

CITY OF PRAIRIE VILLAGE

February 1, 2010

**Committee Meeting
6:00 p.m.**

**Council Meeting
7:30 p.m.**



City Council Meeting

February 1, 2010



Dinner provided by:



Caesar Salad
Chicken Alfredo
Rolls & Butter

Brownie Tray

**COUNCIL COMMITTEE
Monday, February 1, 2010
6:00 p.m.
Council Chambers**

AGENDA

MICHAEL KELLY, COUNCIL PRESIDENT

AGENDA ITEMS FOR DISCUSSION

**Introduction of Facilitator for Council Retreat/Worksession
Eric Morgenstern of Morningstar Communications**

**COU2010-05 Consider Interlocal Agreement with Johnson County and the City of
Mission Hills for Project 190892: Mission Road, 63rd Street to 66th
Street and approve Project funding in the amount of \$84,500.00
Keith Bredehoeft**

**Safe Routes to School Report
Dennis Enslinger**

**2009 Crime Report
Wes Jordan**

***Council Action Requested the same night**



PUBLIC WORKS DEPARTMENT

Council Committee Meeting Date: February 1, 2010
Council Meeting Date: February 16, 2010

COU2010-05 - CONSIDER INTERLOCAL AGREEMENT WITH JOHNSON COUNTY AND THE CITY OF MISSION HILLS FOR PROJECT 190892: MISSION ROAD, 63RD STREET TO 66TH STREET AND APPROVE PROJECT FUNGING IN THE AMOUNT OF \$84,500.00

RECOMMENDATION

Move to approve the interlocal agreement with Johnson County and the City of Mission Hills for project 190892: Mission Road, 63rd Street to 66th Street limiting the County share to 50% of the projects construction costs or \$169,000.00 and to approve project funding in the amount of \$84,500.00.

BACKGROUND

Johnson County has approved Project 190892: Mission Road, 63rd Street to 66th Street resurfacing project. An Interlocal Agreement has been received from Johnson County for execution by the City of Mission Hills and Prairie Village. The County will fund 50% of the project and the City of Mission Hills and Prairie Village will split the other 50% or \$84,500.00.

FUNDING SOURCE

Funding is available under the Capital Infrastructure Program, Project 190892: Mission Road, 63rd Street to 66th Street for the for the City's portion of the project.

RELATION TO VILLAGE VISION

TR1a. *Ensure that infrastructure improvements meet the needs of all transportation users.*

ATTACHMENTS

1. Interlocal Agreement with Johnson County and the City of Mission Hills.

PREPARED BY

Keith Bredehoeft

January 26, 2010

**Interlocal Agreement among Johnson County, Kansas,
the City of Mission Hills, Kansas, and
the City of Prairie Village, Kansas, for the Public
Improvement of Mission Road from
63rd Street to 66th Street**

THIS AGREEMENT made and entered into this ____ day of _____, by and among the Board of County Commissioners of Johnson County, Kansas ("Board"), the City of Mission Hills, Kansas ("Mission Hills"), and the City of Prairie Village, Kansas ("Prairie Village"). Mission Hills and Prairie Village are collectively referred to as the "Cities".

WITNESSETH:

WHEREAS, the parties have determined that it is in the best interests of the general public in making certain public improvements to Mission Road from 63rd Street to 66th Street (the "Project"); and

WHEREAS, the laws of the State of Kansas authorize the parties to this Agreement to cooperate in undertaking the Project; and

WHEREAS, the governing bodies of each of the parties have determined to enter into this Agreement for the purpose of undertaking the Project, pursuant to K.S.A. 12-2908 and K.S.A. 68-169, and amendments thereto; and

WHEREAS, the Project has been approved, authorized, and budgeted by the Board as an eligible project under the County Assistance Road System ("CARS") Program; and

WHEREAS, the Board has, by County Resolution No. 106-90, authorized its Chairman to execute any and all Interlocal Agreements for County participation in any CARS Program project which has been approved and authorized pursuant to the Policies and Guidelines adopted by the Board and for which funding has been authorized and budgeted therefore; and

WHEREAS, the governing body of Mission Hills did approve and authorize its Mayor to execute this Agreement by official vote of said body on the _____ day of _____.

WHEREAS, the governing body of Prairie Village did approve and authorize its Mayor to execute this Agreement by official vote of said body on the _____ day of _____.

NOW, THEREFORE, in consideration of the mutual covenants and agreements hereinafter contained, and for other good and valuable consideration, the parties agree as follows:

1. **Purpose of Agreement.** The parties enter into this Agreement for the purpose of undertaking the Project to assure a more adequate, safe, and integrated roadway network in the developing and incorporated areas of Johnson County, Kansas.
2. **Estimated Cost and Funding of Project**
 - A. The estimated cost of the Project ("Project Costs"), a portion of which is reimbursable under this Agreement is Three Hundred Thirty Eight Thousand Dollars (\$338,000).
 - B. Project Costs include necessary costs and expenses of labor and material used in the construction of the Project and construction inspection and staking for the Project.
 - C. The Project Costs shall be allocated between the parties as follows:
 - (1) The Board shall provide financial assistance for the Project in an amount up to but not exceeding Fifty Percent (50%) of the Project Costs. However, the Board's financial obligation under this Agreement shall be limited to an amount not to exceed One Hundred Sixty Nine Thousand Dollars (\$169,000). For purposes of this Agreement, Project Costs shall not include any portion of costs which are to be paid by or on behalf of any state or federal governmental entity or for which the Cities may be reimbursed through any source other than the general residents or taxpayers of the Cities. Further, it is understood and agreed by the parties hereto that the

Board shall not participate in, nor pay any portion of, the Costs incurred for or related to the following:

- (a) Land acquisition, right-of-way acquisition, or utility relocation;
- (b) Legal fees and expenses, design engineering services, Project administration, or financing costs;
- (c) Taxes, licensing or permit fees, title reports, insurance premiums, exactions, recording fees, or similar charges;
- (d) Project overruns;
- (e) Project scope modifications or major change orders which are not separately and specifically approved and authorized by the Board; and
- (f) Minor change orders which are not separately and specifically approved and authorized by the Director of Infrastructure & Transportation of Johnson County, Kansas ("Infrastructure Director"). Minor change orders are those which do not significantly alter the scope of the Project and which are consistent with the CARS Program Policies and Guidelines and administrative procedures thereto adopted by the Board.

It is further understood and agreed that notwithstanding the designated amount of any expenditure authorization or fund appropriation, the Board shall only be obligated to pay for the authorized percentage of actual construction costs incurred or expended for the Project under appropriate, publicly bid, construction contracts. The Board will not be assessed for any improvement district created pursuant to K.S.A. 12-6a01 et seq., and amendments thereto, or any other improvement district created under the laws of the State of Kansas.

- (2) The Cities shall pay all Project Costs not expressly the Board's obligation to pay as provided in this Agreement.

3. Financing

- A. The Board shall provide financial assistance, as provided in Paragraph 2.C. above, towards the cost of the Project with funds budgeted, authorized, and appropriated by the Board and which are unencumbered revenues that are on-hand in deposits of Johnson County, Kansas. This paragraph shall not be construed as limiting the ability of the Board to finance its portion of the costs and expenses of the Project through the issuance of bonds or any other legally authorized method.
- B. The Cities shall pay their portion of the Project Costs with funds budgeted, authorized, and appropriated by the governing bodies of the Cities.

4. **Administration of Project.** The Project shall be administered by Mission Hills acting by and through its designated representative who shall be the Cities' public official designated as Project Administrator. The Project Administrator shall assume and perform the following duties:

- A. Cause the making of all contracts, duly authorized and approved, for retaining consulting engineers to design and estimate the necessary costs and expenses of the Project Costs.
- B. Submit a copy of the plans and specifications for the Project to the Infrastructure Director for review prior to any advertisement for construction bidding, together with a statement of estimated Project Costs which reflects the Board's financial obligation under the terms of this Agreement. The Infrastructure Director or his designee shall review the plans and specifications for the Project and may, but shall not be obligated to, suggest changes or revisions to the plans and specifications.
- C. If required by applicable state or federal statutes, solicit bids for the construction of the Project by publication in the official newspaper of the City of Mission Hills. If the Project is located in more than one city, then the Project Administrator shall be responsible for determining proper publication. In the solicitation of bids, the appropriate combination of best bids shall be determined by the Project Administrator.

- D. Cause the making of all contracts and appropriate change orders, duly authorized and approved, for the construction of the Project.
- E. Submit to the Infrastructure Director a statement of actual costs and expenses, in the form of a payment request, with attached copies of all invoices and supporting materials, on or before the tenth day of each month following the month in which costs and expenses have been paid. The Infrastructure Director shall review the statement or payment request to determine whether the statement or payment request is properly submitted and documented and, upon concurrence with the Finance Director of Johnson County, Kansas ("Finance Director"), cause payment to be made to the Project Administrator of the Board's portion of the Project Costs within thirty (30) days after receipt of such statement or payment request. In the event federal or state agencies require, as a condition to state or federal participation in the Project, that the Board make payment prior to construction or at times other than set forth in this subsection 4.(E), the Infrastructure Director and Finance Director may authorize such payment.
- F. Cause a sign to be erected in the immediate vicinity of the Project upon commencement of construction identifying the Project as part of the CARS Program. The form and location of the sign shall be subject to the review and approval of the Infrastructure Director.

Upon completion of the construction of the Project, the Project Administrator shall submit to each of the parties a final accounting of all costs and expenses incurred in the Project for the purpose of apportioning the same among the parties as provided in this Agreement. It is expressly understood and agreed that in no event shall the final accounting obligate the parties for a greater proportion of financial participation than that set out in Paragraph 2.C. of this Agreement. The final accounting of Project Costs shall be submitted by the Project Administrator no later than sixty (60) days following the completion of the Project construction.

It is further understood and agreed by the Cities to the extent permitted by law and subject to the immunity and maximum liability provisions of the Kansas Tort Claims Act, to indemnify and hold the Board harmless for and from any costs, expenses, liabilities or obligations which result from actions or omissions of the Cities, their respective employees, contractors, or agents relating to or in connection with the administration or construction of the Project.

