

**COUNCIL MEETING AGENDA
CITY OF PRAIRIE VILLAGE
Monday, September 17
7:30 p.m.**

I. CALL TO ORDER

II. ROLL CALL

III. PUBLIC PARTICIPATION

IV. CONSENT AGENDA

All items listed below are considered to be routine by the Governing Body and will be enacted by one motion (Roll Call Vote). There will be no separate discussion of these items unless a Council member so requests, in which event the item will be removed from the Consent Agenda and considered in its normal sequence on the regular agenda.

By Staff:

1. Approve Regular Council Meeting Minutes – September 4, 2001
2. Approve Claims Ordinances #2273 through #2276
3. Approve agreement with Johnson County for the use of the Prairie Village Community Center as a Senior Nutrition Program Site for the period of October 1, 2001 through September 30, 2002
4. Approve a short-term special use permit to Shawnee Mission East High School for a garage sale on Saturday, October 6th in the school parking lot between the hours of 8 a.m. and 3 p.m. with authorization for a banner to be placed at the entrance of the parking lot advertising the event from September 18th through October 6th and a trailer to be parked in the parking lot for the collection and storage of items with authorization to waive the application fee.
5. Approval of a short-term special use permit to Asbury United Methodist Church for a pumpkin sale to be held October 1st through October 31st at 5400 West 75th Street with permission to have banners advertising the sale placed on the church property
6. Approval of a short-term special use permit to Spencer Schubert with Rhombus Recordings for a free promotional concert by the band “Full Feature” at the Harmon Park Shelter on Friday, September 21st from 3:00 p.m. to 5:30 p.m.

By Committee:

7. Approve engineering change order #1 to the agreement with The Larkin Group for Project 190825: 2002 Mill & Overlay/Reconstruction Program for a decrease of \$46,900 bringing the new total to \$119,100 (Policy/Services Committee Minutes – September 4, 2001)
8. Approve the transfer of \$120,000 in the capital expenditure program from the Streets Section to the Other Section (Policy/Services Committee Minutes – September 4, 2001)
9. Approve Construction Change Order #4 for a decrease of \$104,814.38 to the contract with Dennis Johnson Construction and reduce the City share by \$16,826.03, the City of Mission Hills share by \$6,997.06 and Johnson County share by \$80,991.29 (Policy/Services Committee Minutes – September 4, 2001)
10. Adopt an increase in the scope of the City Engineer agreement to include street paving, concrete replacement, bridge inspection and CARS Programming with the City Engineer responsible for providing these services either directly or by subcontracting with another consultant (Policy/Services Committee Minutes – September 4, 2001)

V. COMMITTEE REPORTS

VI. OLD BUSINESS

VII. NEW BUSINESS

VIII. ANNOUNCEMENTS

IX. ADJOURNMENT

If any individual requires special accommodations -- for example, qualified interpreter, large print, reader, hearing assistance -- in order to attend the meeting, please notify the City Clerk at 381-6464, Extension 4616, no later than 48 hours prior to the beginning of the meeting.

If your are unable to attend this meeting, comments may be received by e-mail at cityclerk@PVKANSAS.COM

**COUNCIL
CITY OF PRAIRIE VILLAGE
September 17, 2001
-Minutes-**

The City Council of Prairie Village, Kansas, met in regular session on Monday, September 17, 2001, at 7:30 p.m. in the Municipal Building.

ROLL CALL

Mayor Ron Shaffer called the meeting to order with the following Council members responding to roll call: Al Herrera, Bill Griffith, Ruth Hopkins, Steve Noll, Bob Pierson, Roy True, Laura Wassmer, Jerry Kelso, Nancy Vennard, Kay Wolf, Diana Ewy Lamberson and Patty Markley.

Also present were: Barbara Vernon, City Administrator; Charles Wetzler, City Attorney; Charles Grover, Chief of Police; Robert Pryzby, Director of Public Works; Doug Luther, Assistant City Administrator and Joyce Hagen Mundy, City Clerk.

MOMENT OF SILENCE

Mayor Shaffer requested that a moment of silence be observed in remembrance of those individuals who lost their lives in the attack on America, their families and the countless individuals who participated in the rescue efforts.

PUBLIC PARTICIPATION

Mayor Shaffer acknowledged the presence of Cub Scouts from Troop 3381 who were present working toward their Citizenship in the Community Merit Badge.

