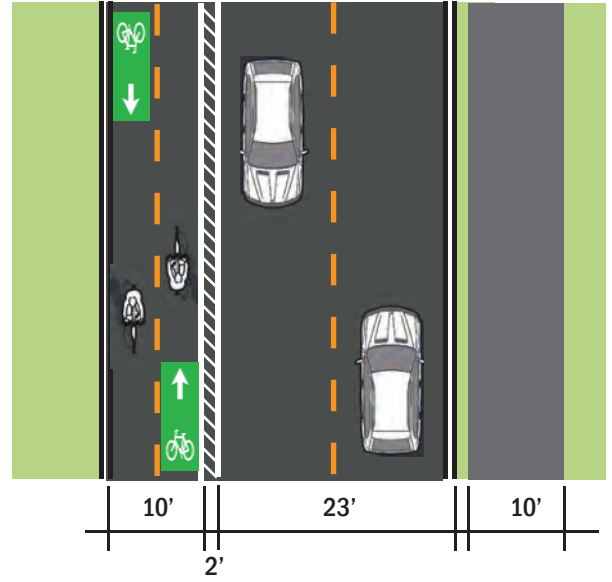
MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Martway: Metcalf to Lamar	0.50	Shared use sidepath on south side; protected one-way westbound cycle track on north side of street	43'	None	Shared Use Sidepath (bi-directional) on south side of Martway. Special attention needs to be paid to intersection and driveway crossings. Street width is adequate for one-way WB protected cycle track on north side retaining 3-lane street section between Broadmoor and Lamar. WB cycle track goes above the curb between Broadmoor and the Metcalf Trail
B	Martway: Lamar to Woodson	0.25	Trail	NA	None	Use existing Rock Creek Trail. Trail may shift to north side with redevelopment project between Beverly and Dearborn
C	Martway: Woodson to Maple	0.27	Bicycle Boulevard / Sidewalk	30'	None	Bicycle Boulevard with existing sidewalk on north side. Sidewalk widens to trail width between Maple and Nall
D	Martway: Nall to Roeland	0.33	Trail / Cycle track	35'	None	Rock Creek Trail as sidepath/wide sidewalk on the south side of Martway. Two-way protected cycle track on the north side of Martway. Protected Bike/Ped crossing of Nall intersection
E	Redevelopment site: Roeland to Roe	0.18	Cycle track or path through future redevelopment of Gateway site	NA	None	Use existing Rock Creek Trail and Nall Ave sidepath. Increase bike/ped protection at major intersections

8 MARTWAY

Broadmoor to Lamar Segment



Nall to Roeland Drive Segment



Different buffer options in constrained areas. From left: painted buffer with flexible delineators; raised curb or median.

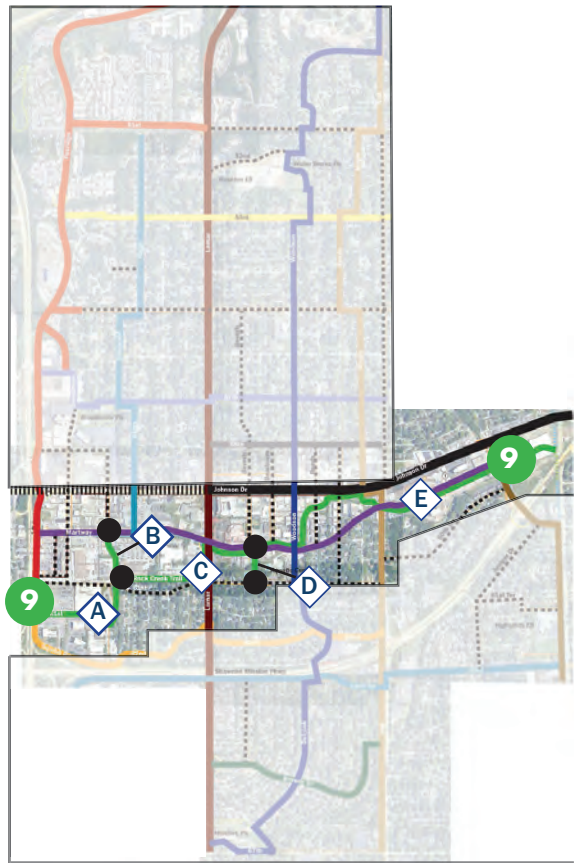


Cycle track within a development project. Above curb option at Gray's Station, Des Moines, IA

9 ROCK CREEK TRAIL

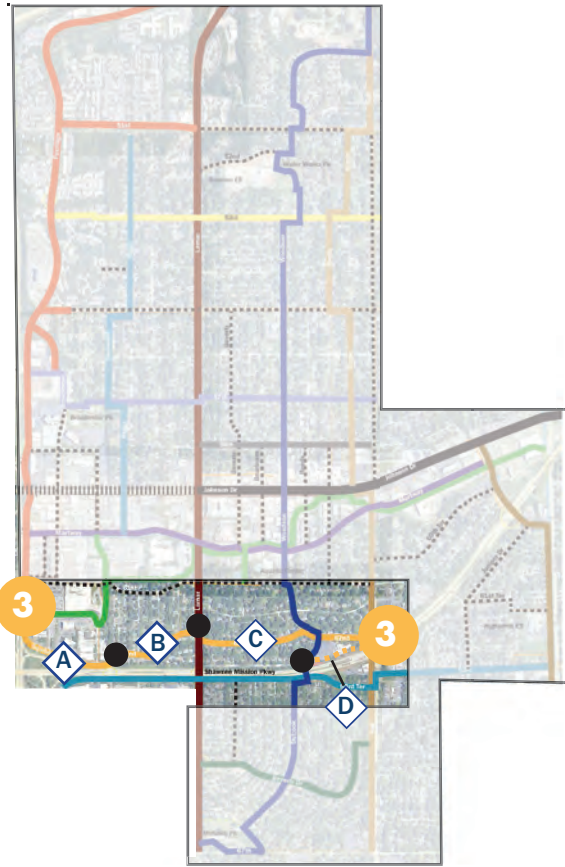
Role in the Network

- Mission’s major shared use trail and an integral part of central Mission braided system
- Major pedestrian resource for recreation and circulation.
- Significant destination in its own right for recreational purposes
- Expands access to major commercial resources



MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Rock Creek Trail: Squibb to Glenwood	1.7	Trail	10'	NA	Improvements to the Trail should implement the recommendations of the Rock Creek Corridor Study.
B	Rock Creek Extension: Hy-Vee to Martway	0.14	Trail	NA	None	Trail connection on west side of Hy-Vee store to Barkley St., continuation on west side of Barkley to Johnson Drive intersection
C	Rock Creek Trail: Glenwood to Beverly	0.45	Trail	10'	NA	Improvements to the Trail should implement the recommendations of the Rock Creek Corridor Study
D	Redevelopment Project Path: Beverly to 61st	0.08	Trail	NA	NA	Walkway connecting Sylvester Powell Community Center through potential redevelopment project between creek and Martway St. Includes a pedestrian bridge over Rock Creek.
E	Rock Creek Trail: Beverly to Roeland	0.88	Trail	10'	NA	Improvements to the Trail should implement the recommendations of the Rock Creek Corridor Study

10 SOUTH PERIPHERAL



Role in the Network

- Completes peripheral route north of Shawnee Mission Parkway
- Provides continuous sidewalk access on north side of parkway.
- Establishes a quiet, residential route to Rock Creek trailhead and associated destinations along the central corridor

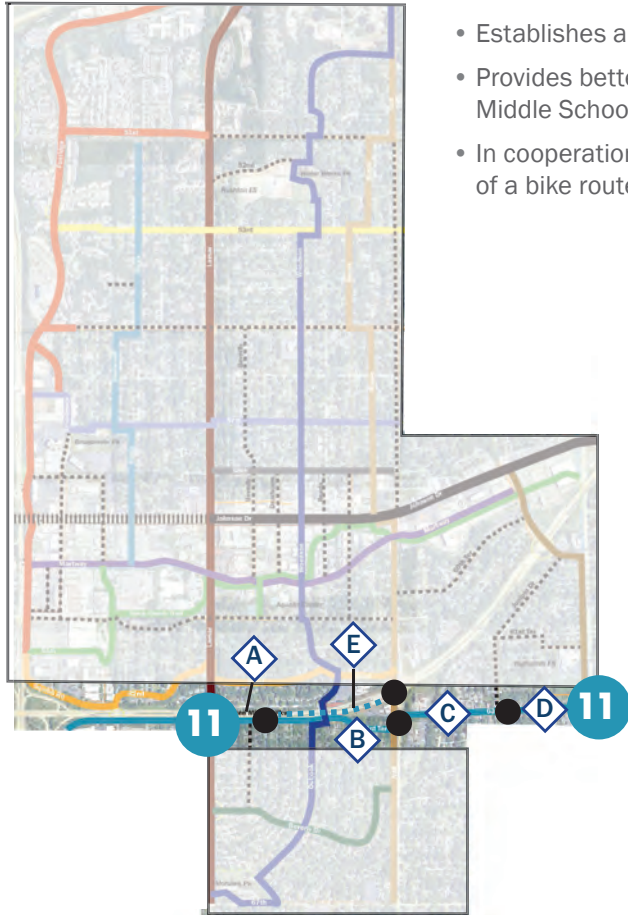


MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Squibb: Rock Creek Trailhead to Glenwood	0.32	Shared Use Sidepath (Bi-Directional)	NA	None	Shared use sidepath (bi-directional) along south side
B	62nd: Glenwood to Lamar	0.31	Bicycle Boulevard with Sidewalk	25'	Both Sides	Bicycle Boulevard with sidewalk on south side. Use proposed Lamar sidepath to negotiate shift in 62nd St. alignment. High visibility crosswalk of Lamar.
C	62nd: Lamar to Nall	0.50	Bicycle Boulevard with Sidewalk	21'	Both Sides	Bicycle Boulevard with sidewalk on south side
D	NORTH SIDE TRAIL OPTION - Shawnee Mission Parkway: Woodson to Lamar	0.20	Trail to complement or replace 62nd Street segment	NA	NA	Trail on north side of Parkway right-of way connecting Woodson Bicycle Boulevard to Nall Sidepath at Lamar. Most useful if the proposed Nall/Parkway pedestrian intersection improvements are implemented.

11 PARKWAY

Role in the Network

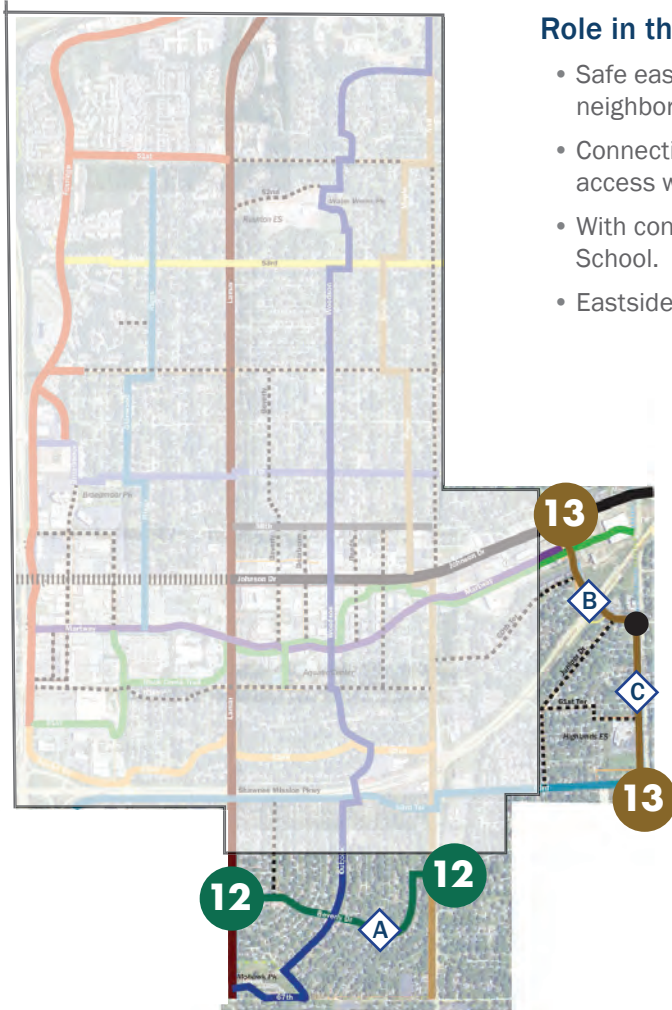
- Continues off-street path established in Overland Park connecting west to Metcalf and potentially to the existing shared use path on the south side of Shawnee Mission Parkway to Antioch Road.
- Establishes a pedestrian route along the Parkway corridor to Nall.
- Provides better connections to Highlands Elementary School and Indian Hills Middle School.
- In cooperation with Mission Hills and Kansas City, Missouri, sets up the possibility of a bike route to Brookside and the regional trail system.



MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Shawnee Mission Parkway: Lamar to 63rd Terrace	0.10	Trail	NA	None	Trail connecting Lamar, Shawnee Mission Parkway intersection to 63rd Terrace in right of way
B	63rd: Beverly to Nall	0.47	Bicycle Boulevard with Sidewalk	25'	One Side	Bicycle Boulevard with additional sidewalk on northside Beverly to Woodson and south side Woodson to Nall
C	63rd: Nall to Hillcrest between Hodges and Cedar	0.30	Bicycle Boulevard with EB Climbing Bike Lane and Sidewalk	30'	None	EB climbing bicycle lane of the south side with a sidewalk on the north side
D	63rd: Nall to Hillcrest between Hodges and Cedar	0.19	Bicycle Boulevard with WB Climbing Bike Lane and Sidewalk	30'	None	WB climbing bicycle lane of the south side with a sidewalk on the north side
E	TRAIL OPTION, Shawnee Mission Parkway: Lamar to Nall	0.50	Trail to complement or replace 63rd Terrace segment	NA	NA	Trail on south side of Parkway right-of way continuing Shawnee Mission Parkway trail precedent established west in Overland Park

12 BEVERLY

13 ROELAND



Role in the Network

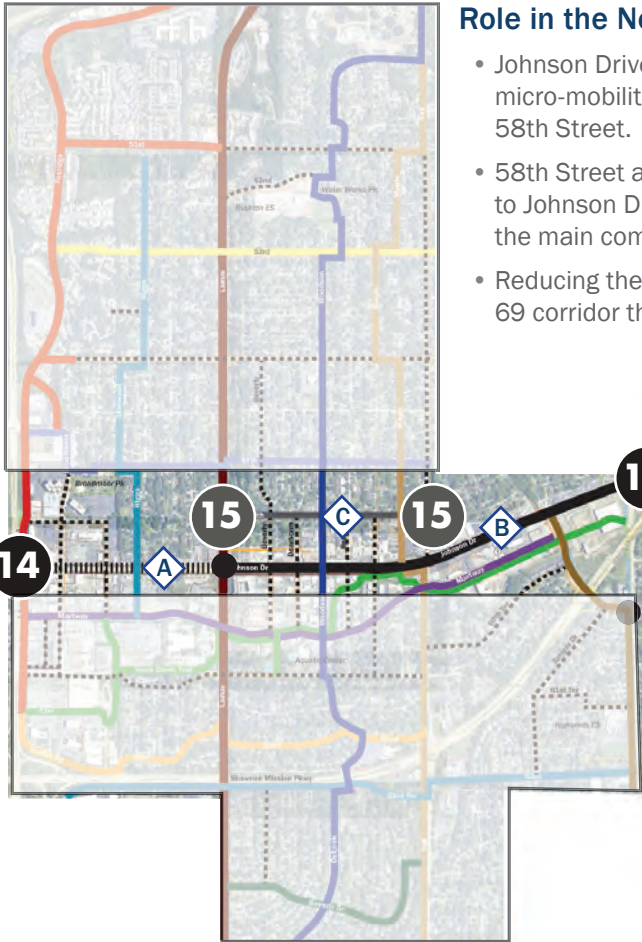
- Safe east-west pedestrian and bicycle route across the Milhaven neighborhood, connecting to off-street paths on either end.
- Connection on local streets west to Antioch Park in Merriam, with park trail access west to Antioch Road.
- With connecting sidewalks, safe pedestrian routes to Highlands Elementary School.
- Eastside path route to Martway cycle track and existing Rock Creek Trail.



MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	65th/Beverly/Maple/64th: Lamar to Nall	0.64	Bicycle Boulevard / Sidewalk	25'	Both Sides	Bicycle boulevard with sidewalk on the south side. High visibility and protected crosswalk at 65th and Lamar, connecting to Lamar sidepath in Overland Park.
MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
B	Roeland: Johnson to Roe	0.33	Shared Use Sidepath (Bi-Directional)	NA	None	Shared use sidepath (bi-directional) on the east side
C	Roe: Johnson to 63rd	0.67	Shared Use Sidepath (Bi-Directional)	NA	None	Shared use sidepath (bi-directional) on the west side

14 JOHNSON DR

15 58TH STREET



Role in the Network

- Johnson Drive as a quality automobile/pedestrian environment with bikes and micro-mobility modes using parallel routes – Martway, Rock Creek Trail, and 58th Street.
- 58th Street as local bicycle distributor to Downtown from the north side, parallel to Johnson Drive, with bicyclists using north-south streets for direct access to the main commercial corridor.
- Reducing the barrier to active transportation currently posed by the Metcalf/US 69 corridor through the

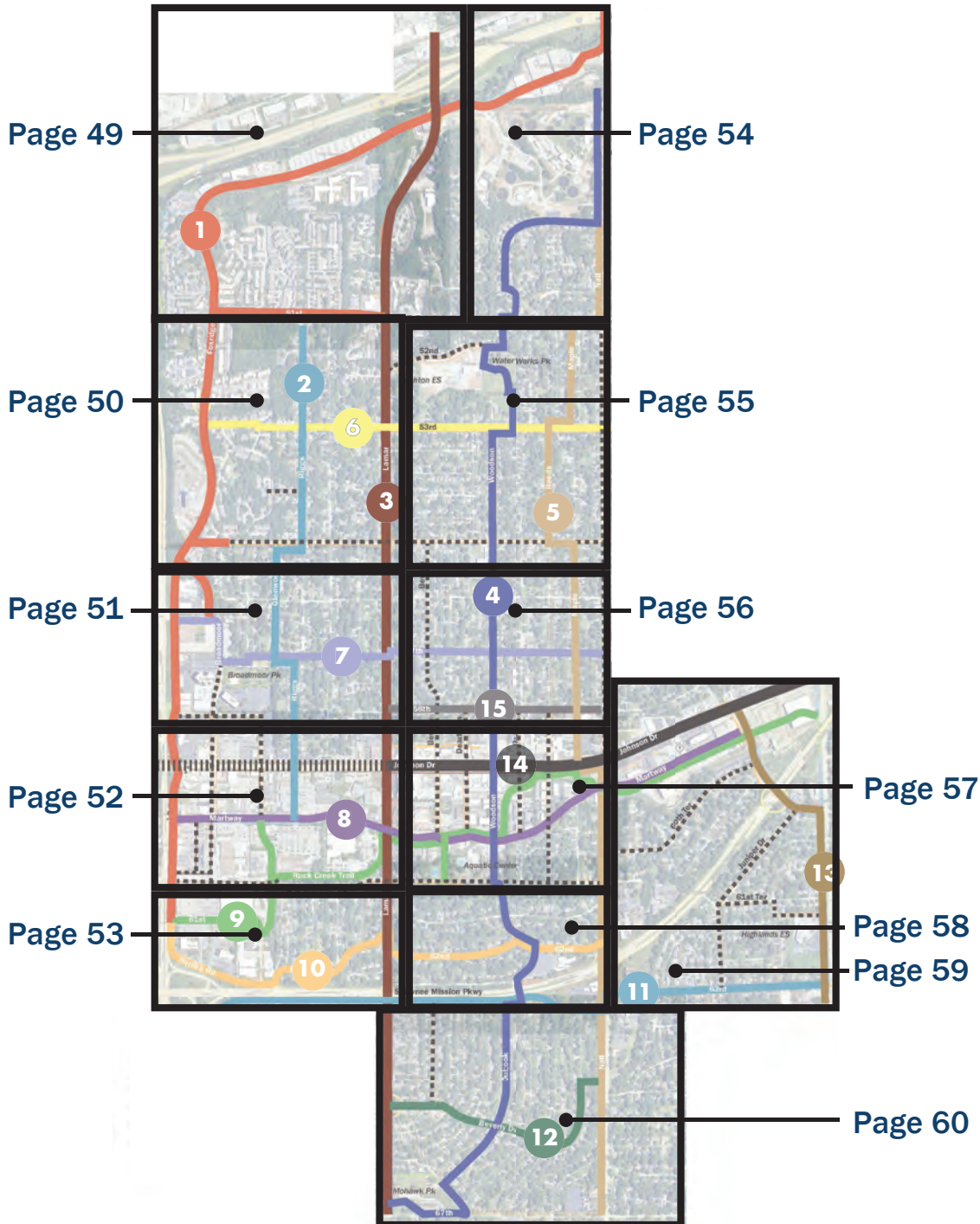


MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
A	Johnson Drive: Metcalf to Lamar	0.50	Enhanced Sidewalks	NA	None	Sidewalks with streetscape and amenity features to provide a quality pedestrian environment. This concept will be incorporated into the next stage of Johnson Drive improvements. Ped/bike access must be accommodated in future design of the Metcalf/US 69/Johnson Drive interchange.
B	Johnson Drive: Lamar to Roe	1.0	Enhanced Sidewalks	NA	Both Sides	Streetscape and pedestrian improvements have been implemented between Lamar and Roeland. Similar treatments should be incorporated into future Gateway site redevelopment.
MAP KEY	SEGMENT	LENGTH (MI)	FACILITY TYPE	TYPICAL STREET WIDTH	PARKING	DESIGN TREATMENT
C	58th: Lamar to Maple	0.44	Bicycle Boulevard	26'	One Side	Bicycle Boulevard along 58th

SECTOR RECOMMENDATIONS

This section presents expanded sectors of the city, typically using Lamar as a dividing line. Its diagrams display the specific location of routes, the type of infrastructure proposed, and a series of notes to provide further explanations or comments. They also show locations for specific projects such as protected pedestrian crossings or sidewalk installations.

Sector Recommendation Key Map.



NORTHWEST

51ST TO I-35, LAMAR TO US 69 HIGHWAY



New sidewalk segment

High visibility crossing markings

Enhanced bike lanes on both sides

Existing sidewalk

New path along connecting drive to Streamway Park. May require cooperation with property owner

Repair of Streamway Park Path

Sidepath on north side of street

Possible path or stairway connection from Streamway Park to 51st Place

Intersection redesign taking bike lanes off-street to maintain continuity. (Detail B)

High visibility crosswalks (Detail B)

- ==== Two-side enhanced bike lanes
- Proposed sidepath
- Existing sidewalk
- Proposed sidewalk
- Existing path repair

CENTRAL WEST

51ST TO 55TH, I-35 TO LAMAR



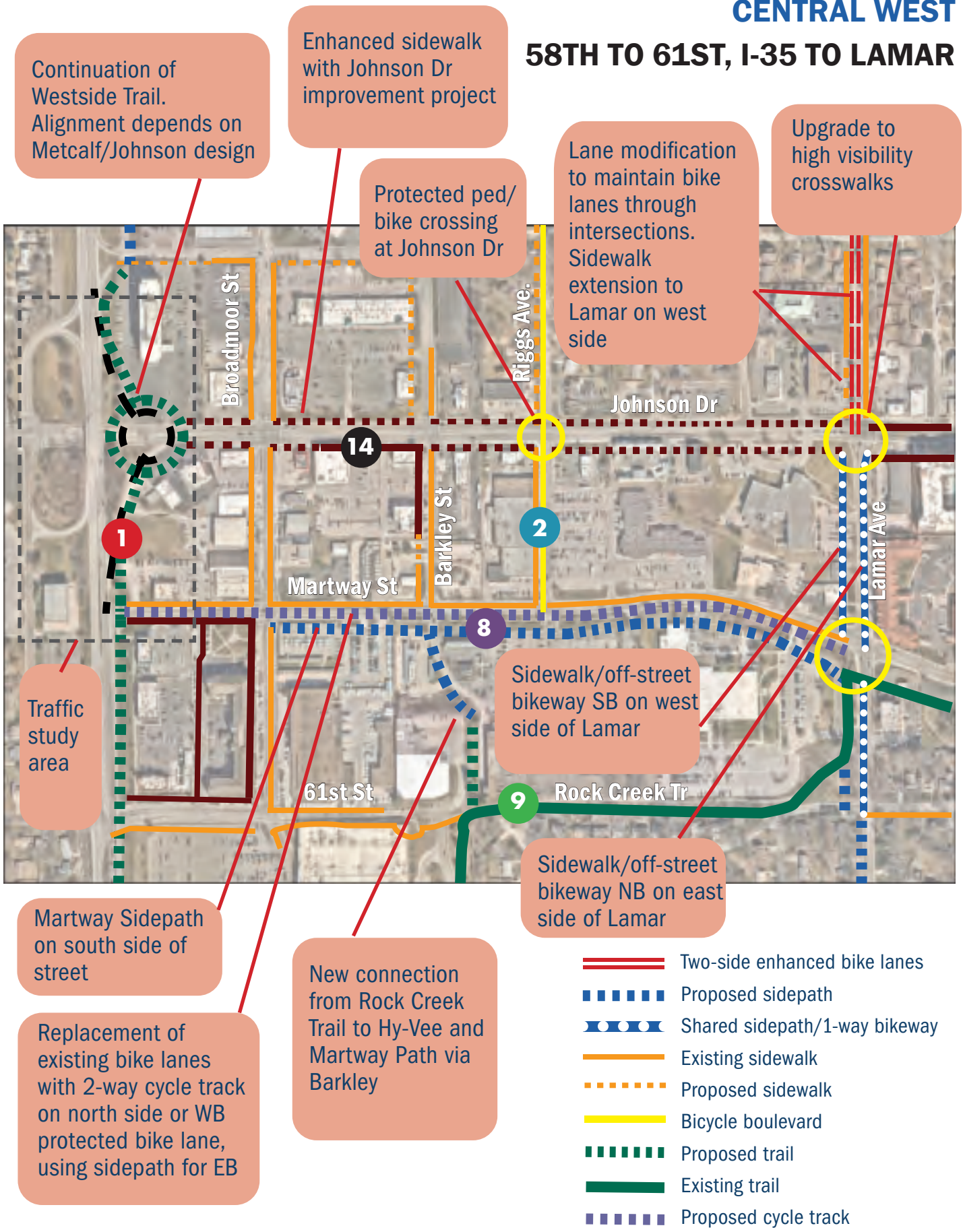
CENTRAL WEST

55TH TO 58TH, I-35 TO LAMAR



CENTRAL WEST

58TH TO 61ST, I-35 TO LAMAR



Continuation of Westside Trail. Alignment depends on Metcalf/Johnson design

Enhanced sidewalk with Johnson Dr improvement project

Protected ped/bike crossing at Johnson Dr

Lane modification to maintain bike lanes through intersections. Sidewalk extension to Lamar on west side

Upgrade to high visibility crosswalks

Traffic study area

Sidewalk/off-street bikeway SB on west side of Lamar

Sidewalk/off-street bikeway NB on east side of Lamar

Martway Sidepath on south side of street

New connection from Rock Creek Trail to Hy-Vee and Martway Path via Barkley

Replacement of existing bike lanes with 2-way cycle track on north side or WB protected bike lane, using sidepath for EB

- Two-side enhanced bike lanes
- Proposed sidepath
- Shared sidepath/1-way bikeway
- Existing sidewalk
- Proposed sidewalk
- Bicycle boulevard
- Proposed trail
- Existing trail
- Proposed cycle track

SOUTHWEST

61ST TO SHAWNEE MISSION PARKWAY, I-35 TO LAMAR

Improve pedestrian crossing of Metcalf. Consider ped/bike overpass to high school.