In addition, the Cities shall, and hereby agree to, insert as a special provision of its contract with the general contractor ("Contractor") chosen to undertake the Project construction as contemplated by this Agreement the following paragraphs:

The Contractor shall defend, indemnify and save the Board of County Commissioners of Johnson County, Kansas and the City harmless from and against all liability for damages, costs, and expenses arising out of any claim, suit, action or otherwise for injuries and/or damages sustained to persons or property by reason of the acts or omissions of the Contractor, his or her sub-contractors, agents or employees in the performance of this contract.

The Board of County Commissioners of Johnson County, Kansas shall be named as an additional insured on all policies of insurance issued to the Contractor and required by the terms of his/her agreement with the City.

5. Acquisition of Real Property for the Project

- A. The Board shall not pay any costs for acquisition of real property in connection with the Project.
- B. Each City shall be responsible for the acquisition of any real property, together with improvements thereon, located within such City's corporate boundaries, which is required in connection with the Project. Such real property acquisition may occur by gift, purchase, or by condemnation as authorized and provided by the Eminent Domain Procedure Act, K.S.A. 26-201 et seq. and K.S.A. 26-501 et seq., and any such acquisition shall comply with all federal and state law requirements.

6. Duration and Termination of Agreement

- A. The parties agree that this Agreement shall remain in full force and effect until the completion of the Project, unless otherwise terminated as provided for in Paragraph 6.B. hereinbelow. The Project shall be deemed completed and this Agreement shall be deemed terminated upon written certification to each of the parties by the Project Administrator that the Project has been accepted as constructed. The Project Administrator shall provide a copy of the Project Administrator's certification to both the Infrastructure Director and the Finance Director within thirty (30) days of the Project Administrator's determination that the Project is complete.
- B. It is understood and agreed that the Infrastructure Director shall review the status of the Project annually on the first day of March following the execution of this Agreement to determine whether satisfactory progress is being made on the Project. It is further understood and agreed that the Board shall have the option and right to revoke funding approval for the Project and terminate this Agreement should the Board find, based upon the determination of the Infrastructure Director, that satisfactory progress is not being made on the Project. Should the Board exercise its option as provided herein, it shall send written notice of the same to the Cities and the Board shall have no further liability or obligation under this Agreement. For purposes of this Agreement, it shall be deemed "satisfactory progress" if the City administering the Project shall have entered into a construction contract for the Project which contract provides for the timely completion of the Project.

- 7. Placing Agreement in Force.** The attorney for the Cities shall cause sufficient copies of this Agreement to be executed to provide each party hereto with a duly executed copy of this Agreement for its official records.

IN WITNESS WHEREOF, the above and foregoing Agreement has been executed by each of the parties hereto and made effective on the day and year first above written.

**Board of County Commissioners of
Johnson County, Kansas**

Annabeth Surbaugh, Chairman

Attest:

Casey Joe Carl
Clerk of the Board

Approved as to form:

Robert A. Ford
Assistant County Counselor

**City of Prairie Village,
Kansas**

Ronald L. Shaffer, Mayor

Attest:

City Clerk

Approved as to form:


City Attorney

**City of Mission Hills,
Kansas**



Richard Boeshaar, Mayor

Attest:



City Clerk

Approved as to form:



City Attorney



ADMINISTRATION

Council Committee Date: February 1, 2010

Presentation on the Safe Routes to School Phase I Report

BACKGROUND

On April 21, 2008, the City Council authorized staff to submit a grant application for the Safe Routes to School Program (SRTS). The City was awarded a \$15,000 grant to complete the Phase I Report and accepted the award in October 2008.

The Safe Routes to School Program (SRTS) is a federally funded program to foster walking and bicycling to and from schools. The Phase I Report was completed in December of 2009. The Phase I Report is an analysis of the existing conditions which inhibit students from walking and bicycling to and from school.

The Phase I Report breaks down the recommendations into Engineering Improvements, Education Strategies, Enforcement Strategies, and Evaluation Strategies. Attached is a summary of the proposed strategies for each category. A copy of the full Phase I Report has also been provided for informational purposes.

The Safe Routes to School Program (SRTS) requires a phased approach. Phase I is the creation of a Safe Routes to School (SRTS) Plan that includes all "5 E's" for K-8th grade schools. Phase II of the SRTS program will allow the city to apply for up to \$250,000 in grant funds to implement recommendations and/or projects contained in the approved Phase I SRTS Plan. While there are currently no funds available for Phase II grants, it is anticipated that the new Federal Transportation bill will contain funding for Phase II grants.

ATTACHMENTS

Summary of Phase I SRTS Plan Recommendations
Phase I SRTS Plan Document

PREPARED BY

Dennis J. Enslinger
Assistant City Administrator
Date: January 28, 2010

Summary of Recommendations from the SRTS Phase I Plan

Engineering Improvements			
Improvement	Location	Quantity	Estimated Improvement Cost
Construct new sidewalks to connect with existing sidewalks	<ul style="list-style-type: none"> 69th St 	1300 S.F.	\$7,800
Install speed hump crosswalks or replace crosswalk marking with enhanced visibility crosswalks	<ul style="list-style-type: none"> 83rd St at Juniper Dr 67th St at Delmar Ln Somerset Dr at 86th St, 87th St, and 88th St 	5 each	\$30,000
Construct ADA compliant sidewalk ramps	<ul style="list-style-type: none"> 63rd St and Mission Rd southwest corner 67th St and Roe Ave southeast corner 83rd St and Somerset Dr northeast corner and southeast corner 87th St and Nall Ave all corners (as part of bond project) 	8 each	\$12,000
Install pedestrian railing	<ul style="list-style-type: none"> 67th St at Delmar Ln on north side by stream crossing 72nd Ter and Mission Rd at east and west sides (St. Ann's crossing signal) 	50 L.F.	\$5,000
Modify traffic signals	<ul style="list-style-type: none"> 63rd St and Mission Rd 83rd St and Somerset Dr 	Lump sum	Monthly charge
Grind or replace sidewalk panels	<ul style="list-style-type: none"> Juniper St 	500 S.F.	\$3,000
Improve intersection sight distance	<ul style="list-style-type: none"> 67th St and Mission Rd 67th St and Delmar Ln Belinder Elementary School 	Lump sum	\$300
Change signage	<ul style="list-style-type: none"> 86th Street and Nall Avenue 	Lump sum	\$300
Study bicycle and pedestrian accessibility	<ul style="list-style-type: none"> Nall Ave between 83rd St and 79th St Mission Rd between Mission Valley Middle School and Tomahawk 	Study grant	No Cost
Move sidewalk away from curb	<ul style="list-style-type: none"> Mission Rd between Mission Valley Middle School and Somerset Dr Mission Rd between 75th St and 71st St 	22,000 S.F.	\$213,000
Improve traffic operation at Prairie Elementary School (Improvement by School District)	<ul style="list-style-type: none"> Driveway 	Lump sum	\$500
Engineering/Administration	15% of Grant Total	n/a	\$36,200
Total Estimated Costs			\$308,100

Summary of Recommendations from the SRTS Phase I Plan

Education Strategies

- Create a Procedures Manual
- Prepare and distribute newsletters, brochures, and other handouts for both parents and students related to safe walking and biking practices
- Conduct training, educational activities, and materials to educate adults and reduce their safety concerns about walking and biking
- Conduct bicycle rodeos, Stranger Danger, Rules of the Road, and other educational programs about safe walking and biking practices
- Integrate lessons into classroom or physical education classes

Enforcement Strategies

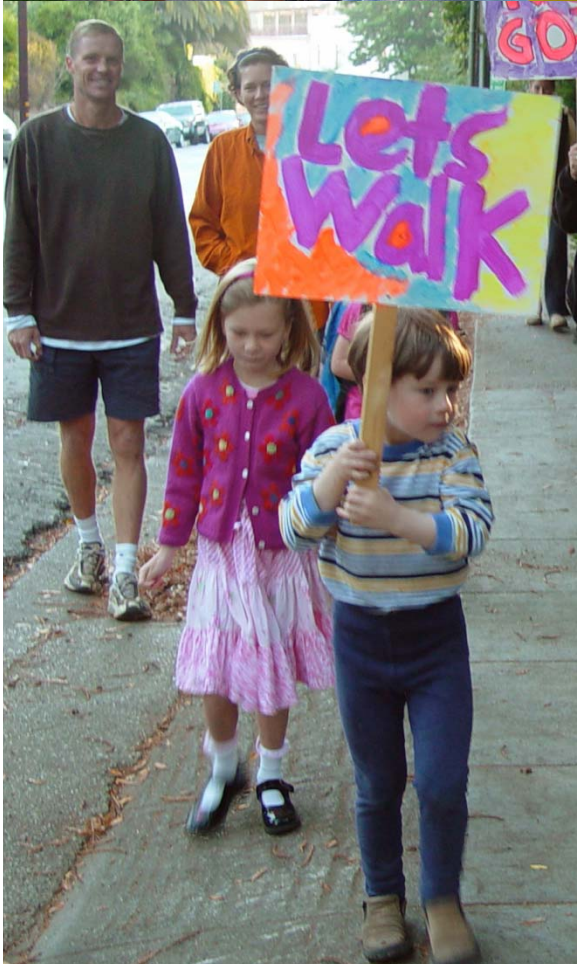
- Implement a media blitz and “Progressive Ticketing” program
- Distribute fliers / stickers to parent drivers with enforcement message
- Police should conduct targeted enforcement activity at least 3 days each month
- Pedestrian and speed watch signs, and speed and traffic enforcement by local law enforcement

Encouragement Strategies

- Establish walking school buses, bicycle trains, and bus walking trains at each elementary school
- Implement a good safety incentives by Police and others when observing safety practices by students and parents
- Create and reproduce maps, safety tips brochures, and other printed materials, banners, purchase balloons, and other supplies for special events
- Procure prizes and incentive items for students participating in walking and biking events
- Media advertisements related to special events and the SRTS program

Evaluation Strategy

- Conduct surveys bi-annually and compile results to evaluate the effectiveness of the plan



Safe Routes to School Plan

Phase I Report

City of Prairie Village, KS



Shawnee Mission School
District USD 512



December 17, 2009

Prepared by:





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Introduction

The Safe Routes to School (SRTS) Program is a federally funded program administered through the Kansas Department of Transportation. The program provides reimbursements to Cities, Counties, School Districts, and other entities for infrastructural and non-infrastructural improvements that encourage children to walk or bicycle to school more safely. The purpose of the SRTS Program is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school more safe and appealing; and to facilitate the planning, development, and implementation of projects that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

The SRTS Program was authorized on August 10, 2005, through FY2009 under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This program is intended to be comprehensive by combining five components, often referred to as the five “E’s”. These components are:

- **Engineering** – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails, and bikeways.
- **Education** – Teaching children, parents, neighbors, and City and school officials about the broad range of transportation choices. This includes instructions about important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.
- **Enforcement** – Partnering with local law enforcement to improve compliance with traffic laws in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.
- **Encouragement** – Using events and activities to promote walking and bicycling.
- **Evaluation** – Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the intervention(s).