Steve Carman, 8521 Delmar Lane, addressed the Council in opposition to the change in the long-standing tradition of volunteer Council members with the proposed payment of Councilmembers. He asked that if payment was authorized for the Council, that it consider if a 12 member Council is an appropriate size. He noted that based on cities of similar size and other area metropolitan Councils, 12 members may not be needed. However, if the Council size were reduced, the City would lose the valuable input from those persons unable to serve. He encouraged the Council to continue to serve the City as others have in the past and as countless committee members continue to serve.

Brendan Summers, 2301 West 74th Street, resides in the Lockline area and expressed his concerns with the safety of his children because of the large number of cars parking on the street making travel and visibility difficult. He noted that Lockline is

hiring additional employees and the situation is going to continue to worsen, stressing the need for immediate action by the City.

CONSENT AGENDA

Diana Ewy Lamberson moved the approval of the amended Consent Agenda for Monday, September 17, 2001:

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5. Approval of a short-term special use permit to Asbury United Methodist Church for a pumpkin sale to be held October 1st through October 31st at 5400 West 75th Street with permission to have banners advertising the sale placed on the church property
6. Approval of a short-term special use permit to Spencer Schubert with Rhombus Recordings for a free promotional concert by the band “Full Feature” at the Harmon Park Shelter on Friday, September 21st from 3:00 p.m. to 5:30 p.m.
7. Adopt resolution 2001-05 in response to the attack on America
8. Approve engineering change order #1 to the agreement with The Larkin Group for Project 190825: 2002 Mill & Overlay/Reconstruction Program for a decrease of \$46,900 bringing the new total to \$119,100
9. Approve the transfer of \$120,000 in the capital expenditure program from the Streets Section to the Other Section
10. Approve Construction Change Order #4 for a decrease of \$104,814.38 to the contract with Dennis Johnson Construction and reduce the City share by \$16,826.03, the City of Mission Hills share by \$6,997.06 and Johnson County share by \$80,991.29
11. Adopt an increase in the scope of the City Engineer agreement to include street paving, concrete replacement, bridge inspection and CARS Programming with the City Engineer responsible for providing these services either directly or by subcontracting with another consultant

A roll call vote was taken with the following members voting “aye”: Herrera, Griffith, Noll, Hopkins, Pierson, True, Wassmer, Kelso, Vennard, Wolf, Ewy Lamberson and Markley.

COMMITTEE REPORTS

Council Committee of the Whole

Consider Project 190811: Mission Road and Tomahawk Road Intersection

Mayor Shaffer apologized for this item being delayed from its scheduled 6:00 hearing time. He noted that it was not anticipated that the parking issue ahead of this on the Council Committee of the Whole agenda would take as long as it did. He expressed appreciation for the residents’ willingness to stay and participate in this hearing.

Bob Pryzby reviewed the history of this intersection. In 1992, a boy was killed at this intersection while he waited to cross the intersection. A large truck hit the child during its turning motion. A court case followed the incident and found that both the northeast and southeast corner radius are less than normal design standards. Since that time, studies by the City and independent groups, have been conducted on ways to reconfigure the intersection to address the deficiencies in the turning radius for large vehicles and to address visibility problems. All have determined that changes need to be made. One of the possible changes suggested by several City Council members was the construction of a roundabout. Currently the project has been approved for CARS funding in 2002. Mr. Pryzby stated it is his goal to complete work on the intersection by early next spring. He noted that there are three projects scheduled for that immediate area and he does not want them all occurring at the same time. The Larkin Group was retained to provide a feasibility study to include education on roundabouts and determine if they would be a viable and appropriate solution for this intersection.

Mr. Pryzby introduced Rick Worrell with The Larkin Group to present the study. A roundabout is a circular form of an intersection. Properly designed, this circular feature allows the roundabout itself to enforce the intersection operation and roadway's speed limit. Vehicles must slow down, but not stop, to maneuver around the circle. A circular intersection is classified as a roundabout when it has the following characteristics:

- There is yield control at all entries to the circulatory roadway.
- Vehicles using the circulatory roadway have the right-of-way.
- Pedestrian traffic is only allowed to cross the legs of the roundabout, normally one to three car lengths behind the yield line.
- No parking is allowed on the circulatory roadway.
- All vehicles travel counter-clockwise to the right of the central island.