Sidepath on east side of Lamar



Bicycle boulevard with southside sidewalk

Upgrade Rock Creek Trailhead

Existing Overland Park Trail with possible continued connection west along Shawnee Mission Parkway

Continuation of Westside Perimeter using Squibb Rd

Potential location for a grade separated crossing as an alternative to the Woodson site. Any overpass or underpass must include ADA compliant access ramps

Possible intersection redesign with refuge median, long pedestrian signal cycle, or other improvements

- ■ ■ ■ ■ Proposed sidepath
- Existing sidepath
- Existing sidewalk
- - - Proposed sidewalk
- Bicycle boulevard
- ■ ■ ■ ■ Proposed trail
- Existing trail

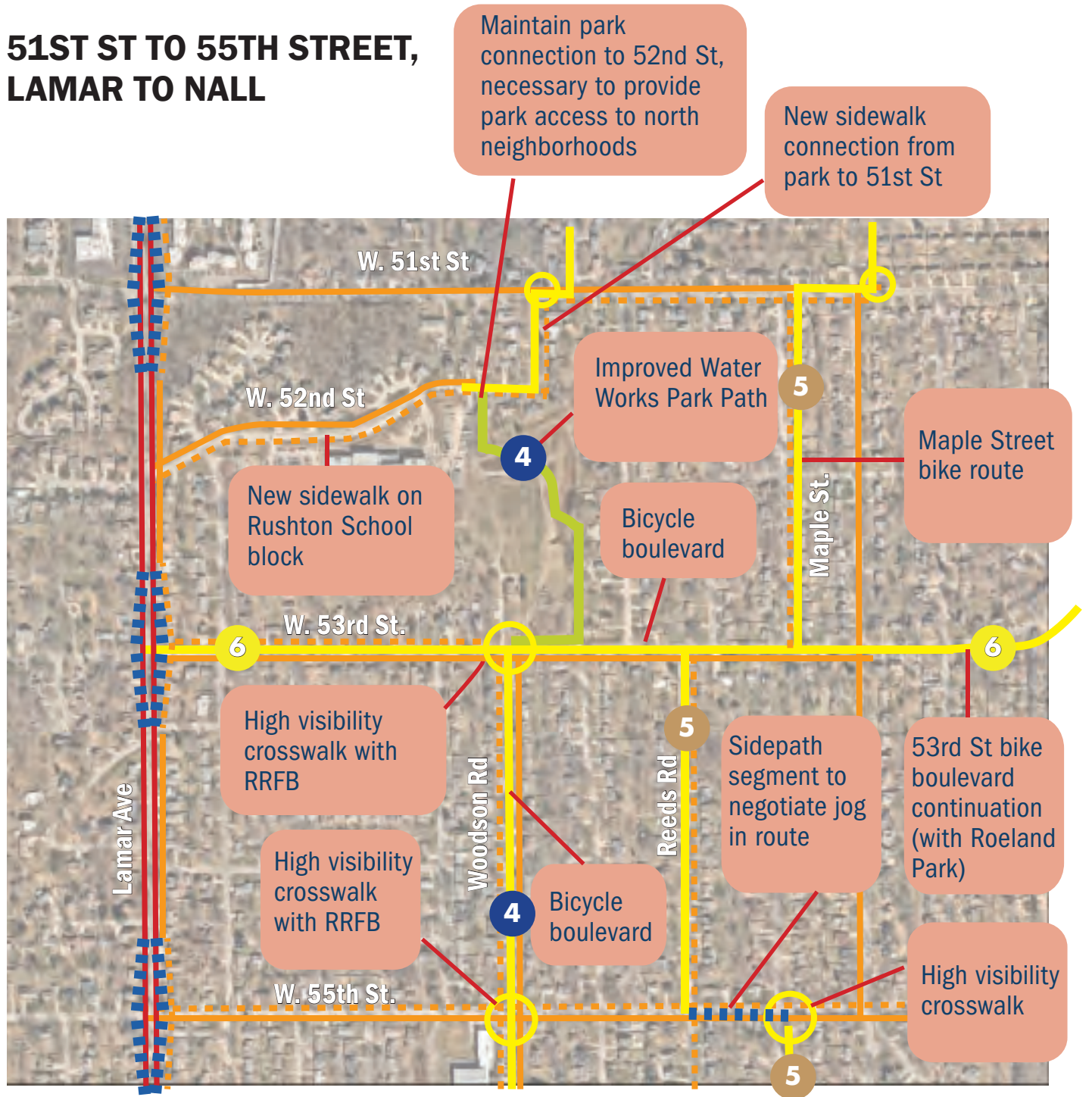
NORTHEAST

I-35 TO 51ST ST, LAMAR TO NALL



EAST CENTRAL

51ST ST TO 55TH STREET, LAMAR TO NALL



- Two-way enhanced bike lanes
- Proposed sidepath
- Existing sidewalk
- Proposed sidewalk
- Bicycle boulevard
- Upgraded park path

EAST CENTRAL

55TH ST TO 58TH STREET, LAMAR TO NALL



- Two-way enhanced bike lanes
- Proposed sidewalk
- Existing sidewalk
- Proposed sidewalk
- Bicycle boulevard

EAST CENTRAL

58TH ST TO 61ST ST LAMAR TO NALL

Complete missing sidewalk links along north-south streets to connect to Johnson Dr

58th St bike boulevard providing bike traffic access to Johnson Dr businesses.



Walkway connection through redevelopment area connecting Rock Creek Trail to Aquatics Center

Rock Creek Trail

Proposed Martway to Johnson Dr. link and amenity area

Existing Nall sidepath

- Proposed cycle track
- Existing sidepath
- Proposed sidepath
- Shared sidepath/1-way bikeway
- Existing sidewalk
- Proposed sidewalk
- Bicycle boulevard
- Proposed trail
- Existing trail
- Enhanced sidewalk
- Proposed enhanced sidewalk
- Redevelopment Area

SOUTH EAST

61ST ST TO SHAWNEE MISSION PARKWAY, LAMAR TO NALL



SOUTH

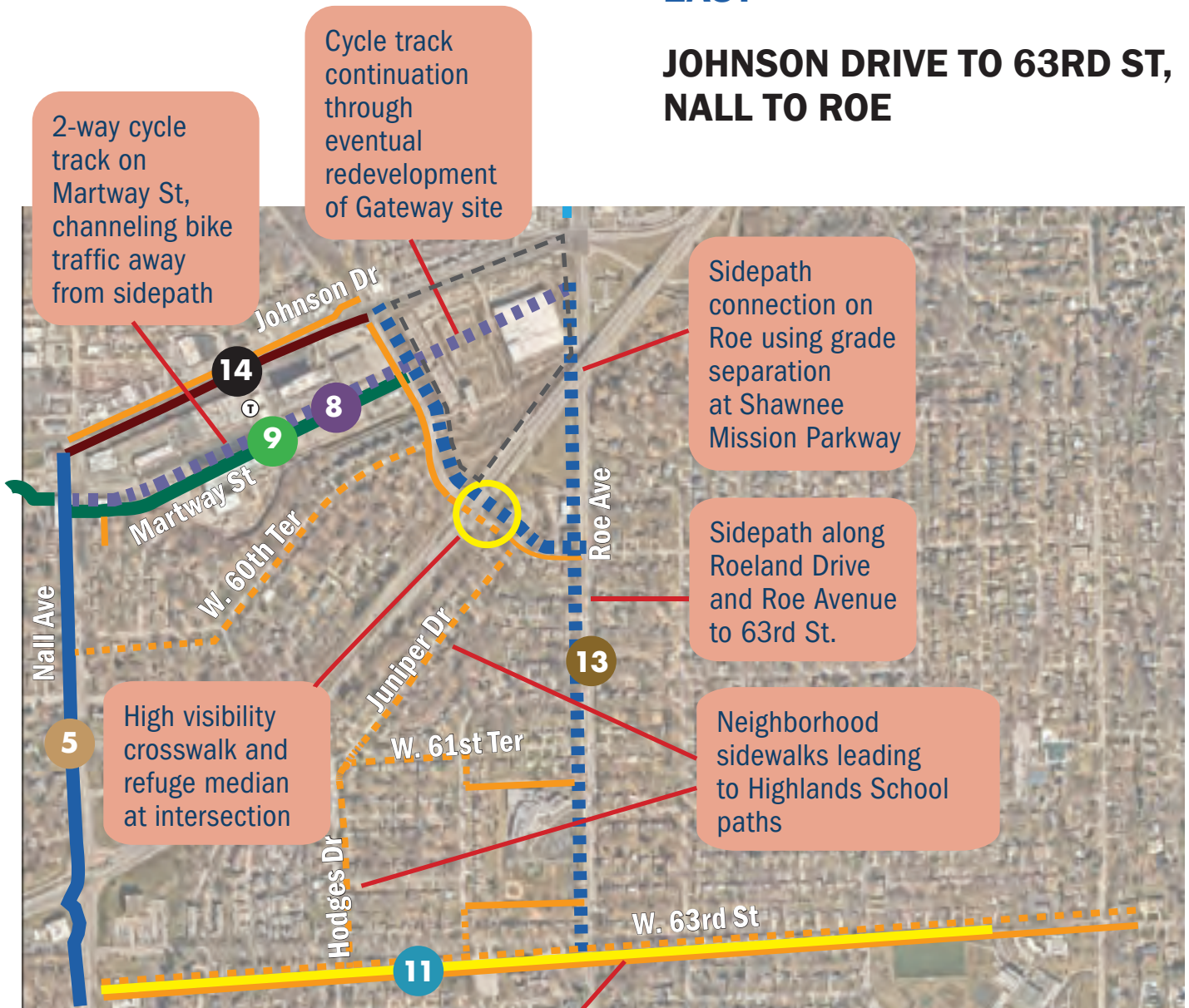
LAMAR TO NALL, PARKWAY TO 67TH ST



- Proposed sidepath
- Existing sidepath
- Existing sidewalk
- Proposed sidewalk
- Bicycle boulevard
- Proposed trail
- Existing trail

EAST

JOHNSON DRIVE TO 63RD ST, NALL TO ROE



2-way cycle track on Martway St, channeling bike traffic away from sidepath

Cycle track continuation through eventual redevelopment of Gateway site

Sidepath connection on Roe using grade separation at Shawnee Mission Parkway

Sidepath along Roeland Drive and Roe Avenue to 63rd St.

High visibility crosswalk and refuge median at intersection

Neighborhood sidewalks leading to Highlands School paths

63rd St sidewalks and possible uphill bike lane to Indian Hills Middle School with Prairie Village

- ■ ■ ■ ■ Proposed cycle track
- ■ ■ ■ ■ Proposed sidepath
- Shared sidepath/1-way bikeway
- Existing sidewalk
- · · · · Proposed sidewalk
- Bicycle boulevard
- ■ ■ ■ ■ Proposed trail
- ■ ■ ■ ■ Existing trail
- □ □ □ □ Redevelopment Area

WAYFINDING

A wayfinding system for Mission can both establish a bicycle network before major capital improvements are complete and can help users navigate routes effectively. This can be especially important when so much of the system uses low-traffic local streets. Ultimately, wayfinding signage in Mission should be part of and consistent with a metropolitan area system. As in most other cities, this system should follow standards established by the Manual of Uniform Traffic Control Devices (MUTCD) Eleventh Edition (Federal Highway Administration, December, 2023). This section adapts these standards to the Mission network.

Purposes of Wayfinding

- Wayfinding signs will increase users' comfort and accessibility to the bicycle network.
- Signage can serve both wayfinding and safety purposes including:
 - › Helping to familiarize users with the network
 - › Helping users identify the best routes to destinations
 - › Addressing misperceptions of time and distance
 - › Alerting motorists to the likelihood of bicyclists on specific routes.
 - › Helping overcome a "barrier to entry" for people who are not frequent bicyclists (e.g., "interested but concerned" bicyclists)

Basic Sign Types

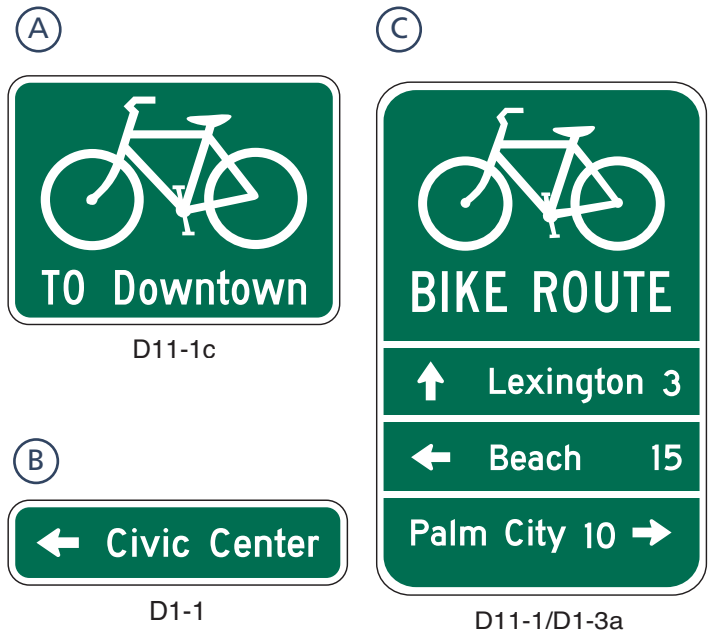
- (A) • Confirmation signs indicate to bicyclists that they are on a designated bikeway. Make motorists aware of the bicycle route. Can include destinations and distance/time but do not include arrows.
- (B) • Turn signs indicate where a bikeway turns from one street onto another street. These can be used with pavement markings and include destinations and arrows.
- (C) • Decision signs indicate the junction of two or more bikeways and inform bicyclists of the designated bike route to access key destinations. These include destinations, arrows and distances. Travel times are optional but recommended.

Additional Comments

- Bicycle wayfinding signs visually cue motorists that they are driving along a bicycle route and should use caution. Signs are typically placed at key locations leading to and along bicycle routes, including the intersection of multiple routes.
- Too many road signs tend to clutter the right-of-way,

and bicycle wayfinding signs should be posted at a level most visible to bicyclists rather than according to vehicle signage standards.

- A community-wide bicycle wayfinding signage plan would identify:
 - › Sign locations
 - › Sign type – what information should be included and design features
 - › Destinations to be highlighted on each sign – key destinations for bicyclists



MUTCD-compliant signs



Custom Street Signs (Topeka, KS) Special signs can be used to identify bicycle boulevards and other preferred bicycle

Wayfinding Sign Placement

Signs are placed at decision points along bicycle routes, typically at the intersection of two or more bikeways and at other key locations leading to and along bicycle routes.

Confirmation Signs

- Placed every ¼ to ½ mile on off-street facilities and every 2 to 3 blocks along on-street bicycle facilities, unless another type of sign is used (e.g., within 150 ft of a turn or decision sign).
- Should be placed soon after turns to confirm destination(s). Pavement markings can also act as confirmation that a bicyclist is on a preferred route.

Turn Signs

- Near-side of intersections where bike routes turn (e.g., where the street ceases to be a bicycle route or does not go through).
- Pavement markings can also indicate the need to turn.

Decision Signs

- Near-side of intersections in advance of a junction with another bicycle route.
- Along a route to indicate a nearby destination.

Design Features

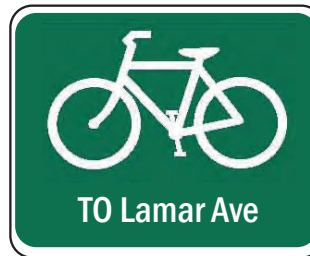
- MUTCD guidelines should be followed for wayfinding sign placement, which includes mounting height and lateral placement from edge of path or roadway.
- Pavement markings can be used to reinforce routes and directional signage.

Crash Reduction

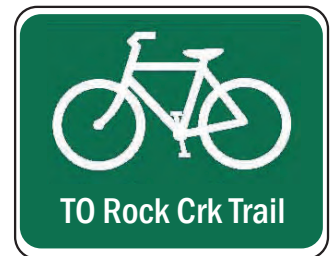
Despite their other virtues, there is no evidence that wayfinding signs have an impact on crash reduction or user safety.