A Safe Routes to School (SRTS) Plan must address all five “E’s.” Therefore the Prairie Village SRTS Plan identifies obstacles and provides recommendations for infrastructure improvements (including engineering estimates) and programs to enhance the safety of children walking and bicycling to school.

The Prairie Village SRTS Plan seeks to identify issues that impede active transportation and to strategically address these challenges by implementing a Safe Routes to School program.

The greater Prairie Village community is motivated to implement a Safe Routes to School plan because we value:

- providing safe travel routes for students to and from school.
- improving the safety of walkway, pathways, and pedestrian crossings in our neighborhoods and along our roadways for all residents of the community.
- physical activities and health for our youth.
- improving air quality and the environment around our schools.
- providing safe environments near our schools, including controlling traffic speeds and careless driving.

The Prairie Village Safe Routes to School Team

Implementation of the Prairie Village Safe Routes to School Plan will require a team of community stakeholders. Each team member will lend their own unique perspective and expertise to make walking and bicycling to school more safe, accessible, and fun for the students of our community.

Key Team Partners

Mayor and City Council
City of Prairie Village Staff and Public Safety Officials
USD 512 Shawnee Mission School District Administrators
Elementary and Middle School Principals
Elementary and Middle School Teachers
Parents
Students

Contact information for the planning team partners are provided on page 3.

Primary contact for the Prairie Village Safe Routes to School Plan

Name and Title:Dennis Enslinger, Assist. City Administrator
Organization:City of Prairie Village
Address:Municipal Building, 7700 Mission Rd
City:Prairie Village
State:Kansas
Zip:67208
Phone:913-385-4603
Email:denslinger@pvkansas.com

Stakeholder contributions to the development and/or execution of the Plan

Our Safe Routes to School Plan will be successful because of the many dedicated community members, including parents, students, and the employees of the City of Prairie Village and the Shawnee Mission Public Schools. These dedicated individuals helped identify needs and prioritize solutions for the entire community.



National Center for Safe Routes to School



Community Champions and Planning Team Partners

Our community emphasizes strong partnerships between local government, schools, and other community organizations for the successful implementation of the Prairie Village Safe Routes to School Plan. Our community champions and planning team partners include the following representatives:

LOCAL GOVERNMENT OFFICIALS

Name: Dennis Enslinger
Title: Assistant City Administrator
Representing: City of Prairie Village
Phone: (913) 385-4603
Email: denslinger@pvkansas.com

Name: Bob Pryzby
Title: Director of Public Works
Representing: Public Works Dept.
Phone: (913) 385-4640
Email: bpryzby@pvkansas.com

PUBLIC SAFETY OFFICIALS

Name: Wes Jordan
Title: Chief of Police
Representing: City of Prairie Village Police Department
Phone: (913) 385-4621
Email: wjordan@pvkansas.com

Name: Sgt. Byron Roberson
Title: Patrol Operations -- Traffic Enforcement
Representing: City of Prairie Village Police Department
Phone: (913) 385-4617
Email: broberson@pvkansas.com

Name: Officer John Olson
Title: D.A.R.E Officer
Phone: (913) 385-4614
Email: jolson@pvkansas.com

Name: Det. Brady Sullivan
Title: School Resource Officer
Phone: (913) 385-4611
Email: bsullivan@pvkansas.com

Name: Det. Seth Meyer
Title: School Resource Officer
Phone: (913) 385-4611

SCHOOL OFFICIALS

Name: Dr. Gene Johnson
Title: Superintendent of Schools
Representing: USD 512
Phone: (913) 993-6401
Email: genejohnson@smsd.org

Name: Karen Faucher
Title: Principal
Representing: Belinder Elementary
Phone: (913) 993-1800
Email: karenfaucher@smsd.org

Name: Steve Frazel
Title: Principal
Representing: Briarwood Elem.
Phone: (913) 993-2200
Email: stevefrazell@smsd.org

Name: Dr. Ken Emley
Title: Principal
Representing: Corinth Elementary
Phone: (913) 993-2900
Email: kenemley@smsd.org

Name: Tom Tracey
Title: Principal
Representing: Prairie Elementary
Phone: (913) 993-4400
Email: tomtracey@smsd.org

Name: Susie Ostmeyer
Title: Principal
Representing: Mission Valley Middle School
Phone: (913) 993-0800
Email: susieostmeyer@smsd.org

Name: Carla Allen
Title: Principal
Representing: Indian Hills Middle School
Phone: (913) 993-0400
Email: carlaallen@smsd.org



Prairie Village Community Background

Prairie Village, founded in 1951, was designed and built as a traditional first tier suburb centered around neighborhood schools. In 1951 the population was 2,500 residents and by 1957, the population was over 15,000. Today the population is approximately 21,000 residents. When most schools in Prairie Village were developed, walking and riding bicycles to school was commonplace. By 1969, it was estimated that roughly half of 5 to 18 year olds either walked or rode their bikes to school.

One of the defining characteristics of Prairie Village is that it is essentially “built-out”—nearly all land has been developed and there are no opportunities to expand the boundaries of the City. Prairie Village remains an attractive place to live and in November 2005, the *Kansas City Star* identified Prairie Village as the fourth most desirable suburb in the greater Kansas City metropolitan area. *The Star* compared 40 local suburbs using nearly two-dozen quality-of-life measures. Prairie Village came out ahead of every other inner ring suburb. However, the community’s housing stock and infrastructure continue to age. In some areas sidewalks lack connectivity, either ending abruptly or failing to reach nearby commercial corridors or neighboring subdivisions. On-street and off-street bicycle facilities are limited throughout the city. Also parents overwhelmingly cite concerns about walking and biking safety for their children.

The ***Village Vision Strategic Investment Plan*** adopted in 2007 serves as Prairie Village’s Comprehensive Plan and is as a proactive statement of the City’s determination to prevent decline and deterioration in the community. More importantly, it is a statement of conviction for creating a prosperous and vibrant community. The Plan provides recommendations addressing a wide range of land use and revitalization strategies, including recommendations to enhance the public space through the addition of new bikeways, widened sidewalks, tree-lawns, plazas and parks. Key components of the Plan include:

- **Community Character and Activities:** Provide an attractive, friendly and safe community with a unique village identity appealing to the diverse community population.
- **Community Facilities & Services:** Provide diverse community recreation areas, cultural programs, parks, green spaces including a new or renovated community center, complemented by well maintained infrastructure and excellent City services.
- **Housing:** Encourage neighborhoods with unique character, strong property values and quality housing options for families and individuals of a variety of ages and incomes.
- **Land Resources:** Encourage a high quality natural and man-made environment that preserves community character, creates identity and sense of place, and provides opportunities for renewal and redevelopment, including vibrant mixed use centers.
- **Leadership and Governance:** Provide a City government that communicates effectively with the public and works cooperatively with other communities to promote projects and programs that maintain a strong Prairie Village.
- **Learning:** Support the provisions of high quality educational environments for residents at all stages of their lives, including public K-12 institutions.
- **Prosperity:** Promote a strong economy where a diverse mix of quality businesses contribute to a stable tax base, provide opportunities for redevelopment, meet the needs of residents, and attract visitors.
- **Transportation:** Encourage a variety of transportation choices including safe, interconnected, and well-maintained roadways, sidewalks, biking trails, and public transportation systems.



Specific actions for implementation of the **Village Vision** include the following which are directly relevant to the Safe Routes to School program:

Village Vision - Bike and Pedestrian Friendly Actions

- a. **Provide sidewalks in new and existing areas to allow for continuous pedestrian movement around Prairie Village.** Enhance sidewalk connectivity in Prairie Village to improve quality of life, particularly for those residents who have limited access to cars.
- b. **Provide interconnected bike routes, lanes, and paths to facilitate safe bicycle travel throughout the Village.** This could range from designating preferred bicycle routes and providing signage, to delineating bicycle lanes on roadways, to constructing paved or unpaved bike paths. The City should consider integrating its bike paths into similar systems sponsored by neighboring communities and those recommended by the Mid-America Regional Council.
- c. **Ensure that infrastructure improvements meet the needs of all transportation users.** As existing roads are redesigned or improved, they should be scaled to appropriately meet the needs of all users, including drivers, pedestrians, bicycle riders, and transit riders. Adding sidewalks and bike lanes will be useful. Prairie Village can also reduce car speeds where desirable by implementing traffic calming techniques and ensuring that lane widths are appropriately scaled to achieve desired road speeds.
- d. **Implement traffic calming strategies for critical areas.** Examples of traffic calming strategies include diagonal parking, changing one-way streets to two-way, widening sidewalks and narrowing streets, building traffic circles or roundabouts, widening the medians, and using speed bumps. In critical areas, such initiatives will slow traffic on fast moving streets, enhance road safety, and position Prairie Village as an accessible place to visit rather than a place to speed through.
- e. **Ensure the quality of the transportation network with regular maintenance as well as efficient responses to seasonal issues such as snow removal.** Roads and sidewalks are the backbone of the transportation network. The City should assess its ongoing monitoring and maintenance schedules, and identify gaps where such services can be improved.