Mr. Worrell reviewed the design features of Single-lane Roundabouts that is typical for an urban setting. The recommended maximum entry design speed for a single-lane roundabout is 20 mph. The typical inscribed circle diameter is 100 to 130 feet. No pedestrian activities take place on the central island. The splitter island treatment is raised with a crosswalk cut. The splitter island is an essential safety feature that separates entering and exiting traffic and provides refuge for pedestrians. Vehicles yield to traffic within the circulating roadway. Pedestrian crossing points are provided on approach roads usually one to two vehicle lengths from the yield point.

Roundabouts have been shown to be generally safer for vehicles and pedestrian than other forms of intersection control. A study done on 11 roundabouts recently constructed reflects a 73% decrease in injury accident; 32% decrease in property damage accidents only and a 51% decrease in total accidents after the construction of a roundabout. The reduction of severe accidents is directly attributable to lower and consistent vehicle speeds. Because the vehicle to vehicle conflict points are less than at a traditional intersection, the number of multi-vehicles accidents is lower. A reduction in pedestrian accidents was also demonstrated with signalized intersections having .67 accidents per million trips, roundabout intersections had .33 accidents per million trips. The severity of accidents involving pedestrians is reduced because of lower vehicle speeds as well as the counter-clockwise operation which enables pedestrians to know what direction the possible conflict will come from as well as the location of that conflict.

Signalized intersections have 32 vehicle conflict points. Roundabouts have 8 vehicle conflict points.

Rick Worrell reviewed the advantages and disadvantages of placing a roundabout at the Tomahawk and Mission Road intersection.

Advantages:

- Overall delay count reduction
- Opportunity to create a distinctive gateway entrance to Prairie Village
- Possible reduction in accidents
- Savings of \$9,000 to \$10,000 in annual traffic signal operation and maintenance costs

Disadvantages:

- Property acquisition may be required
- Maintaining traffic during construction may require temporary pavement, adding to the cost

Mr. Worrell presented photographs of other roundabouts in the area and presented a brief video on the operation of roundabouts.

Bob Pryzby presented a drawing of the proposed relocation of the Prairie Family sculpture from its current location in front of the Hen House in the Prairie Village Shopping Center to the center of the proposed roundabout. This has been reviewed and recommended by the Park Committee and has the approval of the artist who created the sculpture.

Mr. Pryzby presented statements from individuals who were unable to attend the meeting. Peggy Slosburg, 6915 Overhill, feels that a roundabout would be dangerous for pedestrians.

Brad Moore, Assistant City Administrator of Mission Hills, had six calls from Mission Hills residents concerned with safety issues related to the construction of a roundabout.

Doris Briggs, 4909 West 78th Terrace, feels this would be a traffic hazard as a majority of residents have never had any experience or training or instruction on driving on roundabouts.

Mr. Pryzby stated that it has been determined that the roundabout would fit at this location. The proposed location would move the intersection slightly to the west. The service station property does protrude slightly into the area; however, a small adjustment to the northwest would minimize the impact.

Wanda Simmen, 1908 Arno Road, stated that she is appalled that the City would consider a roundabout at this location with two schools located just up the street. She noted that several school children cross this intersection daily on their way to and from school. Children have been taught and are accustomed to looking at a traffic signal for direction on crossing busy intersections. Now you would be asking them to cross unassisted. The intersection is also heavily used by bicyclists, joggers, walkers and people shopping at the Prairie Village Shopping Center. Mrs. Simmen feels this is an accident waiting to happen that teenage drivers will not slow down because of the roundabout, but use it to show off and will speed up. Children should be the number one priority and if you consider them first, you will determine that a roundabout is not appropriate at this location.

Susan Worley, 2111 West 69th Terrace, noted that the roundabouts being constructed in other cities are in open or new area, not in the center of an established business area. These roads are heavily traveled with area residents, persons shopping at the Center and individuals travelling to the Plaza. As noted earlier, it is also heavily traveled by pedestrians. She feels that children would be placed in danger crossing the roundabout. She also believes that the placement of a large statue in the middle of the roundabout would only add to the dangers of the roundabout. She strongly opposed the construction of a roundabout and feels that it would be premature to make a decision until specific dimensions are available for the location in the intersection.

M.V. Thomas, 6800 Village Road, questioned if the roundabouts in the metro area have comparable vehicular traffic to Mission Road and Tomahawk and what was the average wait time. Mr. Pryzby responded that roundabouts in this area are fairly new, most of the information received was from the Federal Highway Administration and the data they provide indicates that the volume of traffic at this location is suitable for a roundabout. Mr. Pryzby stated that he did not have any information on the average wait time. The traffic does not stop therefore it results in a smoother traffic flow. There would be less delay than at a signalized intersection.