SUGGESTED CONFIRMATION SIGN COPY

1 WESTSIDE PERIPHERAL

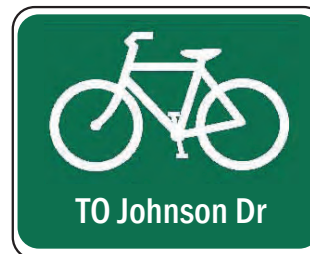


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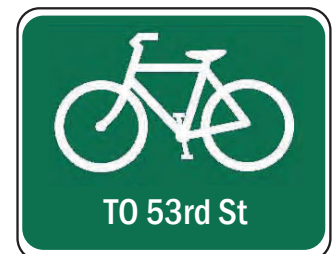


SB

2 RIGGS

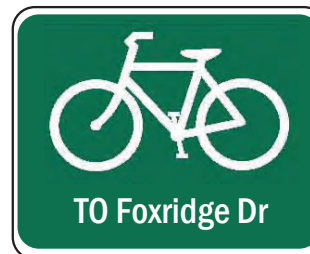


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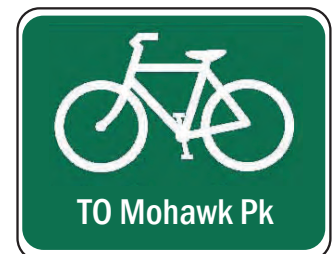


SB

3 LAMAR



NB



SB

4 WOODSON

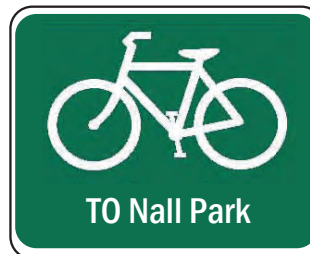


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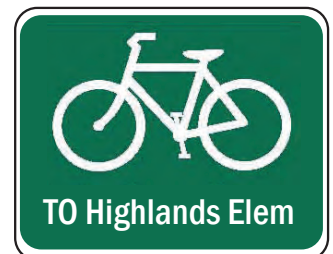


SB

5 MAPLE



NB



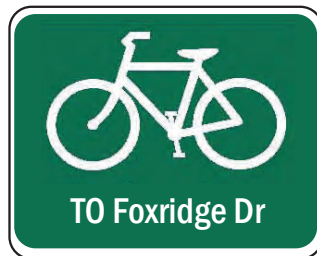
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SUGGESTED CONFIRMATION SIGN COPY

6 53RD ST



EB

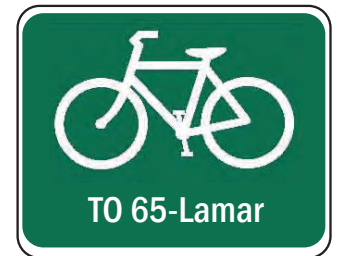


WB

11 SHAWNEE MISSION PKWY

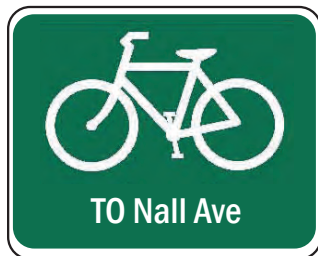


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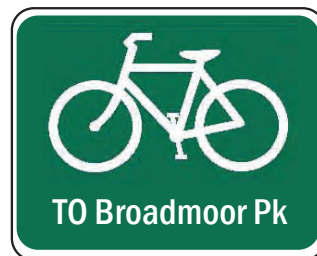


WB

7 57TH ST



EB

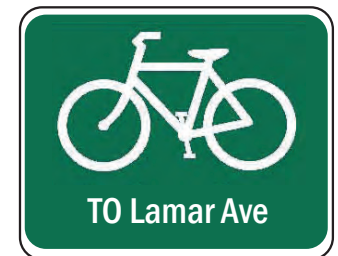


WB

12 BEVERLY

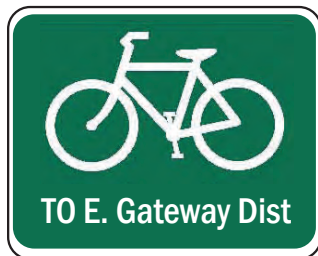


EB



WB

8 MARTWAY

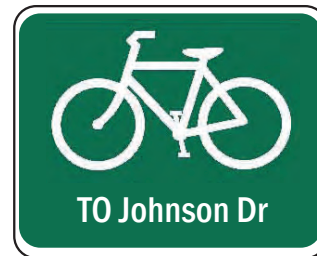


EB

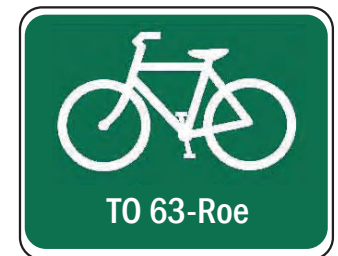


WB

13 ROELAND

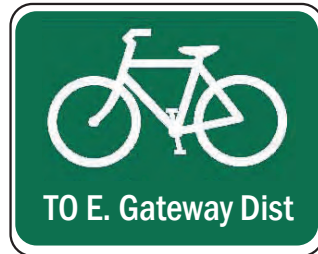


NB



SB

9 ROCK CREEK TRAIL



EB

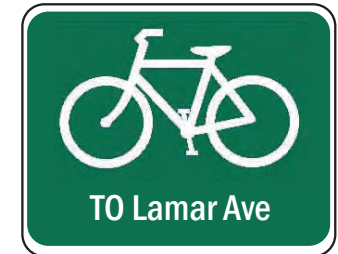


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15 58TH ST

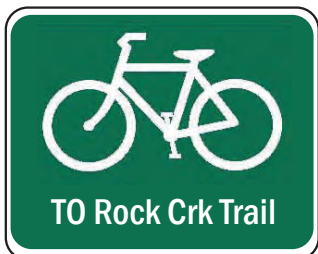


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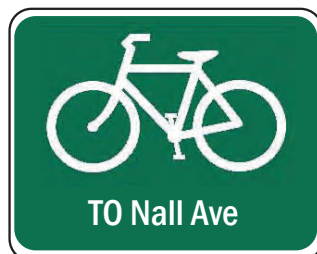


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10 62ND ST



EB



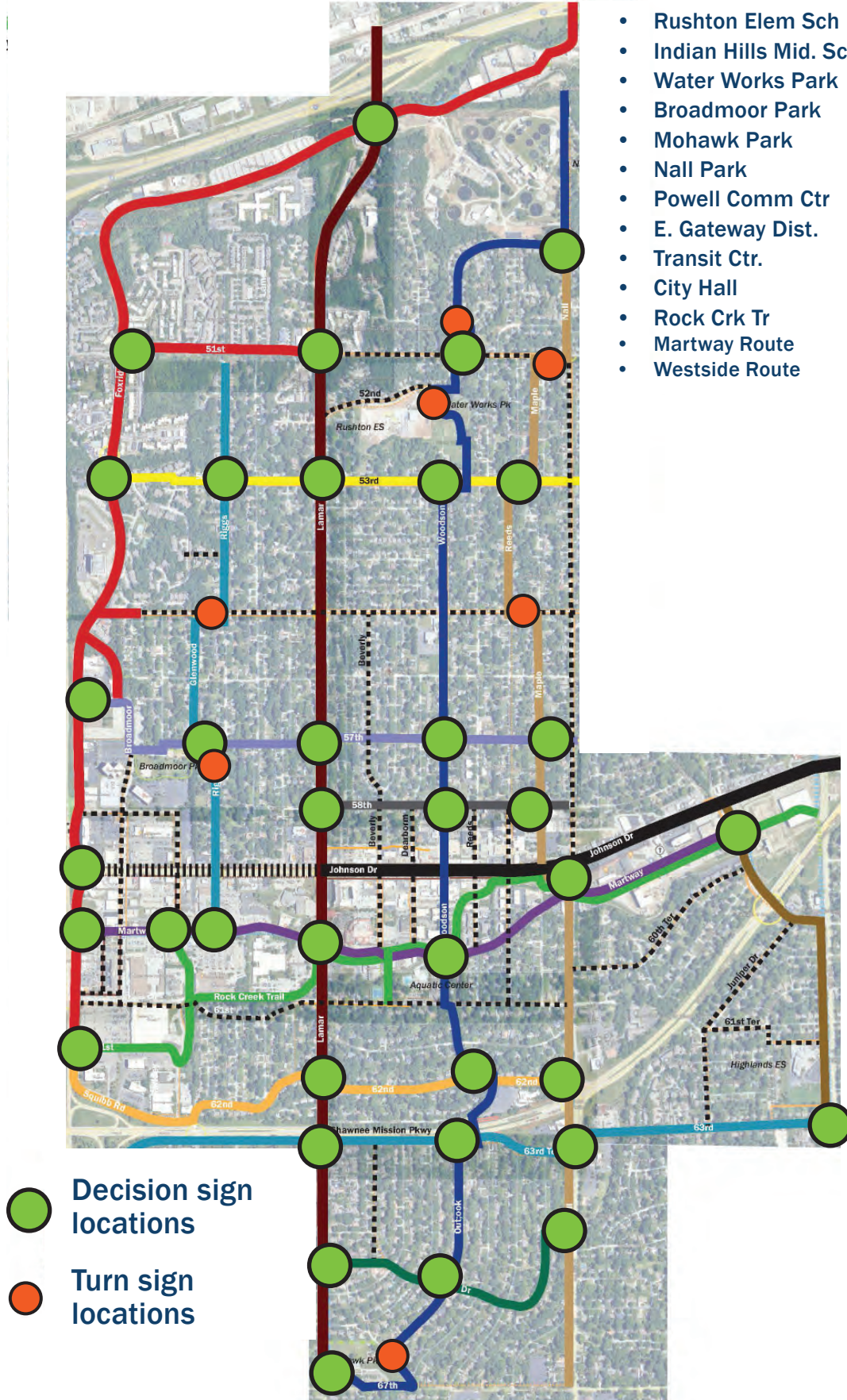
WB

Note: These suggested sign faces are based on using the endpoints of the point-to-point routes. Some systems use intermediate destinations on these signs. For example, the eastbound- Martway Route sign could read "TO Powell Community Center" to that destination, changing to "TO E. Gateway Dist" east of the center to the route's endpoint.

Suggested Sign Locations

Suggested Destination List for Decision Signs

- Downtown
- Rushton Elem Sch
- Indian Hills Mid. Sch.
- Water Works Park
- Broadmoor Park
- Mohawk Park
- Nall Park
- Powell Comm Ctr
- E. Gateway Dist.
- Transit Ctr.
- City Hall
- Rock Crk Tr
- Martway Route
- Westside Route



- Decision sign locations
- Turn sign locations



Confirmation sign combined with distance advisory. Mission's relatively short distances make mileage to destination information relatively unnecessary.

Implementation and Policy

4

This Chapter Contains:

- Sequencing
- Policies and Initiatives



OVERVIEW

The proposed network and design applications do not anticipate every situation that may arise during the detailed development process and should not prevent other effective solutions. Implementation of the future trails network and facilities focuses on five primary components:

1. Priority Phasing.
2. Funding and Capital Investments.
3. Materials and Maintenance.
4. Trails for All Users.
5. Implementation Policies and Techniques.

Implementation Approach

The implementation approach in this chapter represents the priorities identified by the Steering Committee and City Staff, alignment with future projects, and reasonable funding allocations per year.

- Creating a network in the near term that serves high utility parts of the city with strategic routes and path segments
- Phases that may be developed as resources are available over a longer period.

When decisions on funding one segment over another in any given year, leaders should consider the following criteria:

Implementation without change. Segments that can be put in place with minimum change. They involve the lowest cost and least impact. Typical examples are active street improvements and wayfinding to direct users to network links.

Implementation with minor installation. Segments that typically involve lane reconfiguration (for bike lanes) or wayfinding enhancements.

Minor sidewalk widening. Segments that widen existing sidewalks to achieve sidepath width standard of 10 feet.

Major construction. Segments that require full design and construction of trail routes, which may include grading work, tree clearing, and navigating built features.

Connecting links. Segments that connect major

routes in the system. Typically, they fall within the “implementation without change” category.

Projects under development. Segments that are opportunities that take advantage of projects either under construction or in the short-term.

Minor path development and gap filling. Separated segments where short pathways can fill gaps in the system or relatively short stretches of new trails.

Intersection projects. Intersections of a trail with a major street or railroad.

Responds to demand. Changes in user demand that warrant implementation sooner than expected to serve destinations of particular value to users or appropriate endpoints for active transportation.

Demographic equity. Segments that provide bicycle and pedestrian access to under served populations and connect people without access to a motor vehicle to destinations important to their lives and livelihood.

Sequencing

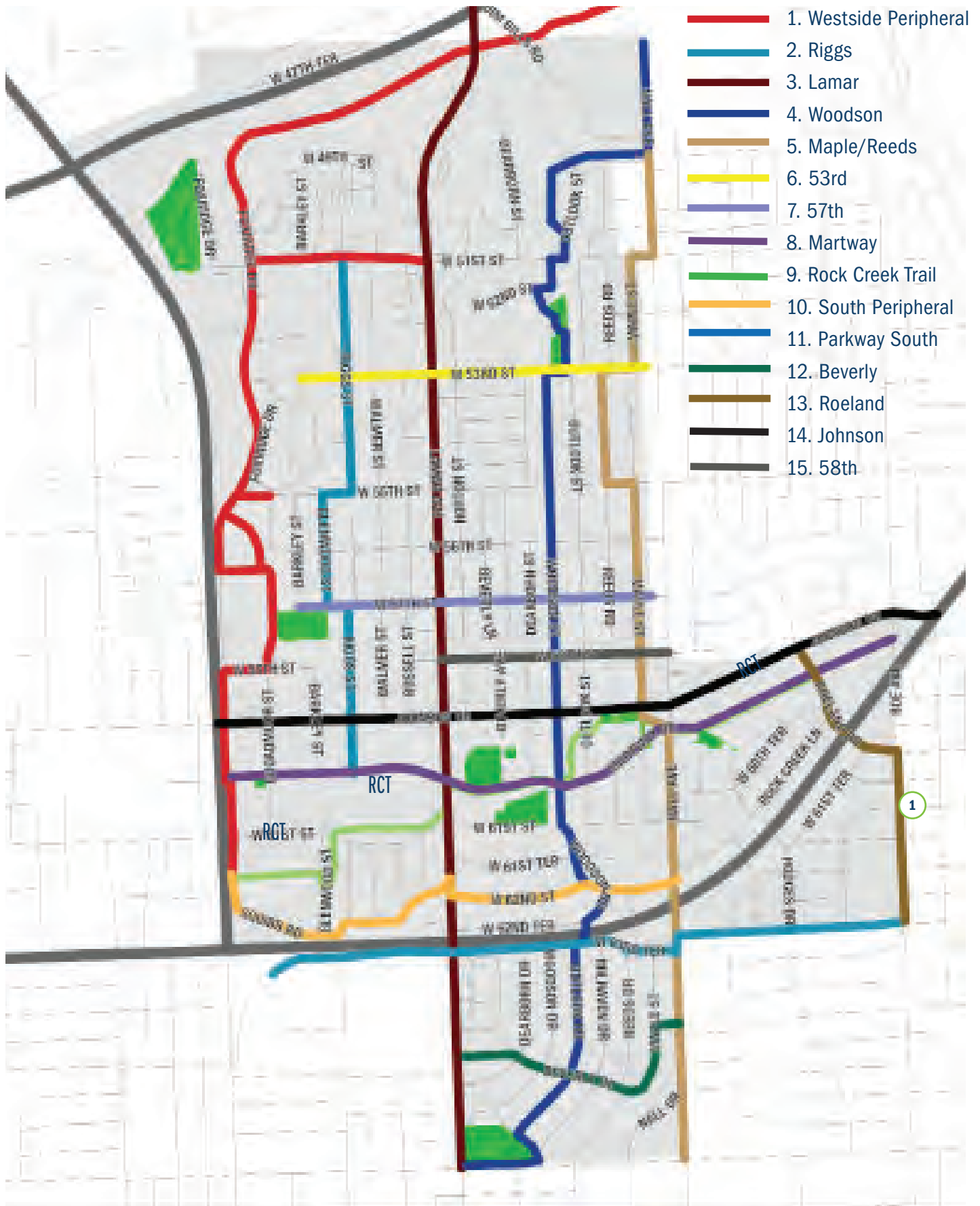
The active transportation network will not happen at once. The following pages suggest an implementation sequence for consideration in developing a capital program. Some phase one projects are rated in the first phase to take advantage of short-term street projects that will be executed through the city’s capital program. Placement of a project in the second or third phase does not reflect its importance to the system.