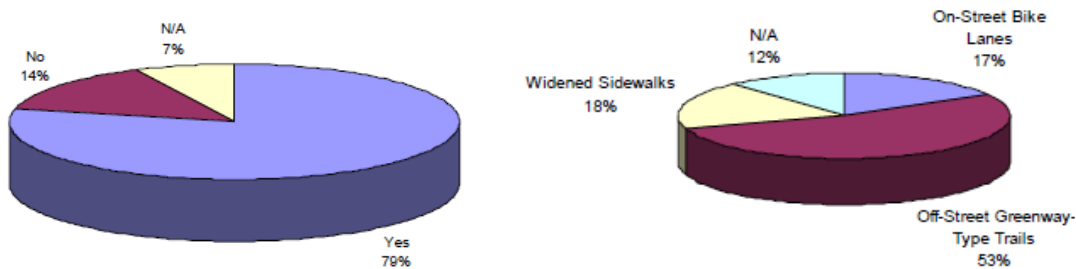


Educating Children about Bicycle Safety has become a Fun Activity during the City's VillageFest Celebration

Prairie Village Parks and Recreation Master Plan

In the summer of 2008 the City of Prairie Village initiated the creation of a Parks and Recreation Master Plan to guide the development and improvement of its parks, trails, and recreation programs over the next 10-15 years. The Master Plan was adopted by the City Council on June 1, 2009. The development of this plan was overseen by a Parks Master Plan Committee; a special committee comprised of two City Council members and five other Prairie Village residents and formed specifically to guide this important planning task. The Plan’s goals address a range of parks, recreation, facilities and services including the goal to develop a community-wide trail system that provides connections between park lands and destinations.

The Master Plan community involvement process included a statistically valid random sample survey of Prairie Village households, citizen workshops, and in the field observations. The survey of households found that 79 percent would like to see the development of a walking/biking trail system throughout Prairie Village to increase ease of access to parks, schools, shopping areas and other public areas. Also the most desired type of “trail” is an off-street “greenway” rather than wide sidewalks or on-street bike lanes.



Trail Corridors

One of the primary recommendations of the Parks and Recreation Master Plan is the development of a community-wide trail system to provide easily-accessed and safe corridors for walking, running, bicycling, and generally moving about the city. The proposed trail system will connect directly to or within one block of most destinations in Prairie Village consisting of schools, parks and recreation sites, commercial / shopping areas, and civic sites.

The trail corridors are initially targeted for those areas that provide the safest pedestrian environments, comfortably allow for two-way trail traffic, and minimize interactions with vehicular traffic. The preferred corridors for the trails are those that can accommodate minimum 8-ft wide trails, including:

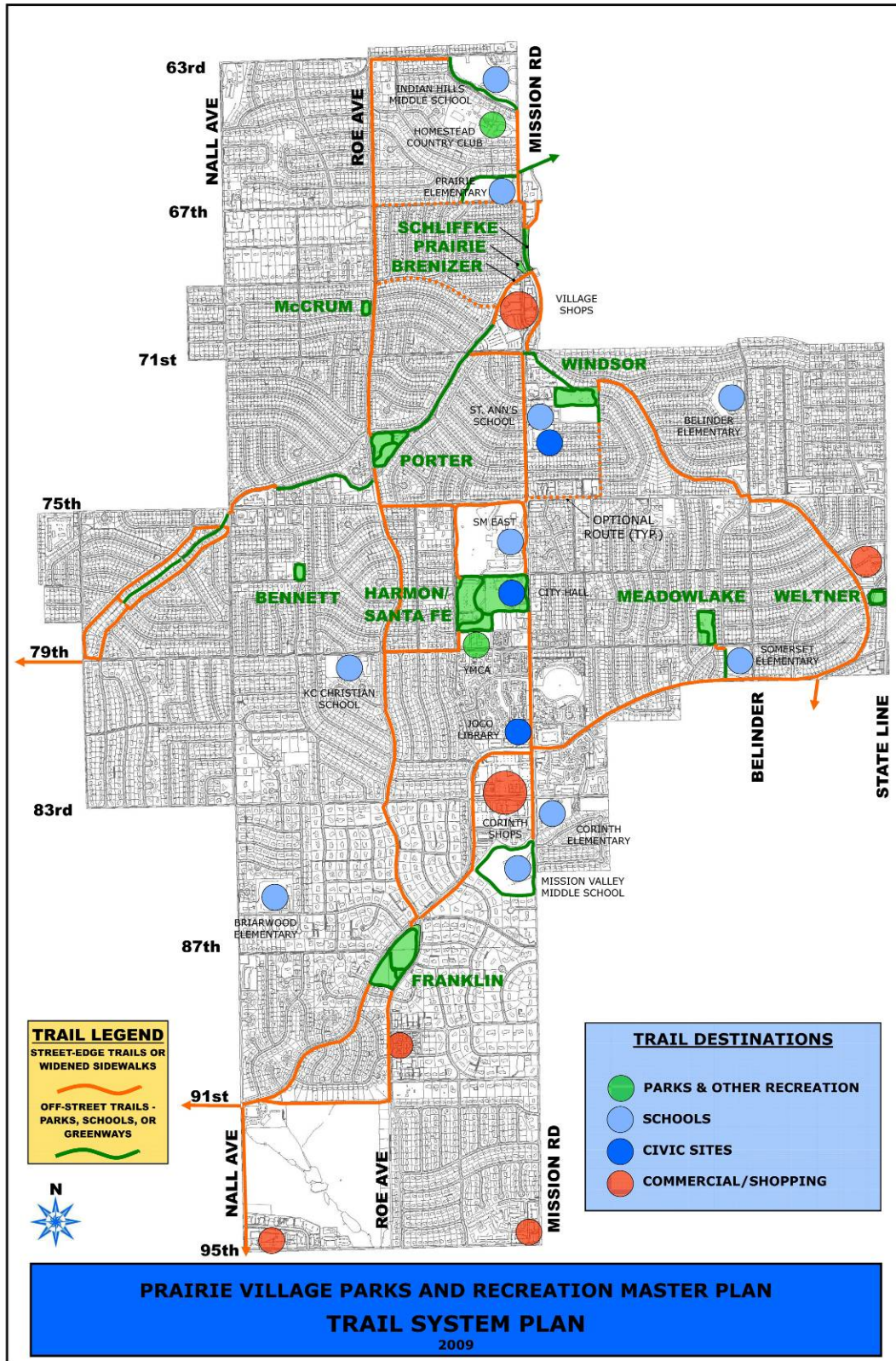
- Existing parks and school sites
- Wide street right-of ways, where 8-ft wide sidewalks can be accommodated.
- Stream corridors, with particular focus on the few that are accessible for trail purposes.

Bike Lanes / Routes

The Master Plan strongly encourages the future study and development of bike lanes / routes throughout the community to better serve more serious cyclists and to promote an increase in daily commuters using bike lanes for regular travel to places of employment.



Figure 1 – Parks Master Plan - Trails System Plan



Prairie Village Community Schools

Schools in Prairie Village are many of the primary destinations in the community in addition to parks, civic sites, and retail areas. The Shawnee Mission School District serves all of Prairie Village as well as most of Johnson County within the I-435 loop. Located within Prairie Village city limits are four public elementary schools, two public middle schools, and Shawnee-Mission East High School. Kansas City Christian and St. Ann's school are two private elementary/middle schools also located in the city limits of Prairie Village.

All schools in the community share common characteristics in their locations along collector and or arterial roadways. Most of the other community destinations are also located in the same corridors and neighborhoods as the public and private schools, and therefore will also benefit from improved walking and biking strategies recommended by the Safe Routes to School plan. The location of these schools and community destinations are identified in Figure 2.



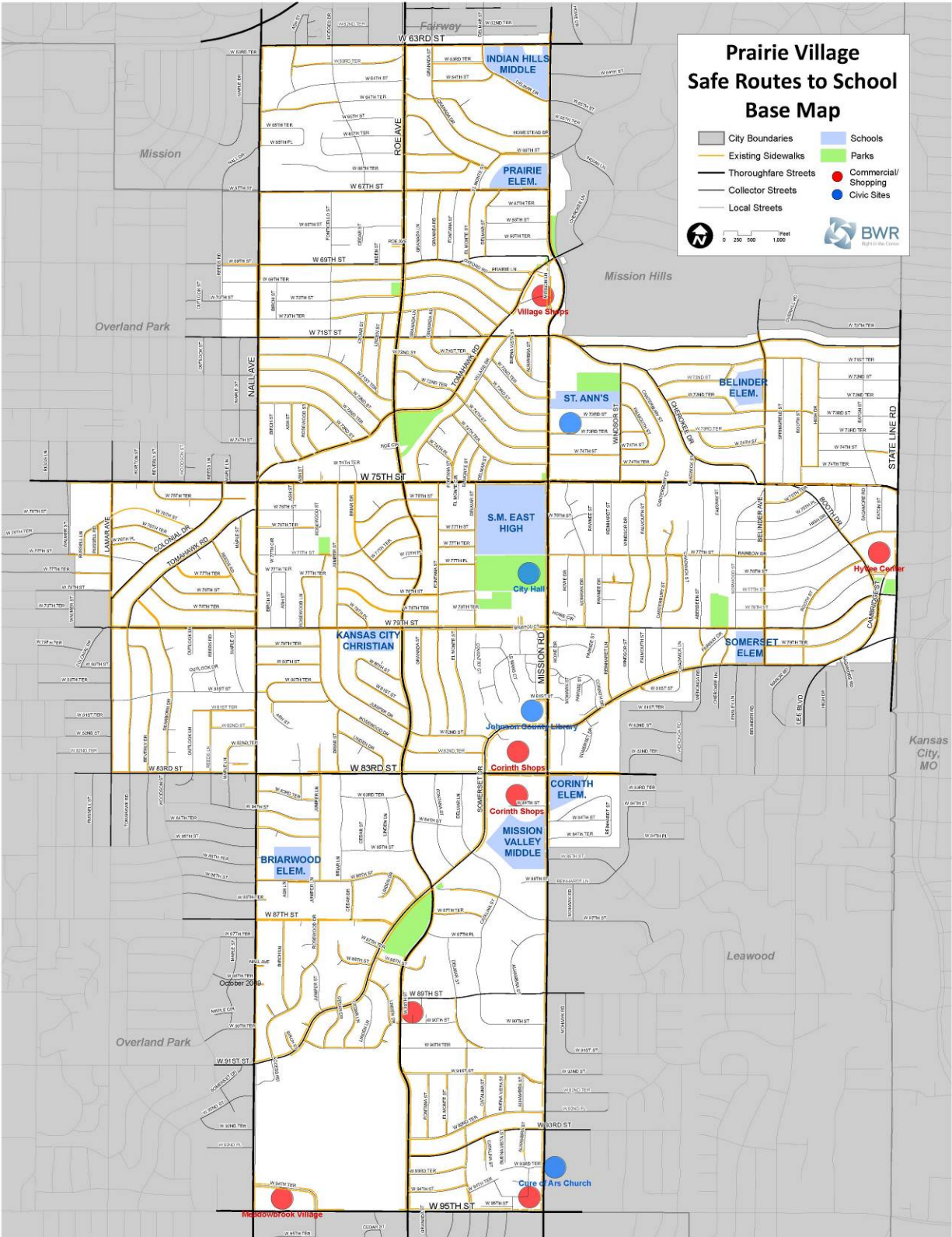
Primary destinations for children in Prairie Village include schools, parks, and retail areas



Most retail areas in Prairie Village are designed with a pedestrian scale and form that facilitates walking for both children and adults from nearby neighborhoods







Figure 2 – School Locations and other Community Destinations





The following is a summary of some of the location and physical obstacles, risks and concerns related to waking and/or bicycling to and from public schools located in the city limits of Prairie Village.