Mr. Thomas stated that he agrees that the statue would prohibit vision and questioned the impact the slope of the roadway would have on the roundabout. Mr. Pryzby responded that the roundabout needs to be placed on a flat grade, however, the grades of the adjoining roadways can be sloped. He referenced the roundabout shown in Vail, Colorado. He also advised that the Federal Highway Administration recommends the placement of structures inside roundabouts as they want keep people focused to the left as that will be where traffic will be coming from.

Mr. Thomas expressed concern with the impact of icy roadways leading into a roundabout.

Russ Sullins, 4401 West 71st Street, stated he appreciates the concern expressed by individuals regarding children traveling to school. He does not feel these have been sufficiently addressed and more information should be reviewed on the management of pedestrians, bicyclists and joggers.

Geoff Green, 7620 Tomahawk, expressed his support for roundabouts. He stated that they are very easy navigated. Roundabouts cut down wait time and pollution. He supports the placement of the statue in the center. However, he feels more information is needed regarding how the students will cross the street with possible consideration of a crosswalk for children.

Connie Griffith, 3907 West 69th Street, stated that she has lived across the street from the location of the pedestrian accident since 1992. Her house faces the intersection and she sees a high volume of pedestrian traffic. She is concerned with the location and the impact it will have on other streets in the area. She noted that some high volume roundabouts in Europe have traffic signals. She is concerned with the volume of traffic

going through the circle. Mrs. Griffith suggested instead of the roundabout to put no left turn signs at each of the four intersections and questioned if it would be possible to lower the speed limits at this location. She asked the projected cost of the project.

Mr. Pryzby drew the probable location of the roundabout on an overlay. He confirmed that there is more traffic on Mission Road than on Tomahawk.

Ron Shaffer noted that there is currently not a stoplight for pedestrian crossing at the intersection.

Brendan Summers, 2301 West 74th Street , noted that people would have to be retrained on the use of roundabouts. He agreed that there is a significant volume of high-speed youth traffic in this area.

Pat Kaufman, 4307 West 63rd Terrace, stated that the reason traffic is slower in a roundabout is that people are trying to figure out what to do. She is concerned with re-educating the older population. Ms. Kaufman questioned if there would be barriers placed on the splitter islands for the protection of children. She also questioned the placement of the roundabout at this location. She feels there is a better location to feature the entrance of Prairie Village than the proposed location adjacent to two service stations. She opposed the placement of the Prairie Family stating that she feels it would be a distraction and is not an accurate reflection of Prairie Village women.

Kathy Hance, 4406 West 71st Street, questioned the validity of the study and noted the visibility in this area is already incredibly limited.

Angela Schieferecke, 4508 Tomahawk, stated she wants something done at this intersection and came for information; however, she is not sure what the best solution would be. She suggested the possible use of speed bumps to slow traffic speed.

Michelle Nash, 4415 West 71st Street, does not feel children have the ability to judge traffic for crossing streets, especially in the heavy traffic that occurs around the closing of school. She agrees that significant driver education training will need to take place. She questioned if this was an improvement or being done just to do something; noting that it has been almost ten years since the accident. She is against speed bumps and would like no right turn on red restrictions placed at the intersection of 71st Street. She supports roundabouts in new areas but feels it would be difficult to work into an existing location.

George Hahn, 4012 Prairie Lane, questioned if there would be sufficient time for both the elderly and children to safely cross the roadway. He also expressed concern with the downgrade on Tomahawk and the possible loss of control of a vehicle going into the roundabout. He opposes the construction of a roundabout at this intersection.

Susan Forrest, 6837 El Monte, acknowledged the problem at this intersection and noted that people do not cross at the traffic lights; however, she feels there is both a simpler and less expensive solution.

Mayor Shaffer closed the public hearing at 9:25 p.m.

Bill Griffith asked if cost figures were available for the project. Mr. Pryzby responded only preliminary figures for moving the intersection, not for a roundabout, and they were done in 1995.

Mr. Griffith noted the most prevalent concern of the public is the safety of pedestrians crossing the roadway and questioned if it would be possible to move back the pedestrian crossings and possibly have lights. Mr. Pryzby responded that the crossing area could be moved; however, he stated that the Federal Highway Administration does not recommend the use of traffic signals as they do not feel they are needed.