Phase One: Many of these projects can be implemented along with short-term street projects and/or are relatively inexpensive. An exception to this general rule is the Lamar Avenue project, programmed in Phase One begins of its central role in the network.

Phase Two: Many of these are important projects that require more specific design or introduce new types of infrastructure to the network.

Phase Three: Some of the projects require decisions on other major projects that involve the state and other jurisdictions and should be viewed as longer-term improvements. Opportunities could advance them to faster implementation.

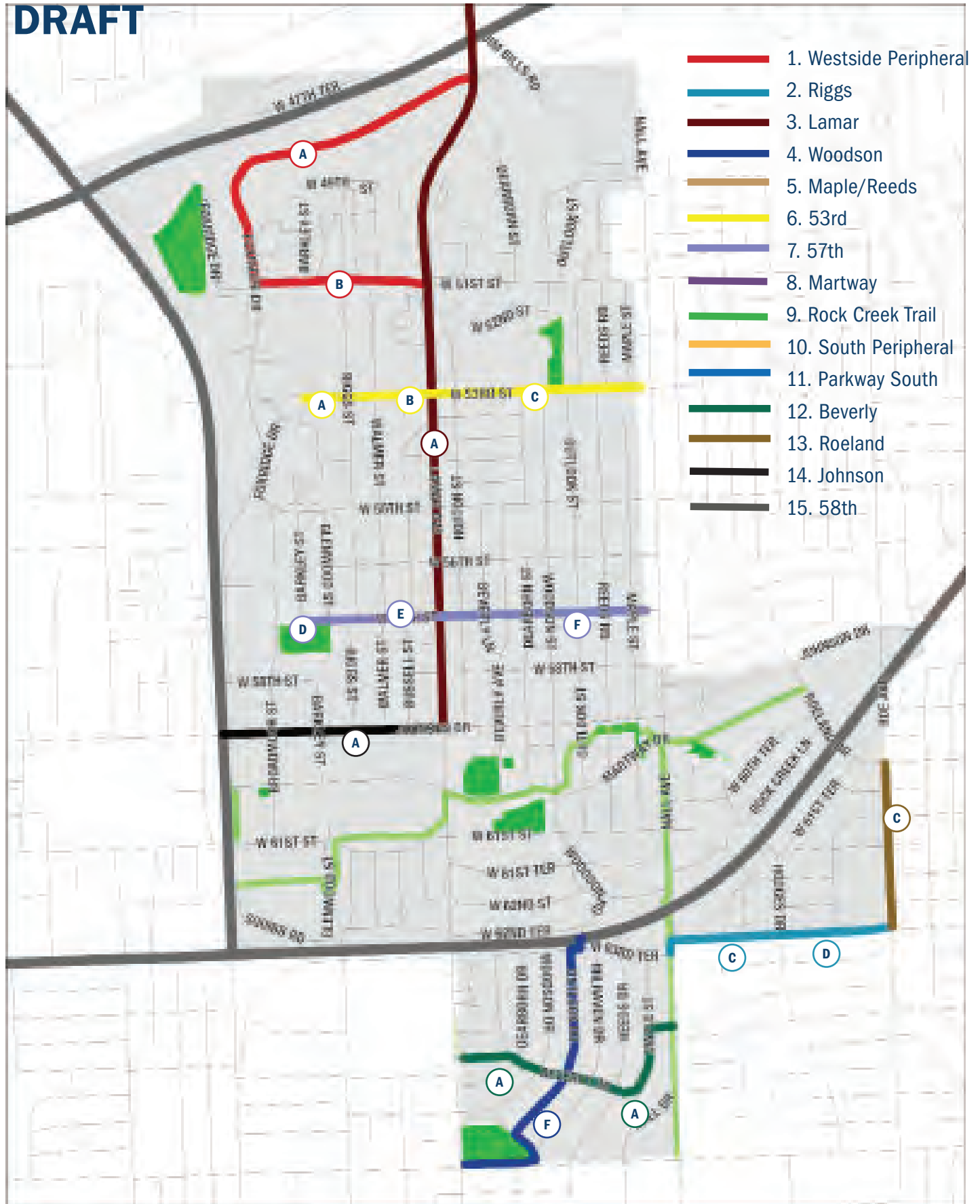
Network Route Review



PHASE ONE PROJECTS

DRAFT

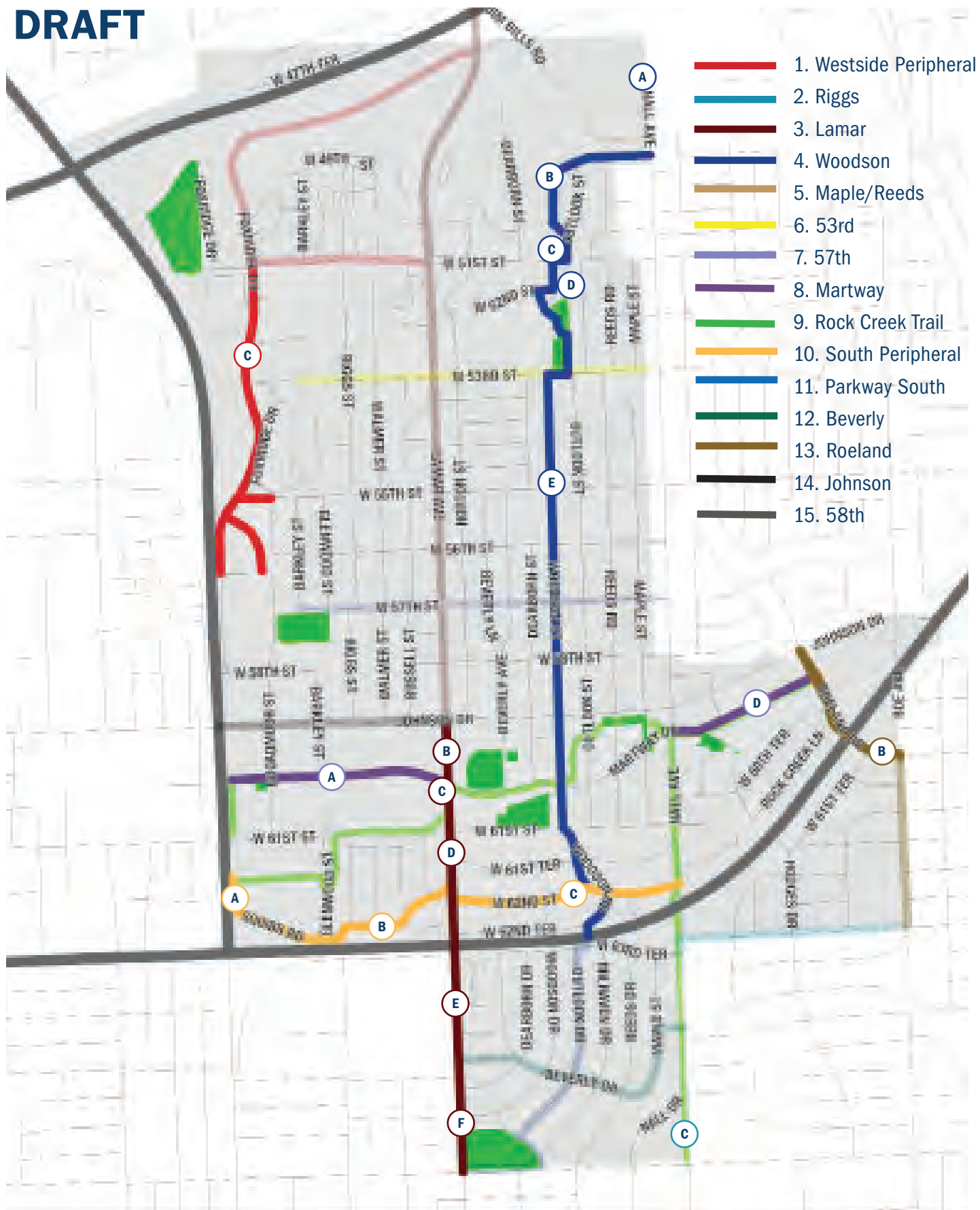
NUMBER	SEGMENT	LENGTH (MI)	FACILITY TYPE	COST
1.A	Westside Perimeter	.83	Bi-directional Bike Lanes	\$44,226
1.B	Westside Perimeter	.38	Bi-Directional Shared Use Sidepath	\$260,735
3.A	Lamar Ave	1.18 / .62	Bicycle Lanes / Single Directional Sidepaths	\$32,668
4.F	Woodson	.50	Bicycle Boulevard / Sidewalk	\$204,469
6.A/B/C	53rd	1.14	Bicycle Boulevard / Sidewalk	\$476,298
7.D/E/F	57th	1.10	Bicycle Boulevard / Sidewalk	\$327,563
11.C/D	Parkway	.48	Bicycle Boulevard/ Single Direction Bicycle Lanes	\$25,379
12.A	Beverly	.63	Bicycle Boulevard / Sidewalk	\$265,777
13.C	Roeland	.67	Bi-Directional Sidepath	\$461,515
14.A	Johnson Dr	.77	Enhanced Sidewalks	\$811,520



PHASE TWO PROJECTS**DRAFT**

NUMBER	SEGMENT	LENGTH (MI)	FACILITY TYPE	COST
1.C	Westside Perimeter	1.42	Single Directional Bike Lane	\$44,995
3.B-F	Lamar	.50	Single Directional Sidepath / Bi-Directional Sidepath	\$336,736
4.A-E	Woodson	1.30	Bicycle Boulevard	\$4,450
8.A	Martway	.49	Bicycle Lanes / Bi-Directional Shared Use Sidepath	\$291,780
8.D	Martway	.33	Cycletrack	\$104,747
10.A	South Peripheral	.81	Bi-Directional Shared Use Sidepath	\$218,225
10.D	South Peripheral	.49	Bicycle Boulevard	\$17,173
13.B	Roeland	.33	Bi-Directional Shared Use Sidepath	\$224,302

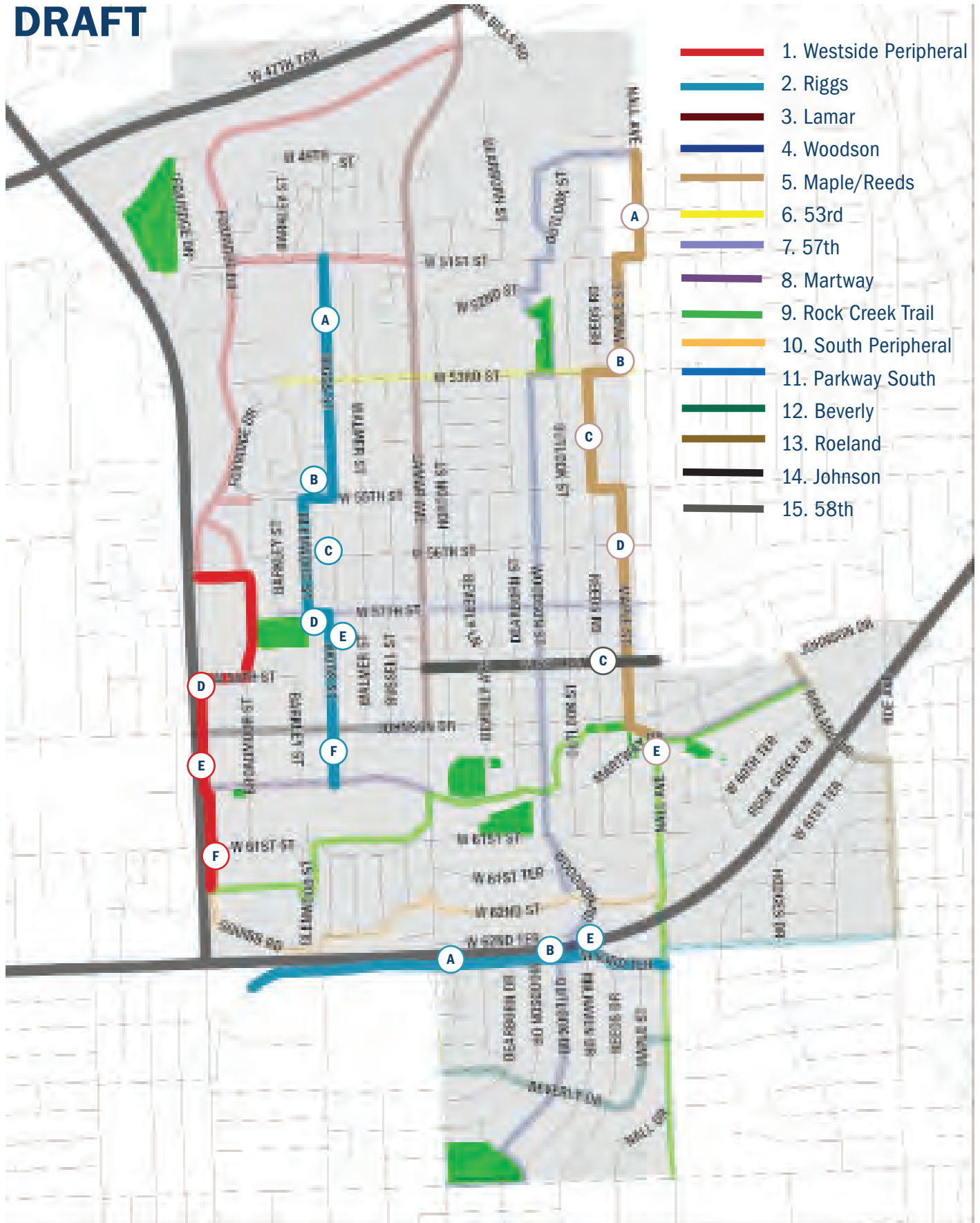
DRAFT



PHASE THREE PROJECTS**DRAFT**

NUMBER	SEGMENT	LENGTH (MI)	FACILITY TYPE	COST
1.D	Westside Perimeter	.54	Trail	\$370,451
1.E	Westside Perimeter	.25	Trail	\$268,886
1.F	Westside Perimeter	.10	Trail	\$103,514
2.A-F	Riggs	1.01	Bicycle Boulevard / Sidewalk	\$421,453
5.A-E	Maple/Reed	1.40	Bicycle Boulevard / Sidewalk	\$585,682
11.A/B/E	Parkway	.50	Bicycle Boulevard / Sidewalk	\$71,685
15.C	58th Street	.24	Bicycle Boulevard / Sidewalk	\$102,172

DRAFT



POLICY AND INITIATIVES



The 5E's

Most of this plan's previous discussion has focused on the design and character of an active transportation network for Mission, with connections to surrounding cities in the metropolitan area. However, infrastructure by itself does not create an excellent active transportation program. To guide communities, the League of American Bicyclists (LAB), through its Bicycle Friendly Communities (BFC) program, establishes five components of design that are used to determine whether a city should be awarded BFC status – the 5 E's of Equity and Accessibility, Engineering, Education, Encouragement, and Evaluation and Equity. These are used to evaluate applications for Bicycle Friendly Community designation, but also apply to the pedestrian environment and can be an effective way to guide and evaluate Mission's efforts to become a better place for people moving outside of cars.