School (Elementary)	Location Map
<p>Corinth Elementary: is bordered on the west by Mission Rd which is a (35 mph) 5-lane profile arterial street, 83rd Street on the north which is a (30 mph) 4-lane profile collector street. Both roadways have little or no separation between the sidewalk and the street curb. Existing neighborhoods back up to the school property with no direct walking or biking connections. Nearby neighborhood streets have sidewalks on only one side or have gaps in sidewalk linkages. Commercial centers are located on the west side of Mission Rd, which generates heavier traffic and traffic speed issues, and safety concerns for crossing arterial streets in the area.</p>	
<p>Prairie Elementary: is bordered on the east by Mission Rd which is a (35 mph) 3-lane profile arterial street, on the south by 67th St which is a (25 mph) 2-lane collector street, and abutting residential lots to the north and west. There is little or no separation between the sidewalk and the curb of the two adjacent streets. In addition, adjacent neighborhoods have sidewalks on only one side of the street or gaps in sidewalk linkages. Risks include: speed, sidewalk locations, lack of sidewalks, traffic configuration, access only along primary streets, lack of parking, lack of bus loading/unloading areas and attendance boundaries which require crossing of major streets.</p>	
<p>Belinder Elementary: fronts directly on Belinder Rd which is a 25 (mph) 2-lane profile collector street, and has rear yards of residential properties adjacent on the remaining three sides. There are sidewalk linkages from the northwest and southwest to W 72nd St and 72nd Ter. There is little or no separation between the sidewalk and the street curb of the two collector streets in the area. Adjacent neighborhoods have sidewalks on only one side of the street or gaps in sidewalk linkages. The school has little or no parking, lack of adequate bus loading/unloading, and no staging area for student pick-up.</p>	
<p>Briarwood Elementary: is bordered on the south by 86th St which is a (25 mph) 2-lane residential street. The school is approximately 1/2 block east of Nall Ave which is a (30 mph) 2-lane profile collector street. Residential properties back up to the school on the north, east and west so all access to the school must occur from 86th St. The school has a lack of bus loading/unloading and no staging area for student pick-up. In addition, adjacent neighborhoods have sidewalks on only one side of the street or gaps in sidewalk linkages. The City has conducted a traffic flow study which indicates a bus drop-off/pick-up lane is necessary. Traffic volumes on Nall Ave. make crossing the roadway difficult unless using the pedestrian crossing north of the 86th Street intersection.</p>	



School (Middle)	Location Map
<p>Mission Valley Middle School: is bordered on the east by Mission Rd which is a (35 mph) 5-lane profile arterial street. The school is surrounded by commercial, multiple-family, single-family uses and has no internal connections to these properties. The site lacks adequate drop-off and pick-up facilities. Students must cross a circle loop to enter or exit the school. There are no adjacent signalized intersections. In addition, adjacent neighborhoods have sidewalks on only one side of the street or gaps in sidewalk linkages.</p>	
<p>Indian Hills Middle School: is bordered on the east by Mission Rd which is a (35 mph) 2-lane profile arterial street, 63rd Street on the north which is a (35 mph) 2-lane profile collector street, a fire station on the north, Delmar Street which is a (25 mph) 2-lane collector street on the west and south. The area lacks sidewalks on the east side of Mission Rd and the north side of 63rd St, and lacks adequate drop-off and pick-up facilities. Adjacent neighborhoods have sidewalks on only one side of the street or gaps in sidewalk linkages.</p>	

Existing programs to encourage walking and biking to school in Prairie Village

The City of Prairie Village currently has a number of initiatives and programs to encourage walking and biking safety in the community. Many of these activities are supported by the City’s Police Department School Resource Officer (SRO). Education and encouragement activities include:

- Bicycle helmet giveaways to children.
- Bicycle rodeo’s conducted 4-5 times a year often with the assistance of school PTAs.
- Spreading the word through the city newsletter and local schools.
- Activities associated with the annual Jake Clough Headstrong Foundation, with the Foundation’s primary goals to educate children about bike safety and the importance of always wearing a helmet.
- Special public safety and educational activities at the community’s annual “VillageFest” celebration at the Municipal Campus.

The City of Prairie Village provides crossing guards at the following locations to enhance safety for children walking and biking to school:

Belinder Elementary School.....	73 rd Street & Belinder
Briarwood Elementary School.....	75 th Street & Belinder
Briarwood Elementary School.....	86 th Street & Briar
Briarwood Elementary School.....	83 rd Street & Briar/Juniper
Corinth Elementary School.....	83rd Street & Mission Road
Cur of Ars.....	94 th Street & Mission Road
Prairie Elementary School.....	67th Street & Mission Road
St. Ann’s.....	72 nd Street & Mission Road
Tomahawk Elementary School.....	79 th Street & Lamar
Trailwood Middle School.....	95 th Street & Roe



Bike Rodeos are a fun and educational activity conducted annually at the VillageFest celebration

Headstrong Foundation

The Jake Clough Headstrong Foundation was formed as a tribute to Jake Clough to promote bicycle safety and the importance of wearing a properly fitted bicycle helmet. On February 24, 2005 Jake Clough was injured in a bicycle accident and suffered a brain injury. Because Jake was wearing his bike helmet he survived the accident and the prognosis for a full recovery was excellent. Jake unexpectedly passed away on March 22, 2005 - though not as a result of his brain injury. The Jake Clough Headstrong Foundation is recognized by the Internal Revenue Service as a 501(c)(3) public charity for the purpose of promoting bicycle safety and the importance of wearing a properly fitted bike helmet.

The Community Input Process

Numerous individuals from the greater Prairie Village community provided input during the planning process which was a significant part of identifying issues and recommendations for this plan. The Prairie Village Safe Routes to School Team solicited input from the entire community in order to develop the Safe Routes to School Plan. These efforts included:

- surveys of parents,
- surveys of school students,
- engineering investigations of sidewalk inventory and signage in proximity to both schools, and
- a community meeting to address issues throughout the city.

Parent Surveys

Surveys were distributed to parents of students at the elementary and middle schools. The surveys asked questions pertaining to parent attitudes about walking and biking to school, issues that affect current travel modes, issues affecting school travel decisions, and general perceptions of students walking and biking to school. During the fall 2009, approximately 500 surveys were completed by parents of students attending elementary and middle schools across the city.

Figure 3 identifies the method of student travel to school, by percentage, as reported by parents responding to the survey. A summary of the survey results is located in **Appendix B**. Parents reported travel by motor vehicle (family vehicle and carpool) is the primary means of travel to and from school even though nearly 75 percent of parents reported the travel time to and from school is 10 minutes or less, based on their reported mode of travel.