Mr. Griffith confirmed that both the improvement of the intersection with a traditional intersection and with a roundabout would require some acquisition of property.

Diana Ewy Lamberson stated that she understood how the roundabout impacts vehicular traffic and creates a smoother and safer traffic flow for vehicles; but she continues to have serious concerns with the safety of pedestrians. She noted that the City focuses on Prairie Village as being a place to walk and ride bikes, but the roundabout gives preference to vehicular traffic. She likes the concept but does not feel this is the best location for a roundabout

Mrs. Ewy Lamberson noted that she had been asked by Donna Bysfield to express her concern with the roundabout at this location because of the pedestrian traffic from the two schools in the area and the need to educate those students on crossing safely.

Bob Pryzby noted that the length of crossing is less than currently found at regular intersections. Chief Grover noted that by law if a pedestrian enters into a crosswalk, vehicles are to stop.

Ruth Hopkins noted that most children don't use traffic signals to cross, instead they simply run across. This would be safer as it has only half the distance to cross. In response to the elderly crossing, the roundabout slows down the speed of traffic. She is confident that both pedestrians and drivers can be educated on the use of a roundabout and supports its construction.

Roy True asked if a bridge had been considered for pedestrian crossing at this intersection. Mr. Pryzby noted the difficulty in finding an appropriate location. He also noted that the bridge could not have stairs, as it would be in violation of ADA requirements. He further noted that ramps would have to be at least 160 feet long.

Bill Griffith noted that if the Council moves forward with this, a better way of dealing with pedestrian traffic must be found to address the significant concerns of the public.

Bob Pryzby responded that the issues discussed would be addressed in the design phase and noted that the same pedestrian issues are present in the conventional intersection design.

Jerry Kelso questioned if a traffic signal would defeat the purpose of the roundabout. Rick Worrell responded that it depends on the amount of traffic.

Al Herrera noted that we currently have crosswalks; however, we can't force people to use them. People are still running across the street at unmarked locations. He feels too much concern is being placed on this issue.

Kay Wolf spoke in support of the roundabout and was confident that the City Engineers can address the concerns they heard this evening in their design of the project.

Ruth Hopkins moved the Council authorize the preliminary and final design of a roundabout at the intersection of Mission Road and Tomahawk. The motion was seconded by Al Herrera.

Laura Wassmer asked for an estimated cost. Mr. Pryzby responded \$50,000 - \$70,000.

Bob Pierson asked what had already been spent. Mr. Pryzby responded approximately \$20,000.

Nancy Vennard confirmed that the preliminary design would address the pedestrian concerns. Mr. Pryzby also noted that there would be a public information meeting after the completion of the preliminary design and before the work is bid.

Ruth Hopkins called for the question. The motion was seconded by Kay Wolf. The motion was defeated by a vote of 6 to 7.

Nancy Vennard and Laura Wassmer questioned if it would be possible to only do preliminary design. Mr. Pryzby responded that the City would not move forward on the final design until given authorization by the Council and noted that preliminary design is approximately 85% to 90% of the cost.

Steve Noll stated that he was disappointed in the feasibility study in that it did not address the issues of a roundabout at the proposed location but only provided general information about roundabouts in other areas.

Mr. Pryzby responded the purpose of the feasibility study was to provide general information on the operation of roundabouts and to determine if a roundabout would fit in the intersection.

Steve Noll stated that from what was said by the residents this evening they are more concerned with the movement of pedestrians than the movement of vehicles. No one is saying that they want more fluid movement of vehicular traffic at this location. This is not the location for a roundabout.

Bob Pierson questioned if this is why many roundabouts are located in outside areas. Mr. Pryzby noted that the City of Overland Park is building a roundabout at the site of their new convention center west of College Blvd at 100th & Lamar.

Mr. Pierson asked if there are any roundabouts in settings similar to Prairie Village. Mr. Pryzby responded that there is not a lot of history with roundabouts however, he feels the locations in Springfield, Missouri, in Vail, Colorado and in Columbia, Missouri are comparable to Prairie Village.

Kay Wolf stated that she was confident that the pedestrian issues would be addressed in the design. She also noted that most people in support of issues do not attend public hearings and she does not feel the views expressed are representative of the Prairie Village residents.