Adapting the 5E framework to Mission's active transportation program leads to the following evaluative principles:

- **EQUITY AND ACCESSIBILITY:** The LAB describes equity as “the just and fair inclusion into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, gender and sexual orientation.” It defines accessibility as “improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities.” The League views equity and accessibility as
- the “essential lenses through which all other BFA (Bicycle Friendly America) must be viewed.
- **ENGINEERING:** Evaluating what is on the ground and has been built to promote cycling in the community. Areas of evaluation may include:
 - Existence and content of an active transportation master plan. This document, modified over time to new conditions and opportunities, will satisfy this criterion.
 - Accommodation of active users on public streets.
 - Presence of both well-designed bike lanes, sidewalks, and shared use paths in the community.
 - Availability of secure bike parking.
 - Condition and connectivity of both the off-road and on-road network.
- **EDUCATION:** Determining the amount of education available for both cyclists and motorists. Education initiatives may include:
 - Community programs teaching cyclists of all ages how to ride safely in any area from multi-use paths to congested city streets.
 - Education of motorists on how to share the road safely with cyclists and provide a safe environment for pedestrians.
 - Availability of cycling education for adults and children.
 - Number of League Cycling Instructors in the community.
 - Distribution of safety information to both cyclists and motorists in the community, such as bike maps, tip sheets, and as a part of driver's education manuals and courses.
- **ENCOURAGEMENT:** Concentrating on promotion and encouragement of bicycling and active transportation. Areas of evaluation may include:
 - Programming, such as Bike Month, Bike to Work Week events, walking school buses, and other efforts to increase the use of active modes.
 - Community bike maps and route finding signage.
 - Community bike rides and commuter incentive programs.
 - Safe Routes to School programs.
 - Promotion of cycling or a cycling culture.
- **EVALUATION & PLANNING:** Considering programs in place to evaluate current programs and plan for the future, including:
 - Measuring the amount of cycling taking place in the community.
 - Tabulation of crash and fatality rates, and ways that the community works to improve these numbers.
 - Presence, updating, and implementation of a bicycle

Organizational Infrastructure

A truly successful active transportation program will require an organizational infrastructure that will grow over time. This framework must do several things, including advise decision makers in and out of city government, organize programs, advocate for pedestrian and bicycle interests, market educational efforts, and serve as a central point of communication for the bicycling community. BikeWalk KC is a very effective regional advocacy organization and a major resource for every community in the Kansas City metropolitan area. But decisions are made locally, and local organizations and partnerships are vital. Elements of this organizational framework include:

An active transportation advisory committee (ATAC). This committee will initially act as a link between the active transportation community and city government, and other public agencies, including the Kansas Department of Transportation. Among its activities, it would review of city, school and other public projects that affect or address bicycle/pedestrian access, identifying and addressing problems, advising city staff on specific issues, and assisting with public and private implementation of this plan. Other responsibilities are likely to emerge over time, potentially including such areas as legislation, technical planning, and educational programs.

An ATAC ideally should be an advisory group established in city government by city council resolution to give it permanent status, and should meet on a regular basis. Formal status sends the message that the committee is taken seriously and its interests are a recognized part of Mission's transportation picture.

An active transportation coordinator. This position provides a consistent staff presence within city government for bicycle and pedestrian initiatives. In Mission, this will probably designate an existing city staff member with a particular interest in active transportation, or new part-time staff member. Typically, the coordinator staffs the advisory committee, is critically involved in implementation and technical design of components of this plan, initiates and prepares grant applications, works with civic and private sector groups on programs, reviews development applications and projects, and generally becomes the public face for active transportation in the city, or staff in an allied organization such as the regional planning agency. In some cases, funding for a bicycle/pedestrian coordinator has come in whole or part from outside city government, such as health organizations or corporations.

Cooperation with neighboring cities. The transportation networks of metropolitan area cities are highly inter-related, and active transportation systems should reflect this connection. An important part of this plan's development was a meeting with adjacent communities, and this type of coordination

should be continued. MARC will be an important part of this regional effort, but adjacent cities – Roeland Park, Overland Park, Leawood, KCK, Merriam, and Shawnee – should continue to work together on a regular basis through regularly scheduled meetings. This group can be a strong advocate with KDOT and other agencies on major investment projects that benefit all regional cities.

Education

Increase the number of League Certified Instructors (LCI's) in Mission. The League of American Bicyclists BikeEd program is recognized as the standard for bicycle safety education, and includes a variety of courses that serve young cyclists, recreational riders, and everyone up to road-hardened commuters. Successful operation of the program is dependent on one critical factor, however: the presence of local instructors. Therefore, a critical part of the program is training of instructors through the League Certification process. In this process, cyclists complete both prerequisite courses and a three-day course conducted by a specially trained instructor. Successful completion and passing written and on-road evaluations qualifies individuals as League Certified Instructors (LCI), who are then authorized to provide training to other cyclists. In addition to a cadre of instructors, a successful training program requires marketing and placement to match



Biking Rules. A street code to promote responsible urban cycling, developed by New York City's Transportation Alternatives advocacy organization.

instructors with demand from schools, corporations, and other organizations.

Integrate bicycle rules of the road into drivers education programs. Most drivers are unaware of the rights and responsibilities of vulnerable users such as bicyclists (as well as motorcyclists and pedestrians). These factors should be included in drivers education programs for new motorists and certification testing. In addition, a significant unit on bicycle, pedestrian, and motorcycle laws and behaviors should be included in defensive driving classes for drivers who have received citations for moving traffic violations. This often reaches motorists who may be most likely to drive inattentively or aggressively, and may be most likely to endanger cyclists.

Work with major employers to conduct on-site education programs. As part of efforts to encourage better employee health through greater active transportation, major employers often are willing to host BikeEd programs. Outreach and partnerships with companies to offer programs on-site can increase participation in bicycling, and assist employers with establishing an ethos based on healthy living.

Develop and implement active transportation education programs for kids. Young bicyclists perceive the riding environment differently from adults, and obviously have neither the visual perspective nor experiences of older riders. Pedestrian education – what kids should know when they walk to school – can also be important initiatives to make them safer. Schools and safety groups often offer “bike rodeos” which may or may not address the skills of riding even on local streets. The LAB’s BikeEd program has a specific track that addresses these issues and skills, and they should be incorporated into these more frequently offered safety events.

Publish and post on-line an engaging and brief guide to safe bicycling. Information on safe urban cycling should be both ubiquitous and appealing to different audiences, including both motorists and bicyclists. Poor safety practices are both dangerous and bad for public relations, creating the possibility of backlash against cyclists. New York’s Biking Rules program, an on-line guide to practice and law developed by the advocacy organization Transportation Alternatives, and a brief New York City DOT publication on safe riding are excellent examples. Chicago has published a safety booklet specifically targeted toward young cyclists. Leawood should develop similar guides, which also successfully avoid portraying bicycling as a hazardous activity.

Publish and maintain a Mission Active Transportation Map.



Bike parking as art. Inverted U’s at the University of Nebraska at Omaha, enhanced with the school’s mascot

The initial map can illustrate the bicycle and sidewalk network proposed by this plan, along with trails. It may categorize streets as general and advanced, based primarily on the quality of their bicycling environment. It would also show the Rock Creek Trail and others as they develop with their interaction with the street system. This map should be published and distributed through educational programs, employers, and community agencies and facilities. The map should also include information on bike, scooter, and pedestrian safety. The map should be updated periodically (typically every two years) as the system evolves.

Encourage Mission businesses to participate in the League of American Bicyclists Bicycle Friendly Business (BFB) program. The program recognizes businesses that encourage their employees to use bicycles for transportation through efforts such as providing secure bicycle parking, sponsoring company rides, offering economic incentives, establishing internal bicycling events and bicycle interest groups, and supporting community bicycle initiatives.

Achieve Bicycle Friendly Community status within three years. In addition to recognition as a good bicycling environment, many observers also consider Bicycle Friendly Community status to be an indicator of overall community quality. As such, it is a significant community marketing tool, and reinforces substantial efforts in balanced transportation development.

Engineering (Support Facilities)

Institute a bicycle parking program, installing facilities at

CASE STUDY: Overcoming Opposition to Sidewalk Construction.

The PTA committee at Sherwood Forest Elementary School in Winston-Salem, NC and school staff and principal worked with the city to develop a Safe Routes to School (SRTS) grant that was met with opposition. Residents on a neighborhood street were opposed to SRTS due to its inclusion of almost one mile of new sidewalk along Kirklees Road. Misinterpretation and misrepresentation of the plan to add a sidewalk led to increased opposition, the solution was to distribute a flyer explaining the SRTS door-to-door to residents along Kirklees Road. The small, yet dedicated group of volunteers was able to reverse the situation and ultimately gain a majority vote from residents along Kirklees Road in favor of the new sidewalk. Beyond creating a safe walking environment for children to school, the new sidewalk links the surrounding neighborhood to a prominent park and trail network and remedies an area prone to pedestrian and vehicle conflicts.

strategic locations across the city. Bicycle parking is a low cost but significant physical improvement that both encourages cycling, provides greater security, and keeps bikes from damaging trees or street furniture, or obstructing pedestrians. Strategic locations include:

- Major public facilities such as government buildings, the community center, parks and recreational destinations.
- Locations near trails that offer support services such as restrooms, food, and water.
- Neighborhood commercial clusters and districts.
- Bike corrals. In business districts, one on-street parking space can be converted to bike parking, and can accommodate up to 20 bikes. This is especially useful in Downtown Mission, where the 58th Street bicycle boulevard is designed as a feeder route from the north in place of bicycles using Johnson Drive.

Standardizing bike parking equipment that is durable, relatively inexpensive, and unobtrusive. Many of the bike racks in use today, including the so-called “schoolyard” rack and “waves” are inefficient, take up a great deal of space, and, in the case of the former, can actually damage bikes. Better in most cases are less obtrusive designs such as the inverted U, hitching post, or the “theta” design that won a bicycle parking

design competition for New York City.

Develop a funding mechanism and incentive program for bicycle parking installations. Mission may provide a small allocation for installing facilities at public destinations. Bike parking on private property may be funded with the assistance of special events. For example, Omaha’s Eastern Nebraska Trails Network holds an annual Corporate Challenge ride, A portion of the proceeds are used to purchase inverted U’s, some of which are offered to targeted private businesses at reduced cost.

CASE STUDY: City of Boulder Compliance Study and Intersection Treatment Implementation

The city of Boulder, CO was struggling with drivers not yielding to pedestrians in crosswalks, creating an unsafe environment and thereby discouraging many residents from walking. The solution was to develop a Pedestrian Crossing Treatment Warrants document and a year later hire a consultant to conduct a study to determine the effectiveness of the treatments. The treatments included in the study were rumble strips, raised pedestrian crossings, “State Law” signage, sign-mounted lights, and in-pavement lighting. The study was conducted during peak times and noted the number of yields to pedestrians with the legal right-of-way verses non-yields. Studies were completed before the treatments to create a basis to determine the level of effectiveness and six months after the treatments were installed. A variety of street widths, traffic volumes, pedestrian traffic volumes and intersection conditions were studied to provide comparisons. The study showed an overall increase in the level of compliance from 34 percent to 77 percent for all locations in which a treatment was implemented. The multi-lane roadways with higher traffic volumes had the largest jump from 21 percent to 63 percent, but yet still had the lowest compliance percentage of the other conditions studied. The treatment with the largest impact were pedestrian activated sign-mounted lights and the treatment with the lowest impact was the advance rumble strips. The results of the study have been included in the Pedestrian Crossing Treatment Warrants.

Amend zoning ordinances to require a specific amount of bicycle parking for high demand business types. Many businesses (such as some convenience store chains) do recognize the need for bike parking and provide it, while others do not. In other cases, parking is provided, but the installation makes it difficult to use. An example is bike parking located too close to buildings for comfortable use. Zoning ordinances include extensive standards for auto parking. Parking standards for micro-mobility devices (including scooters) in the ordinance would be a helpful addition.

Evaluation

Institute an evaluation system that compiles bicycle traffic counts and crash information, and monitors mode split data through the American Community Survey and user surveys. Good evaluation information measures the effectiveness of the program and informs adjustments and improvements. The bicycle/pedestrian coordinator is ultimately responsible for developing and implementing this evaluative program. An evaluation system can help determine where an area or route of high priority is within the city, potentially adjusting future planning and reorganizing the unmet needs of the community.

Complete periodic surveys of system users, monitoring customer satisfaction and recommendations. The good participation in this process indicates a large and committed constituency that is a great source of information and input. In addition to being an excellent measure of user satisfaction and recommendations for improvement, surveys keep the bicycle community actively engaged in the process of improving bicycle transportation in Mission..