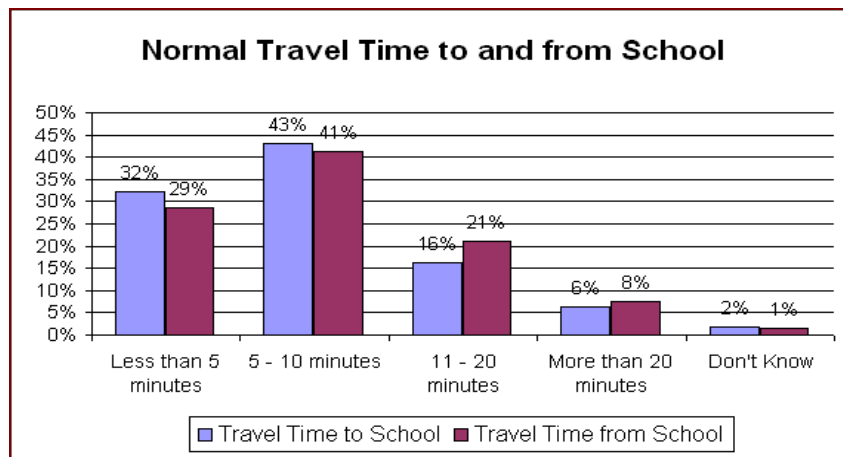
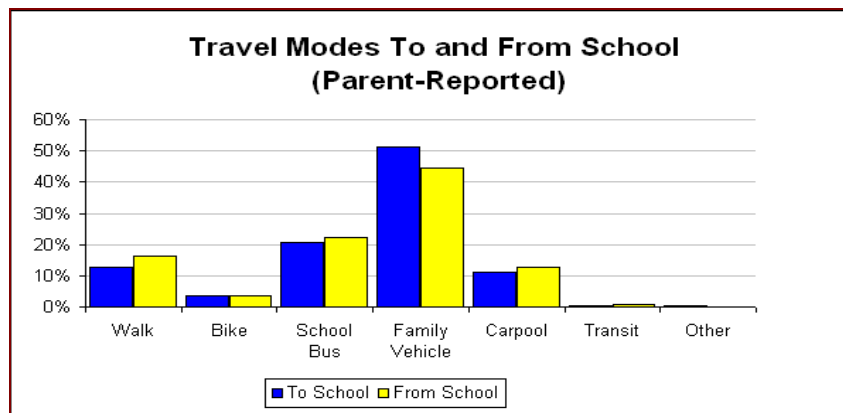
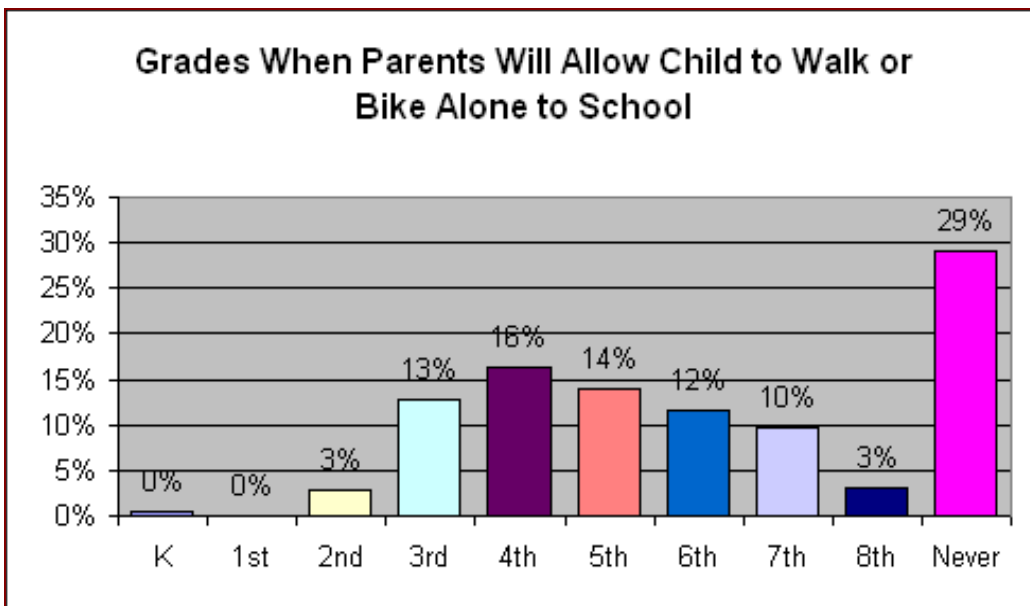
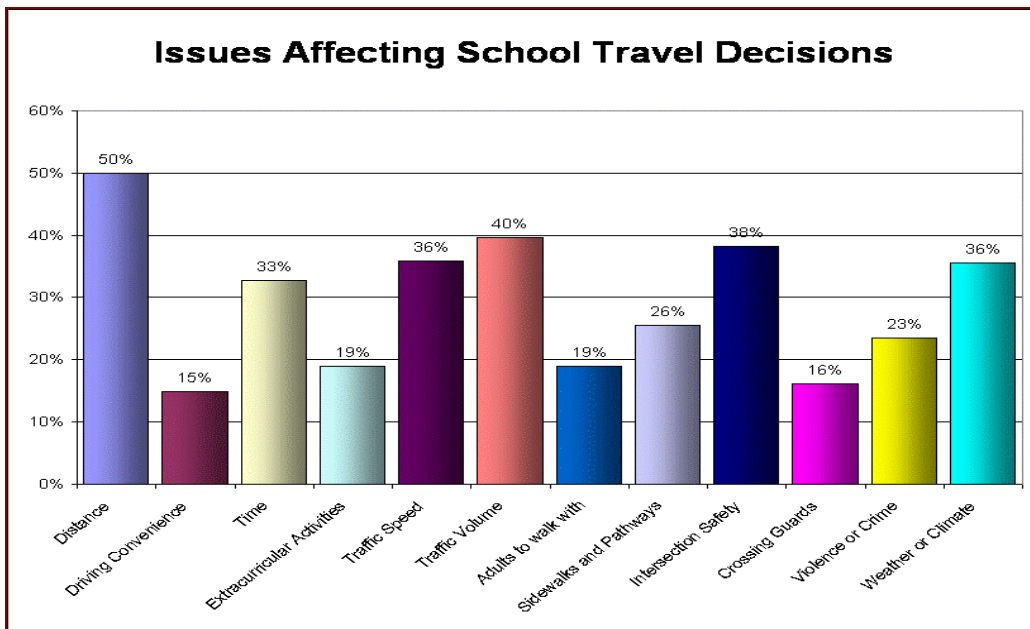


Figure 4 identifies the issues parents reported affecting their decisions to allow children to walk or bike to school. The distance of travel is the top issue affecting travel decisions, especially for middle school students who often have travel distances of more than 2 miles. Concerns about safety of walkers and bikers along the city’s streets were overwhelmingly cited in the parent surveys and community meetings as reasons why driving is preferred instead of walking and biking to school. Nearly 30 percent of parents indicated in the survey that they would never feel comfortable allowing their children to walk or bike to school at any grade level. Therefore it is a goal of the Prairie Village Safe Routes to School Plan to significantly lower the percentage of parents who do not feel comfortable allowing their children to walk or bike in the community. Education and encouragement efforts for parents will be important to achieve this goal.





Prairie Village Community Meetings

Two community meeting opportunities were conducted for parents, students, school officials, and local public safety officials. The first meeting was held at Briarwood Elementary on November 10, 2009 to discuss schools in the southern portion of the city. A second meeting was conducted on November 11, 2009 at Prairie Elementary to discuss the northern portion of the city. Both meetings consisted of the following information sharing and feedback opportunities:

- Planning consultants provided an overview and background about the Safe Routes to Schools program as well as the results of the parent and student surveys.
- An interactive session with meeting attendees was conducted using large maps of the city and school sites to determine the location and types of barriers for safe walking and bicycling.
- Meeting participants provided their recommendations for potential solutions to the obstacles and barriers.

Figure 5 – Community Meeting Photos



Background information about the SRTS program was presented to the attendees. Parents provided ideas to improve walking and biking safety throughout the city.



Parents provided their opinions about obstacles to safe walking and biking by completing a workbook and by participating in an interactive discussion.



Specific areas and travel corridors with safety concerns were noted on maps during the interactive discussion with parents.



The group discussion noted several important intersections, street crossings, streets, and sidewalks with safety concerns.

The following obstacles were identified by parents as the primary concerns about walking and biking safety in Prairie Village. A complete summary of comments from parents is provided in **Appendix C**.

General Obstacles impacting walking and biking throughout Prairie Village

- The close proximity of sidewalks along streets makes walking and biking feel unsafe.
- Parents are generally supportive of walking and biking to school, but are worried about the lack of safe routes for children to walk without adult supervision.
- The number of books and the weight of backpacks discourage walking and make biking difficult.
- Parents generally find it more convenient to drive children to school.
- Continued enforcement is needed, but there are too few police officers to address all areas.
- Speeding and drivers not yielding to pedestrians is a major safety concern.

Figure 6 – Existing Conditions Impacting Walking and Biking



Most crossings at major intersections are typically well marked, however parents reported concerns about children safely crossing these wide streets. Often turning vehicles do not yield to walkers and bikers.



Some streets do not have sidewalks or bicycle facilities.



Most sidewalks are in good condition throughout the city. However there are some locations where maintenance is needed.



Parents indicate some crossings on residential and collector streets do not feel safe due to visibility or speeding concerns, such as this crossing on 67th St west of Delmar St which is not easily recognizable from a distance.



Narrow sidewalks near the curb of high traffic streets do not feel comfortable to walkers and bikers, such as this sidewalk along Mission Rd near St. Ann's. This sidewalk is also obstructed by utility poles.



Parents identified the desire for safety barriers along sidewalks that are located close to the street, particularly in high traffic volume areas.



Barriers to Active Transportation

Barriers to safe walking and bicycling were identified based on input from community residents, school officials, and local government officials:

- The distance for many middle school children live from school is too far to walk or bike
- Traffic volumes and speeds along major streets create street crossings perceived to be dangerous
- Sidewalks are close to the street curb along many major streets and do not feel comfortable for pedestrians or bikers
- Some streets lack sidewalks or have sidewalks in need of repair
- A sizeable percentage of parents do not feel comfortable allowing children to walk or bike to school at any age

Creating Solutions

Solutions to implement the Prairie Village Safe Routes to School Plan are provided in the following subsections for Engineering, Education, Enforcement, Encouragement, and Evaluation. Implementation of our Safe Routes to School Plan will include a strong partnership led by the Community Champions and Planning Team Partners. A number of creative solutions were identified during the community meetings and on the parent surveys, which are compiled in Appendix C. These solutions and others should be explored for each of the schools in Prairie Village.

The primary goals for each of these solutions are to:

- Improve the safety of students walking and bicycling to school and other community destinations.
- Increase the number of students walking and bicycling to school.
- Involve the parents, PTAs, individual schools, and the community at-large with implementation actions for sustainable safe routes to school strategies.
- Create Safe Routes to School Teams at schools and throughout the community.



National Center for Safe Routes to School



Engineering

Based on school site visits and coordination with community representatives, the following Engineering Strategies are recommended for future Safe Routes to School funding applications, City Capital Improvement Projects (CIP), and Transportation Engineering Assistance Program (TEAP) applications.