Al Herrera noted that he has only heard positive comments from individuals in his Ward and also from residents at the 50th Anniversary celebration. He noted that discussion of this intersection has gone on for several years, and now is the time to take action.

Ruth Hopkins called for the question. The motion was seconded by Kay Wolf and passed by a majority vote of 10 to 2.

The City Clerk read the motion to be as follows: the Council authorize the preliminary and final design of a roundabout at the intersection of Mission Road and Tomahawk. The following vote was taken on the motion: “aye” Herrera, Hopkins, Wolf and Markley; “nay” Griffith, Noll, Pierson, True, Wassmer, Kelso, Vennard and Ewy Lamberson. Mayor Shaffer declared the motion defeated.

Laura Wassmer moved the Council authorize the preliminary design of a roundabout at the intersection of Mission Road and Tomahawk. The motion was seconded by Kay Wolf. Mayor Shaffer confirmed that some of the information gathered in the preliminary design could be used for the design of either a roundabout or traditional intersection.

The following vote was taken on the motion: “aye” Herrera, Hopkins, Wassmer, Vennard, Wolf and Markley; “nay” Griffith, Noll, Pierson, True, Kelso and Ewy Lamberson. Mayor Shaffer voted “aye” and declared the motion passed.

LEG2001-16 Consider Lockline Parking Report and proposed Ordinance

Diana Ewy Lamberson moved the Council direct staff to prepare an ordinance based on the draft presented with the deletion of #3c and #4 under “Area & Street Designation & Eligibility” and the inclusion of a statement under the Public Hearing Section whereby Council may authorize a parking study after the review of a petition for a residential parking district. The motion was seconded by Roy True and passed by a majority vote of 11 to 1 (Ewy Lamberson, nay).

Planning Commission

Bob Pryzby reported that the Planning Commission, at its September 4th meeting, denied a requested amendment to the Pine Creek Plat for lots 4 & 5 to allow for a rock wall to replace the designated drainage berm approved with the plat. The property

owners have been advised that the berm must be reconstructed to the original design approved by the Commission. Mr. Pryzby will be sending the property owners notice that this must be done by October 15th or per the terms of the signed drainage agreement the City will build the berm and charge the property owners. He noted that occupancy permits have not been issued for the lots in question.

OLD BUSINESS

There was no Old Business to come before the Council.

NEW BUSINESS

Ruth Hopkins complimented the 50th Anniversary Committee on the incredibly successful parade held on October 15th. The residents were appreciative of the efforts to continue with the parade under a patriotic theme. The parade was well attended and received excellent newspaper and television coverage. Barbara Vernon noted that more than 3,000 flags were distributed in conjunction with the parade. Roy True also acknowledged the work of the Sister City Committee and the dedication of the Peace Pole.

ANNOUNCEMENTS

Committee meetings scheduled for the next two weeks include:

Communications Committee	09/18/01	5:30 p.m.
Citizens Advisory Committee	09/18/01	7:00 p.m.
Tree Board Seminar	09/18/01	7:00 p.m.
Prairie Village Arts Council	09/26/01	7:00 p.m.
Legislative/Finance Committee	10/01/01	6:00 p.m.
Policy/Services Committee	10/01/01	6:00 p.m.
Council Meeting	10/01/01	7:30 p.m.

The Prairie Village Arts Council is pleased to feature the work of Artist Martha S. Heimbaugh during the month of September. The exhibit includes a mix of painted word phrases, garden scenes and abstract imagery.

This is Prairie Village Peanut Butter Week – Show your support by bringing a jar of peanut butter to the Council meeting. This is the City’s 17th Annual Peanut Butter Campaign in support of Harvesters Community Food Network. Barrels are located at the Municipal Building, Hen House, Hy-Vee and area schools and churches.

The 2001 League of Kansas Municipalities Conference will be held October 6 – 9, 2001 in Wichita, Kansas. The Conference theme is “Celebrating 40 years of Home Rule”. Let Barbara or Doug know if you want to attend.

Mayor Shaffer noted that the Johnson County Mayors will be hosting a holiday dinner on December 19th.

The Development and Retention Council of Johnson County is holding their annual Breakfast on October 11th. Council members who want to attend should notify the City Clerk.

Mayor Shaffer commended the 50th Anniversary Committee on the publication of a new Community Profile and noted that these are available at City Hall.

ADJOURNMENT

With no further business to come before the Council, the meeting was adjourned at 10:20 p.m.

Joyce Hagen Mundy
City Clerk