Complete annual,comparable traffic counts on selected streets and trails as infrastructure is developed. Topeka has done an excellent job since the completion of its Phase I bikeway program of evaluating the effectiveness of various projects by doing annual bicycle traffic counts on streets and trails. This information has been extremely helpful both in evaluating benefits and illustrating the value of a facility development program.

CASE STUDY: City of Bethlehem, NY: Pedestrian Safety Planning Group

Pedestrian Safety Planning Group. The residents of Bethlehem, NY formed the Bethlehem Citizens for Pedestrian Safety to meet and discuss issues related to the pedestrian environment. Members of the group included the Town Supervisor, Town Board members, planners, highway superintendent and staff, the Traffic Safety unit supervisor of the Police Department, the NYSDOT bike and pedestrian coordinator, and the Capital District Transportation Committee. Several other community organizations supported the efforts of the group. The group developed several projects: education programs, structural improvements, data collection and planning, new sidewalks to complete segments, and improved crosswalks timed with routine maintenance. The group also spearheaded improved signage around town, the "WALK LEFT/RIDE RIGHT" campaign being the most prominent and moving off the streets and into businesses and homes via refrigerator magnets and flyers. The group still meets and provides recommendations and input on transportation projects in the Capital District.



City of Mission	Item Number:	2.
DISCUSSION ITEM SUMMARY	Date:	May 22, 2024
Community Development	From:	Brian Scott

Discussion items allow the committee the opportunity to freely discuss the issue at hand.

RE: Proposed Short-Term Rental Regulation Ordinance and Nuisance Party Ordinance

DETAILS: Short-term rentals have long been a popular option for families visiting destination places such as beach or mountain communities. However, in the past several years short-term rentals have become a common option for all types of travelers including even those on extended work assignments or in need of temporary housing, and they are becoming more prevalent in every city and neighborhood, not just vacation hot spots.

While the vast majority of renters are respectful of the dwelling they are renting and the neighborhood they are renting in, there have been instances where rentals have become a nuisance due to large gatherings, traffic, noise, and frequency of rentals. As a result, many cities across the country have developed short-term rental regulations to control the location, number, frequency, and activity of short-term rentals in an effort to preserve the residential character of the neighborhood that these rentals are often located in. This has been true for the Kansas City metro area as well, including Johnson County.

Several cities in northeast Johnson County have recently adopted, or are considering adopting, regulations for short-term rentals.

Overland Park adopted a Nuisance Party Ordinance in September of 2022 that prohibits the gathering of five (5) or more individuals on residential property where certain activity may occur including possession of drugs, unlawful possession of alcohol, indecent exposure, public urination or defecation, assault and/or battery, trespassing, discharging of firearms, etc.

Shawnee adopted an ordinance in February of this year requiring that all short-term rentals be licensed with the city, and providing for several limitations on the operation of short-term rentals including a limit on the number individuals that can stay in a rental, limitation on the activity that can occur in the rental, and a requirement that the occupants obey the noise and parking ordinances of the city.

Fairway and Merriam both recently adopted ordinances stipulating that short-term rentals obtain a permit from the city and that no short-term rental can be within 1,000 feet of another. Both also require that neighbors within 200 feet of the rental unit be notified when the permit is applied for. Merriam also requires

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

City of Mission	Item Number:	2.
DISCUSSION ITEM SUMMARY	Date:	May 22, 2024
Community Development	From:	Brian Scott

Discussion items allow the committee the opportunity to freely discuss the issue at hand.

that the rental post a good neighbor policy in the rental unit specifying the city noise ordinance.

The communities that have considered or adopted short-term rental regulations are often attempting to balance the rights of a private property owner with both real and anticipated impacts which may include:

- Large number of occupants and/or guests
- Large parties or gatherings
- Excessive noise
- Excessive traffic and/or parking
- Protection of the general neighborhood character

The City of Mission currently has a rental license ordinance in place. The ordinance requires that anyone who rents a dwelling unit, be it a single-family home or an apartment, must first obtain a renter's license. An annual inspection of rental units (primarily multi-family) is required. The intent of the ordinance is to ensure that rental units are well maintained and safe for habitation. Though not directly stated in the ordinance, the general assumption is that the rental is for a period of one-year. When the ordinance was developed in never envisioned short-term rentals or the need to address the issues stated above.

Staff has reviewed the ordinances that were recently adopted by some of our neighboring cities and considered the feedback from the Governing Body heard in previous discussions to develop a proposed ordinance for short term rental regulations. The information presented in the packet is intended to serve as starting point for Council discussion and consideration. The proposed ordinance is modeled, in some respects, after the City's existing rental ordinance. While it does include a "safe to inhabit" component, the additions presented more particularly address short-term rentals. Several key components include:

- Defining a short-term rental as any dwelling or dwelling unit is rented for 28 consecutive days or less.
- Requiring anyone who owns a short-term rental to first obtain a license from the City.
- Completion of a Short-Term Rental Safety Certification at the time of application attesting to the fact that the rental complies with the current building codes.

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

City of Mission	Item Number:	2.
DISCUSSION ITEM SUMMARY	Date:	May 22, 2024
Community Development	From:	Brian Scott

Discussion items allow the committee the opportunity to freely discuss the issue at hand.

- Requiring the license number be posted on any listing and in the rental unit itself.
- Posting a copy of the *Short-Term Rental Good Neighbor Guidelines* in the rental. These guidelines provide the regulations on the use of the rental, the City’s Nuisance Party and Disturbing the Peace Ordinances, and tips for being a good rental neighbor.
- Rentals must be for a minimum two (2) night stay.
- Rentals are limited to two (2) adults per bedroom and no more than ten (10) individuals total that can occupy the rental.
- The rental cannot be used for receptions, parties, meetings space, or other events that are open to non-resident guests.
- Renters shall pay the City’s transient guest tax.

The intent of this proposed ordinance is to address some of the policy concerns that other cities have identified. However, it is also intended to ensure that short-term rentals are safe and that they are on a level playing field with other temporary accommodations in the city (i.e. hotels/motels).

Some of the stipulations in the proposed short-term rental ordinance directly mirror provisions in ordinances from our neighboring communities. Staff did consider distance restrictions but ruled that out in the draft based on previous Council discussion.

To further address the concern of large, often noisy, parties, staff followed the lead of Overland Park in developing a Nuisance Party Ordinance. This is a stand-alone ordinance because a nuisance party is not necessarily isolated to short-term rentals.

Staff will present these two ordinances to the City Council at the May 22 work session and answer any questions that the Council may have.

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

CITY OF MISSION
ORDINANCE NO.

AN ORDINANCE PROVIDING FOR A NEW CHAPTER 675 TO TITLE VI OF THE MUNICIPAL CODE OF THE CITY OF MISSION, KANSAS REGULATING THE SHORT-TERM RENTAL OF DWELLING UNITS.

WHEREAS, the Governing Body of the City of Mission deems it to be in the best interests of the health, safety and welfare of the community to regulate the short-term rental of dwellings and dwelling units.

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

PARAGRAPH 1. That Title VI of the Municipal Code of the City of Mission, Kansas is hereby amended to add a new Chapter 675, Short-Term Rental Regulations, to read as follows:

675.010 – Purpose

The purpose of ordinance is to outline regulations and requirements related to the use of residential or commercial properties as short-term rentals to ensure the health, safety and welfare of surrounding properties as well as those occupying these dwellings.

675.020 – Applicability

The provisions of this Chapter shall apply to all dwellings and dwelling units offered for rent or occupancy, including single-family dwellings, multi-family dwellings, dwelling units in owner-occupied dwellings, and dwelling units in commercial buildings for a period of 28 consecutive days or less.

675.030 – Definitions

DWELLING - A building or structure, or portion of a building or structure, designed for or used for human habitation.

DWELLING UNIT - Any room or group of rooms located within a dwelling and forming a single habitable unit with living, sleeping, cooking, and sanitary facilities; and furnished for the accommodation of guests.

OCCUPANCY (OCCUPY or OCCUPIED) - The act of living, sleeping, cooking, eating and/or having possession or control of a dwelling or dwelling unit.

OCCUPANT - Any person(s) living, sleeping, cooking, eating or having possession or control of a dwelling or dwelling unit.

OWNER Any person who, alone, jointly or severally with others:

1. Has legal title to any Dwelling with or without accompanying actual possession thereof; or
2. Has charge, care or control of any Dwelling, Dwelling Unit, or part thereof as agent or personal representative of the person having legal title to the Dwelling or part thereof; or
3. Has possession or right to possession under a contract.

PERSON – Owner of a Dwelling or Dwelling Unit and/or any individual, association, partnership, firm, or corporation acting as or on behalf of the Owner.

REGISTERED AGENT – The person designated by the Owner to be the agent required by Section 675.070 of this Chapter.

SHORT-TERM RENTAL (RENT, RENTS or RENTED) - To provide or to offer for occupancy a Dwelling or Dwelling Unit to a non-owner, third-party, or Transient Guest for consideration, pursuant to a written, oral, or implied agreement for a period of 28 consecutive days or less.

SHORT-TERM RENTAL DWELLING - A dwelling or dwelling unit(s) used for human habitation and offered to a non-owner, third-party, or Transient Guest for rent and/or occupancy.

SHORT TERM RENTAL LICENSE (LICENSE)- A license issued by the City permitting a Dwelling or Dwelling Unit to be rented and/or occupied by a Transient Guest subject to the terms of this Chapter.

TRANSIENT GUEST - A person (s) who rents or occupies a Dwelling or Dwelling Unit with two or more bedrooms furnished for the accommodation of guests and rented for a period of 28 consecutive days or less.

675.040 – Short-Term Rental License Required

- A. No Person shall allow any Dwelling or Dwelling Unit to be rented or occupied by another for a period of 28 consecutive days or less without the Owner first obtaining a Short-Term Rental License under the terms of this Chapter. This applies to any Person who allows to be occupied or rent to another for occupancy a room or rooms within a dwelling at the time this Chapter is implemented. Failure to obtain a required License shall be unlawful. Each day that a person fails to have a License as required by this Section shall constitute a separate offense. Upon conviction, a person may be fined up to five hundred dollars (\$500.00) or sentenced up to five (5) days in jail, or both.

- B. One (1) Short-Term Rental License shall be issued for each premises with a Dwelling or one (1) or more Dwelling Units for rent and shall be deemed to cover all such Dwelling Units for rent on the premises under single or common ownership.
- C. A Short-Term Rental License shall not be considered in place of or waiver of the obtainment of a Rental Dwelling License for the rental of a Dwelling or Dwelling Unit(s) for a period of 29 consecutive days or more per Chapter 635 of the Mission Municipal Code. A Short-Term Rental License shall be required in addition to a Rental Dwelling License.
- D. The City shall have authority to exercise its licensing powers under this Chapter including the power to issue, renew, deny, revoke and suspend a Short-Term Rental License with respect to the entire premises or only a specific Dwelling Unit(s) found to be in violation of this Code.

675.050 – Application for Short-Term Rental License

- A. The Owner of a Dwelling or Dwelling Unit to be offered for Short-Term Rental shall first make written application to the City for a Short-Term Rental License to carry out the business of renting such Dwelling or Dwelling Unit. Such application shall be made on a form furnished by the City for such purpose and shall set forth the following information:
 - 1. Owner's name, address, telephone number and date of birth. A post office box is not acceptable as a mailing address for any such person
 - 2. If the Owner is a partnership, the name of the partnership and the name, residence address, telephone number and date of birth of the managing partner. A post office box is not acceptable as a mailing address for any such person.
 - 3. If the Owner is a corporation, the name and address of the corporation and the name, residence address, telephone number and date of birth of the chief operating officer. A post office box is not acceptable as a mailing address for any such person.
 - 4. If the Owner of a Dwelling or Dwelling Unit resides outside of Johnson County, the Owner will designate a Registered Agent who shall reside within the limits of Johnson County. That Registered Agent's name, address and telephone number must be included in the application. A post office box is not acceptable as a mailing address for a Registered Agent.
 - 5. Address identifying location of the Dwelling or Dwelling Unit to be offered for Short-Term Rental.
- B. In addition to the application, The Owner of the Dwelling or Dwelling Unit to be offered for Short-Term Rental shall also complete and sign a Short-Term

Rental Safety Checklist attesting to whether the Dwelling or Dwelling Unit meets provisions of the Building Safety Code as defined in the checklist.

- C. There shall be an annual license fee of \$500. No license shall be issued until this fee has been paid. The license fee is non-refundable. The license fee shall be prorated by the month in which application is made.
- D. No application shall be considered without payment of the license fee, which shall be \$500. The application fee shall be non-refundable.
- E. Upon issuance of the Short-Term Rental License by the City, the Owner will place a copy of the License in a conspicuous location within the Dwelling or Dwelling Unit to be rented as well as post the License number on the listing.
- F. At time of issuance of the Short-Term Rental License by the City, the City shall also provide the Short-Term Rental Good Neighbor Guidelines, which will be posted in a conspicuous location within the Dwelling or Dwelling Unit to be rented.

675.060 – Expiration and Renewal

All Short-Term Rental Licenses issued under this Chapter shall be renewed by January first (1st) of each year and shall be subject to renewal as described in this Chapter. All licensees shall apply for renewal on a form provided by the City. No renewal shall be granted without payment of the required annual license fee.

675.070 – Duties of Owner

- A. The following standards and conditions shall be met in order to hold a Short-Term Rental License under this Chapter:
 - 1. The Owner will have paid the required license fee.
 - 2. If the Owner is a business entity, the licensee shall be required to register with the Secretary of State and shall remain in good standing with the Kansas Secretary of State.
 - 3. The Owner will ensure that the Dwelling is not in a substandard condition, as defined in Section 635.110 of the Mission Municipal Code including, but not limited to the accumulation of weeds, vegetation, junk, debris or rubbish on the exterior of the premises so as to create a nuisance condition.
 - 4. The Owner will ensure that the licensed Dwelling or Dwelling Unit(s) remain in compliance with any and all other applicable City Codes and Buildings Safety Codes.
 - 5. The Owner will post a copy of the License in a conspicuous location within the Dwelling or Dwelling Unit as well as posting the License number on the listing at such time as the premise is offered for rent.

6. The Owner will post a copy of the “Short-Term Rental Good Neighbor Guidelines” provided by the City at the time the License is issued in a prominent place within the Dwelling or Dwelling Unit as well as posting such on the listing at the time the premises is offered for rent.
 7. The Owner will ensure that the Short-Term Rental Regulations outlined in Section 675.080 are upheld and will ultimately be responsible if not.
 8. The Owner will ensure that the City’s Transient Guest tax is collected in accordance with Section 135.040 of the Mission Municipal Code and state statute KSA 12-1692 et al.
- B. If the Owner of a Dwelling or Dwelling Unit resides outside of Johnson County, the Owner will designate a Registered Agent who shall reside within the limits of Johnson County. The Registered Agent shall be jointly and severally responsible with the Owner for:
- a. The upkeep and maintenance of the premises;
 - b. Compliance with this Chapter and all other Codes regulating the premises; and
 - c. Acceptance, service or process of all notices under this Chapter.