- **Construct new sidewalks to connect with existing sidewalks on:**
 - 69th St from El Monte St to Delmar Ln (north side)
- **In accordance with the City Council's Neighborhood Traffic Calming Policy, collaborate with neighborhoods and investigate the installation of speed hump crosswalks or providing a more visible type of crosswalk marking:**
 - 83rd St at Juniper Dr
 - 67th St at Delmar Ln
 - Somerset Dr at 86th St, 87th St, and 88th St
- **Construct ADA compliant sidewalk ramps at:**
 - 63rd St and Mission Rd southwest corner towards the southeast corner. Coordinate with the City of Mission Hills to provide sidewalk ramp on the southeast corner towards the northeast corner
 - 67th St and Roe Ave southeast corner toward the southwest corner
 - 83rd St and Somerset Dr northeast corner and southeast corner
 - 87th St and Nall Ave all corners (pending construction as part of the City's 2010 CIP)
- **Install pedestrian railing on:**
 - 67th St at Delmar Ln on north side by stream crossing
 - 72nd Ter and Mission Rd at east and west sides (St. Ann's crossing signal)
- **Modify traffic signals at:**
 - 63rd St and Mission Rd coordinate with the City of Mission Hills to provide pedestrian indications across the east and north legs of the intersection
 - 83rd St and Somerset Dr repair pedestrian activation operation for crossing the south leg of the intersection
- **Grind or replace sidewalk panels on:**
 - Juniper Ln between 83rd St and 86th St (construction as part of the City's 2010 CIP)
- **Improve intersection sight distance at:**
 - Belinder Elementary School - restrict parking south of drive on the west side
 - 67th St and Mission Rd northwest corner – prune or remove shrubs (completed fall 2009)
 - 67th St and Delmar Ln median island – prune or remove rose bush (completed fall 2009)
- **Change signing at:**
 - 86th St and Nall Ave – move the school crossing for northbound traffic south of the street light pole to reduce queuing of vehicles at the intersection. Replace the existing pedestrian warning sign south of 86th St for northbound traffic with a "school crossing ahead" sign.
- **Investigate bicycle and pedestrian accessibility improvement options**
 - Nall Ave between 83rd St and 79th St east side (apply to KDOT for a TEAP study)
 - Mission Rd between Mission Valley Middle School and Tomahawk both sides, including the potential for a "road diet" (apply to KDOT for a TEAP study)
- **Investigate moving sidewalks away from the curb on:**
 - Mission Rd between Mission Valley Middle School and Somerset Dr both sides pending further study (such as a TEAP study) and redevelopment of the Corinth Shopping Center.
 - Mission Road between 75th St and 71st St on east side pending further study (such as a TEAP study).
- **Improve traffic operation at Prairie Elementary School north driveway:**
 - Post no parking along east side of island by entry
 - Stripe two entry lanes and one exit lane in driveway



Table 1 - Engineering Improvements Estimate

Improvement	Location ¹	Quantity	Estimated Improvement
Construct new sidewalks to connect with existing sidewalks	<ul style="list-style-type: none"> 69th St 	1300 S.F.	\$7,800
Install speed hump crosswalks or replace crosswalk marking with enhanced visibility crosswalks	<ul style="list-style-type: none"> 83rd St at Juniper Dr 67th St at Delmar Ln Somerset Dr at 86th St, 87th St, and 88th St 	5 each	\$30,000
Construct ADA compliant sidewalk ramps	<ul style="list-style-type: none"> 63rd St and Mission Rd southwest corner 67th St and Roe Ave southeast corner 83rd St and Somerset Dr northeast corner and southeast corner 87th St and Nall Ave all corners (as part of bond project) 	8 each	\$12,000
Install pedestrian railing	<ul style="list-style-type: none"> 67th St at Delmar Ln on north side by stream crossing 72nd Ter and Mission Rd at east and west sides (St. Ann's crossing signal) 	50 L.F.	\$5,000
Modify traffic signals	<ul style="list-style-type: none"> 63rd St and Mission Rd 83rd St and Somerset Dr 	Lump sum	Monthly charge
Grind or replace sidewalk panels ²	<ul style="list-style-type: none"> Juniper St² 	500 S.F.	\$3,000
Improve intersection sight distance	<ul style="list-style-type: none"> 67th St and Mission Rd² 67th St and Delmar Ln² Belinder Elementary School 	Lump sum	\$300
Change signing	<ul style="list-style-type: none"> 86th Street and Nall Avenue 	Lump sum	\$300
Study bicycle and pedestrian accessibility	<ul style="list-style-type: none"> Nall Ave between 83rd St and 79th St Mission Rd between Mission Valley Middle School and Tomahawk 	Study grant	No Cost
Move sidewalk away from curb	<ul style="list-style-type: none"> Mission Rd between Mission Valley Middle School and Somerset Dr Mission Rd between 75th St and 71st St 	22,000 S.F.	\$213,000
Improve traffic operation at Prairie Elementary School (Improvement by School District)	<ul style="list-style-type: none"> Driveway 	Lump sum	\$500
Engineering/Administration	15% of Grant Total	n/a	\$36,200
Total			\$308,100

¹The location of the engineering improvements are illustrated on Figure 7.

² Completed or to be completed city project in 2010.



Example of a High-Visibility School Crosswalk Sign



Example of a pedestrian railing

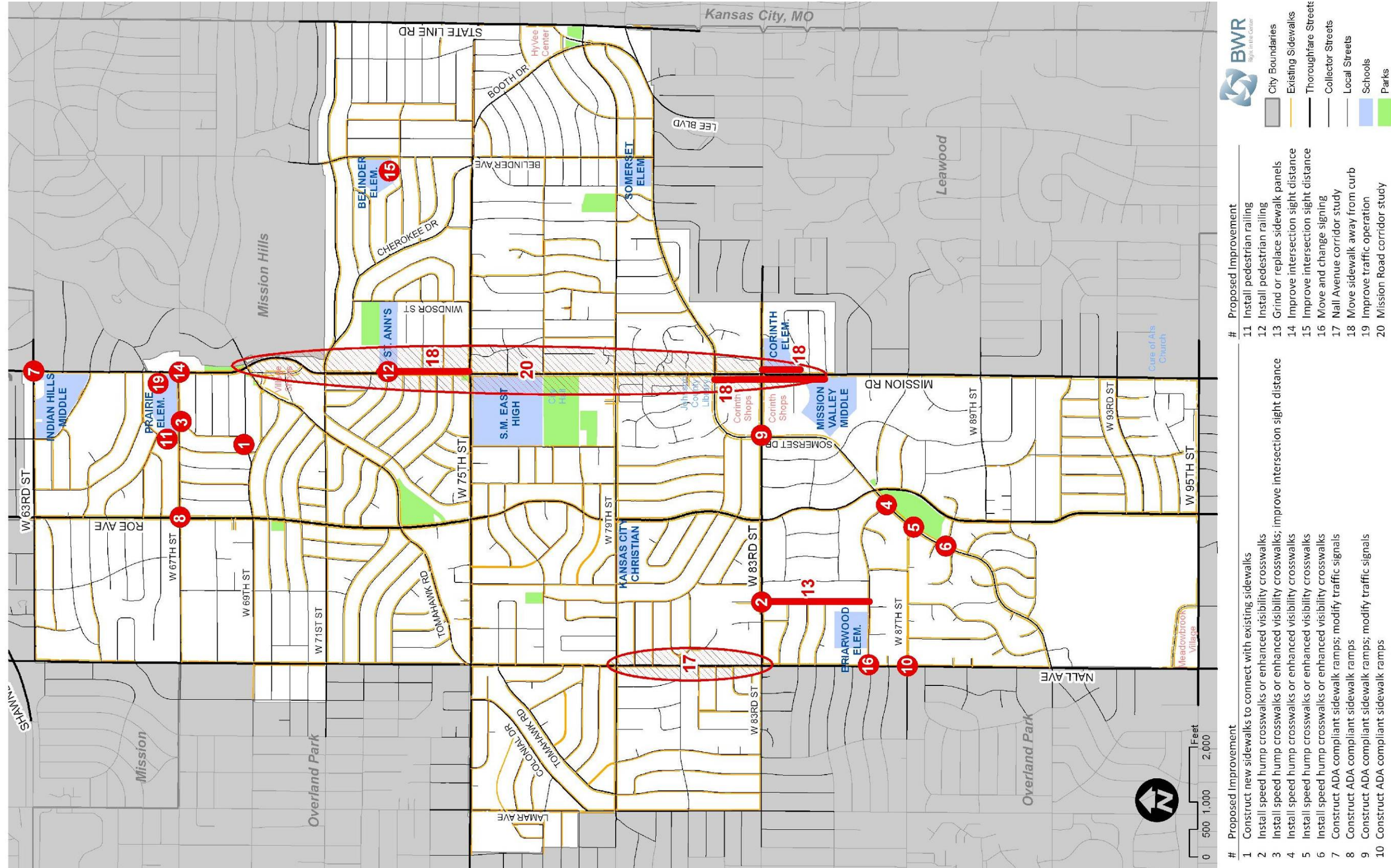


Example of an ADA compliant sidewalk ramp



Example of an elevated speed hump crosswalk.

Figure 7 – Proposed Engineering Improvements Map





Education

The Safe Routes to School Plan recommends an education approach targeted to both children and parents. Education directed towards parents can strongly influence whether more children in Prairie Village will walk and bicycle to school in a safe manner.

The following Education Strategies will be pursued to educate students and parents:

- Create a Procedures Manual that can be adapted to each school in the community. The Manual should outline educational activities, including individuals responsible for implementation and time frames for action.
- Integrate specific lessons into the class curriculum and physical education classes.
- Conduct educational programs, PTA activities, printed materials, and web sites for parents about walking and biking safety to reduce the number of parents who drive their children to and from school.
- Provide parents with detailed information about proper safety practices specific for their child’s age so they can serve as “teachers” and model safe behavior for their children.



National Center for Safe Routes to School

Education Schedule

Prepare Procedures ManualBeginning of Program Implementation Phase
 Integrate lessons into school curriculumThroughout school year
 Organize and conduct educational programs.....Throughout school year

Education Sustainability

Curriculum developed by the school district will be administered by School Resource Officers, D.A.R.E officer, PTAs, and school staff. A Procedures Manual will document responsible individuals and groups necessary for educational activities, and will be updated and revised as necessary to ensure ongoing stability of the educational program.

Table 2 - Education Strategies Estimate	
Strategy	
▪ Create a Procedures Manual	
▪ Prepare and distribute newsletters, brochures, and other handouts for both parents and students related to safe walking and biking practices	
▪ Conduct training, educational activities, and materials to educate adults and reduce their safety concerns about walking and biking	
▪ Conduct bicycle rodeos, Stranger Danger, Rules of the Road, and other educational programs about safe walking and biking practices	
▪ Integrate lessons into classroom or physical education classes	



Enforcement

The following Strategies will be pursued to help enforce the Safe Routes to School Plan.

- The City of Prairie Village will focus law enforcement efforts as necessary in areas where traffic congestion occurs around schools, as well as speed enforcement in the primary walking / biking corridors around both schools.
- The City and School District will implement a local media blitz and “Progressive Ticketing” program with a three-stage process, beginning with an educational period and then issuing warnings and later citations for violations.