675.080 – Short-Term Rental Regulations

- A. The Short-Term Rental of a Dwelling or Dwelling Unit shall be subject to the following regulations:
1. A Short-Term Rental shall not be for less than two (2) consecutive nights.
 2. A Short-Term Rental Dwelling cannot be used as a reception space, party space, meeting space, or for any other similar events open to non-resident guests.
 - a. No more than two (2) adults per bedroom with a maximum of ten (10) individuals total may be allowed to occupy a Short-Term Rental Dwelling.
 - b. Occupants of a Short-Term Rental Dwelling shall comply with Section 215.111- Disturbing the Peace - of the Mission Municipal Code.
 - c. Occupants of a Short-Term Rental Dwelling shall comply Section 215.113 - Nuisance Party - of the Mission Municipal Code.
 - d. Occupants of a Short-Term Rental Dwelling are expected to obey all other municipal codes and laws of the county and state.
 - e. A Transient Guest that rents a Short-Term Rental Dwelling shall pay the City’s Transient Guest Tax in accordance with Section 135.040 of the Mission Municipal Code and state statute KSA 12-1692 et al.

675.090 – Presumption of Ownership

For the enforcement of the provisions here, there shall be a prima facie presumption that the Owner of the premises shall be that Person, Persons, or entity as reflected on the most recent evidence of ownership for the real property

on file with the Johnson County, Kansas Register of Deeds. The prima facie presumption of ownership shall be effective upon affidavit of an authorized agent or employee of the Johnson County, Kansas Register of Deeds, attesting that the deed or deeds attached thereto are a true and accurate copy of the official record, and are the most recent evidence of ownership for the described real property.

675.100 – Short-Term Rental License Suspension or Revocation

- A. Failure to comply with the requirements as set forth in this Chapter shall be unlawful. If the City determines that any Short-Term Rental Dwelling fails to comply with the provision of this Chapter, the City shall give notice of the violation. The notice shall provide:
1. The specific reasons the licensee has failed to meet the provisions of this Chapter, including copies of applicable reports;
 2. That the City will deny, refuse to renew, revoke or suspend the license unless the Owner appeals the determination within fifteen (15) days after receipt of the notice in the manner provided in Section 675.110.
 3. That after any denial, non-renewal, revocation or suspension, the Short-Term Rental Dwelling therein must be vacated and shall not be reoccupied until a License is issued after approval by the City; and
 4. A description of how an appeal may be filed under Section 675.120.
- B. The Owner and/or Owner's Registered Agent may be charged in Municipal Court for failure to comply with the licensing standards. If the Municipal Court determines that the violations of the licensing standards do in fact exist, then the Owner and/or Owner's Registered Agent may be fined in accordance with Section 100.100 of the City's Municipal Code. Each day that the violation exists shall constitute a separate offense. Any such conviction in Municipal Court shall result in immediate revocation of the Rental Dwelling License owner and owner's agent.

675.110 - Notices

Whenever a notice is required to be sent to or served upon the licensee of a Short-Term Rental Dwelling or Short-Term Rental Dwelling Unit under this Chapter, notice shall be deemed sufficient if sent by first class mail to the Owner or Owner's Registered Agent at the address specified in the last license application filed. If the Dwelling Unit is not licensed pursuant to this Chapter, notice is deemed sufficient if sent by first class mail to the person listed for the purposes of paying taxes on the property. Notices so mailed are sufficient whether received or returned.

675.120 – Appeal of Suspension or Revocation

- A. Any Person wishing to appeal the determination, denial, non-renewal, revocation or suspension of a License shall file a written notice of appeal with the City within fifteen (15) days after receipt of the notice of denial, non-renewal, revocation or suspension. The notice of appeal shall contain a statement of the grounds for the appeal and shall be accompanied by a fee of one hundred dollars (\$100.00).
- B. The appeal will be heard by the Governing Body at a public hearing.
- C. The hearing will be held no later than forty-five (45) days after the receipt of the written notice of appeal.
- D. At the hearing, the Governing Body shall hear all relevant evidence and argument. The Governing Body may admit and give effect to evidence that possesses value commonly accepted by reasonably prudent persons in the conduct of their affairs.
- E. The Governing Body shall render its decision in writing within fifteen (15) days after the close of the hearing. The decision shall determine whether the Dwelling or the Dwelling Units therein, meet(s) the licensing standards of this Chapter and shall specify the factual basis for the determination.
- F. The Governing Body may affirm, modify or reverse the action appealed.
- G. Notice of the final decision of the Governing Body shall be served upon the license holder or applicant.

675.130 – Violation and Penalty

- A. Any Owner found to be in violation of the provisions of Chapter shall severally for each and every such violation be guilty of a misdemeanor and shall be fined not less than five hundred dollars (\$500) but not more than one thousand dollars (\$1,000) or six months jail time, or both such fine and jail.
- B. The imposition of a penalty for any violation or noncompliance shall not excuse any violation, permit a violation to continue, or excuse any obligation to remedy any violation.
- C. The imposition of a penalty shall not prohibit any action by the Public Officer to enforce compliance, prevent a violation, or remedy a violation, nor shall it prohibit the Public Officer from imposing liens or assessments necessary to remedy a violation of this Chapter.

D. Each day that violation occurs or is permitted to continue, shall constitute a separate offense.

PARAGRAPH 2. Severability. If any one or more sections, subsections or other part of this Ordinance shall be declared invalid by a court of competent jurisdiction, it is the intent of the City that the remaining portions of the Ordinance shall remain effective. The City states that it would have enacted such remaining portions irrespective of the fact that one or more sections, subsections, or other part of the Ordinance have been held invalid.

PARAGRAPH 3. This Ordinance shall be in full force and effect from and after its passage and publication as provided by law.

PASSED by the City Council this _____ day of _____ 20____.

APPROVED by the Mayor this _____ day of _____ 20____.

Solana Flora, Mayor

Robyn Fulks, City Clerk

APPROVED AS TO FORM ONLY:

David K. Martin, City Attorney
Payne & Jones, Chartered
11000 King Street, King 2 Building
Overland Park, KS 66210

CITY OF MISSION

ORDINANCE NO.

AN ORDINANCE PROVIDING FOR A NEW SECTION 215.113 TO ARTICLE VI OF CHAPTER 215 OF THE MUNICIPAL CODE OF THE CITY OF MISSION, KANSAS PROHIBITING A NUISANCE PARTY

WHEREAS, the Governing Body of the City of Mission deems it to be in the best interests of the health, safety and welfare of the community to restrict social gatherings on residential property that can become a nuisance by the number of people present or the illegal actions that occur.

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

PARAGRAPH 1. That Title II, Chapter 215, Article VI of The Municipal Code of the City of Mission, Kansas is hereby amended to add a new Section 215.113, Nuisance Party, to read as follows:

215.113 Nuisance Party.

A. For the purpose of Section 215.113 the following words and phrases shall mean:

Nuisance Party

A social gathering of five (5) or more people on residential property that results in any of the following occurring at the site of the gathering, on neighboring property, or on an adjacent public street:

- Unlawful sale of, furnishing, possession or consumption of alcoholic beverages; or
- Unlawful use or possession of marijuana or any drug or controlled substances; or
- Any activity that would constitute a violation of any of the provisions of Section 215.111 of the Mission Municipal Code pertaining to disturbing the peace; or
- Conduct which constitutes assault and battery; or
- Property damage; or
- Littering; or
- Outdoor urination or defecation in a place open to public view; or
- The standing or parking of vehicles in a manner that obstructs the free flow of traffic upon public sidewalks, streets, or public right-of-way; or
- Conduct that threatens injury to persons or damage to property; or
- Trespassing on adjacent or adjoining property; or
- Indecent exposure; or
- Setting of fireworks; or
- Discharging firearms.

Permit

To give permission to or allow by silent consent, by not prohibiting, or by failing to exercise control.

- B. It shall be unlawful for any owner or person having the right to possession of any residential premises, whether individually or jointly with others, to cause or permit a social gathering on the premises to become a nuisance party.
- C. It shall be unlawful for any person not domiciled at the site of the nuisance party to fail or refuse to leave the premises immediately after being told to leave by a police officer.
- D. Continuation of a nuisance party an hour or more after an order to disperse has been given by police shall constitute a separate violation of Section 215.13.

PARAGRAPH 2. Severability. If any one or more sections, subsections or other part of this Ordinance shall be declared invalid by a court of competent jurisdiction, it is the intent of the City that the remaining portions of the Ordinance shall remain effective. The City states that it would have enacted such remaining portions irrespective of the fact that one or more sections, subsections, or other part of the Ordinance have been held invalid.

PARAGRAPH 3. This Ordinance shall be in full force and effect from and after its passage and publication as provided by law.

PASSED by the City Council this _____ day of _____ 20__.

APPROVED by the Mayor this _____ day of _____ 20__.

Solana Flora, Mayor

Robyn Fulks, City Clerk

APPROVED AS TO FORM ONLY:

David K. Martin, City Attorney

Short-Term Rental Good Neighbor Guidelines

Welcome to Mission! We are excited that you have chosen to visit our community, and we know that you will enjoy your time with us. The short-term rental that you have selected is likely located in one of our residential neighborhoods. Our neighborhoods have much to offer including friendly neighbors, an easy walk to one of our local parks or downtown, and the peace, quiet, and charm that makes our neighborhoods so special. To help us preserve these aspects of our community, we ask that you follow these guidelines.

Short-Term Rental Regulations (Chapter 675 of the Mission Municipal Code)

The short-term rental of a dwelling or dwelling unit shall be subject to the following regulations:

- A Short-Term Rental shall not be for less than two (2) consecutive nights.
- A Short-Term Rental Dwelling cannot be used as a reception space, party space, meeting space, or for any other similar events open to non-resident guests.
- No more than two (2) adults per bedroom with a maximum of ten (10) individuals total may be allowed to occupy a Short-Term Rental Dwelling.
- Occupants of a Short-Term Rental Dwelling shall comply with Section 215.111- Disturbing the Peace - of the Mission Municipal Code.
- Occupants of a Short-Term Rental Dwelling shall comply with Section 215.113 - Nuisance Party - of the Mission Municipal Code.
- Occupants of a Short-Term Rental Dwelling are expected to obey all other municipal codes and laws of the county and state.

Disturbing the Peace (Section 215.111 of the Mission Municipal Code)

- It shall be unlawful for any person to make, continue, maintain or cause to be made or continued any excessive, unnecessary, unreasonable or unusually loud noise or any noise which either annoys, disturbs, injures or endangers the comfort, repose, health, peace or safety of others within the City of Mission.
- It shall be unlawful for any person to use, operate or permit the use or operation of any electronic device, radio receiving set, television, musical instrument, phonograph or other machine or device for the producing or reproducing of sound in such manner as to disturb the peace, quiet and comfort of the neighboring inhabitants or at any time with louder volume than is necessary for convenient hearing for the person or persons who are in the room, vehicle or chamber in which such machine or device is operated and who are voluntary listeners thereto. "Neighboring inhabitants" shall include persons living within or occupying residential districts of single- or multiple-family dwellings and shall include areas where multiple-unit dwellings and high-density residential districts are located.
- No person shall congregate because of, participate in, or be in any party or gathering of people from which sound emanates of a sufficient volume so as to disturb the peace, quiet or repose of persons residing in any residential area. No person shall visit or remain within any residential dwelling unit wherein such party or gathering is taking place except persons who have gone

there for the sole purpose of abating said disturbance. A Police Officer may order all persons present in any group or gathering from which such sound emanates, other than the owners or tenants of the dwelling unit, to immediately disperse in lieu of being charged under this Section. Owners or tenants of the dwelling unit shall immediately abate the disturbance and, failing to do so, shall be in violation of this Section.

- Prima Facie Violation. It shall be a violation of this Section for anyone to operate any tools, equipment, vehicle, electronic device, instrument, television, phonograph, stereo, machine, or other noise or sound-producing device, in such a manner as to be plainly audible at an adjacent property line, or for fifty (50) or more feet in the case of multiple-family dwelling, during the following hours:
 - Sunday night through Friday morning between the hours of 10:00 P.M. and 7:00A.M;
 - Friday night between the hours of 11:00 P.M. and 7:00 A.M.; and
 - Saturday night between the hours of 11:00 P.M. and 8:00 A.M.

Nuisance Parties (Section 215.113 of the Mission Municipal Code)

It shall be unlawful for any person or persons having the right to possession of residential property whether individually or jointly with others, to cause or permit a social gathering on premises to become a nuisance party. Nuisance party is a social gathering of five (5) or more people on residential property that results in any of the following occurring at the site of the gathering, on neighboring property, or on an adjacent public street:

- Unlawful sale of, furnishing, possession or consumption of alcoholic beverages; or
- Unlawful use or possession of marijuana or any drug or controlled substances; or
- Any activity that would constitute a violation of any of the provisions of Section 215.111 of the Mission Municipal Code pertaining to disturbing the peace; or
- Conduct which constitutes assault and battery; or
- Property damage; or
- Littering; or
- Outdoor urination or defecation in a place open to public view; or
- The standing or parking of vehicles in a manner that obstructs the free flow of traffic upon public sidewalks, streets, or public right-of-way; or
- Conduct that threatens injury to persons or damage to property; or
- Trespassing on adjacent or adjoining property; or
- Indecent exposure; or
- Setting of fireworks; or
- Discharging firearms.

Be Courteous to Your Neighbors

Be conscientious of the noise that you may be creating.

- Do not slam car doors or lock and unlock vehicles excessively (car alarms).
- Do not play music loudly.
- Avoid having loud conversations outside.

Parking

- On-street parking is generally permitted throughout the community, but please be observant of those areas that are specifically signed as “No Parking.”

- Some of our streets are narrow, so please try to avoid parking on both sides of the street so that the street becomes too narrow for other cars to pass through or for neighbors to back out of their driveways.
- Parking on the grass is prohibited (Section 425.100(B) of the Mission Municipal Code).
- Parking of recreational vehicles is prohibited.

Trash and Debris

- Do not litter or leave trash behind on your rental property or your neighbors' property.
- All trash should be disposed of in a secure container.
- We encourage our residents – and guests – to recycle if possible. Recyclables should also be put in a secure container.
- Trash and recycling containers should be stored in the garage or along the side of the house.
- Collection of trash and recyclables is once a week. Call the City at (913) 676-8360 to find out when your collection day is.

You can find more information about the City of Mission at www.missionks.org

In Case of Emergency Call 911