National Center for Safe Routes to School

Enforcement Schedule

Implement media and “Progressive Ticketing” programBeginning of Program Implementation Phase
 Public safety enforcement.....Throughout the school year
 Install pedestrian and traffic signageThroughout the school year

Enforcement Sustainability

The Prairie Village D.A.R.E officer, School Resource Officers, and individual school PTA committees will be lead organizers to create and implement a safety patrol program, with assistance from the City, Shawnee Mission School District, and other community organizations. Safety procedures will be prepared and integrated into the Prairie Village SRTS Procedures Manual to assist volunteers and staff. The City of Prairie Village and Police Department will continue working with School District officials, parents, and residents to address law enforcement issues in areas of concern.

Table 3 - Enforcement Strategies Estimate	
Strategies	
▪	Implement a media blitz and “Progressive Ticketing” program
▪	Distribute fliers / stickers to parent drivers with enforcement message
▪	Police conduct targeted enforcement activity at least 3 days each month
▪	Pedestrian and speed watch signs, and speed and traffic enforcement by local law enforcement



Encouragement

Encouragement strategies are about having fun; they generate excitement and interest in walking and bicycling. In Prairie Village the encouragement approach will emphasize special events throughout the year and when possible include a range of participants including walkers, bikers, parents, and drivers. The following Encouragement Strategies will be pursued:

- Organize a variety of special events that make it fun to walk and bike to school, such as Walk and Roll to School Day, Earth Day, Trail Day, Car Free Day, Bicycle-to-Work Day and Bike Month. A Traffic Safety Day will provide an opportunity to include education for drivers.
- Organize and implement walking school bus and bicycle trains for elementary students, including remote locations where school buses can park and allow the students to participate in a “bus walking train” to and from the schools.
- Create and distribute safety tips brochures and maps of preferred “safe route” corridors for walking and biking to school (all schools). Distribute the maps to parents and students during fall enrollment and make available on the city and school district web sites.
- Provide small rewards, such as stickers or pencils, to students whose parents follow proper traffic safety process.
- Create banners and print material to inform students and parents of special events encouraging walking and biking (all schools). Coordinate with the media, businesses, and institutions to advertise the events and related information.
- Acquire incentive items to encourage student participation in special events (all schools). Such items may include new bikes, bike helmets, pedometers, t-shirts, and other walking and biking accessories.

Encouragement Schedule

Create maps, brochures, banners, and other print materials Beginning of School Year
 Procure incentive items Throughout the school year
 Coordinate with media, businesses, and institutions Throughout the school year
 Special Events Throughout the school year

Encouragement Sustainability

Encouragement activities will be focused on encouraging safe walking and biking to school practices, such as use of bicycle helmets. Efforts will be made to promote special events and provide incentives for children who demonstrate safe walking and biking practices. School PTAs, Traffic Safety Officers, and local volunteers will be responsible for coordination of these activities.

Table 4 - Encouragement Strategies Estimate	
Strategies	
▪ Establish walking school buses, bicycle trains, and bus walking trains at each elementary school	
▪ Implement a good safety incentives by Police and others when observing safety practices by students and parents	
▪ Create and reproduce maps, safety tips brochures, and other printed materials, banners, purchase balloons, and other supplies for special events	
▪ Procure prizes and incentive items for students participating in walking and biking events	
▪ Media advertisements related to special events and the SRTS program	

Evaluation

Surveys will be conducted biannually to evaluate the success of the Safe Routes to School Plan’s implementation strategies, and to identify other opportunities to increase participation in the ongoing activities.



National Center for Safe Routes to School

Evaluation Schedule

Create surveys Beginning of School Year
 Administer and compile surveys.....Two times each school year (Fall and Spring)

Evaluation Sustainability

Master copies of the surveys, along with tabulation instructions, will be provided to school officials to distribute each school year. The School Resource Officer will be responsible for local coordination of these activities.

Table 5 - Evaluation Strategies Estimate	
Strategy	
Conduct surveys biannually and compile results to evaluate the effectiveness of the plan	



The Action Plan

The Prairie Village Safe Routes to School Team is committed to realizing the community vision for a safe, enjoyable, and accessible walking and bicycling environment for our students. **Table 6** summarizes the Action Plan with our implementation efforts, including timeframe, responsible parties for implementation, and proposed funding source.

Table 6 - Action Plan						
Strategy Type	Strategy	Strategy Detail	Timeframes	Responsible Party	Funding Source	Status
E ngineering	Construct traffic calming, sidewalk ramps, sidewalk improvements, and safety improvements	Provide physical improvements to improve pedestrian and bicycle safety, and calm traffic.	Beginning of Program Implementation Phase	City	City, SRTS Funding	
E ducation	Create SRTS teams at schools, Procedures Manual, Class Lessons, Printed Materials, Safety Educational Programs (e.g. bike rodeos)	Work with school district officials to design a curriculum to be implemented at all grade levels. Educate both students and adults	Ongoing	SRO, D.A.R.E officer, City, USD 512, PTAs	City, USD 512, SRTS Funding	
E nforcement	Public Safety Enforcement, Safety Patrol Program	Speed Enforcement, Organize a parental/volunteer to patrol safety procedures	During School Months	Police, SRO, D.A.R.E officer, PTAs, Teachers, Parents, Volunteers	City, USD 512, SRTS Funding	
E ncouragement	Special Events, Maps and Materials, Incentive Items, Media	Organize special events, promote and advertize events	Ongoing	SRO, D.A.R.E officer, PTAs, Volunteers, Teachers, Parents,	City, USD 512, Donations, SRTS Funding	
E valuation	Parent and Student Surveys	Send surveys to students and parents to evaluate safety plan	Survey in fall and spring	SRO, D.A.R.E officer	City, USD 512 SRTS Funding	



Evaluation, Coordination, and Support Activities

Ongoing implementation of the Safe Routes to School strategies and activities will include continued communication by city staff and school officials with area residents and students.

Activities that address the monitoring, review, and update process:

- Create Safe Routes to School Teams at various schools, such as part of school PTAs.
- Continue communication by city staff and school officials with area residents and students.
- Conduct surveys of students and parents to evaluate the success of the implementation measures.
- Conduct periodic joint meetings of the Safe Routes to School Teams (semester or yearly).

Plan for how initiatives will be sustained

- The Safe Routes to School Teams will coordinate implementation actions.
- Reminders of safe walking and biking procedures will be provided by the School District, City of Prairie Village, and local media outlets.

Methods and measures of success for strategies

- Monitor how many children walk and bike to school
- Monitor how many students are bused to school
- Monitor how many students are driven to school by automobile
- Monitor (reduce) the percentage of parents who will not allow their children to walk or bike to school



Appendix A
Safe Routes to School Phase II Funding Application

Section To Be Completed

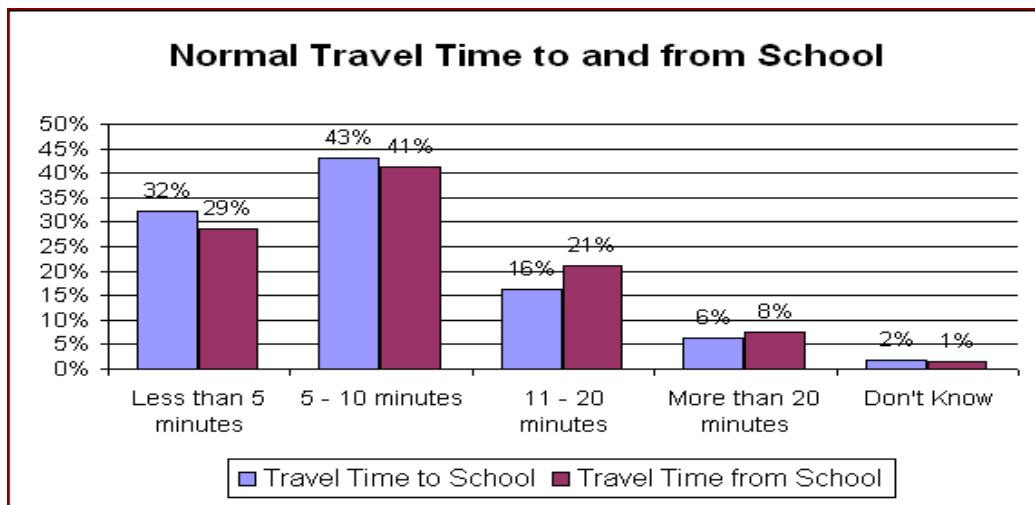
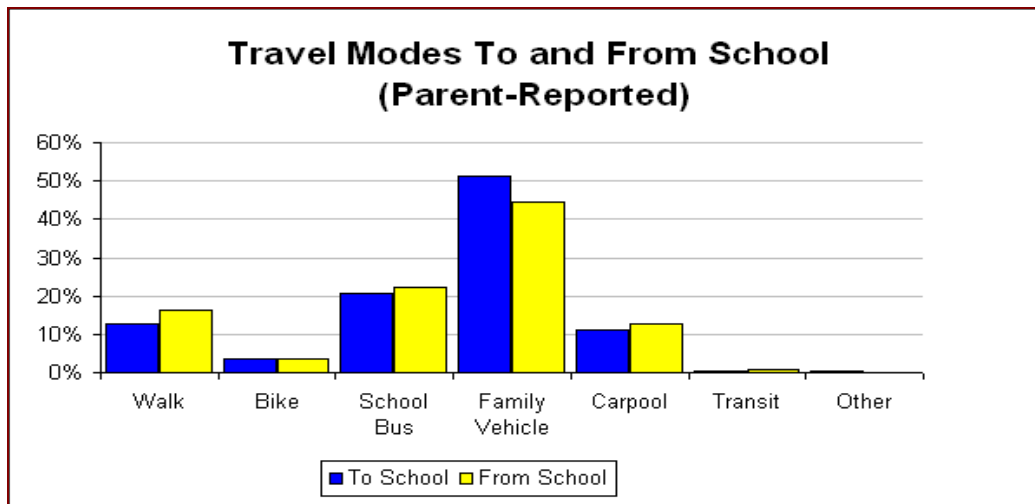


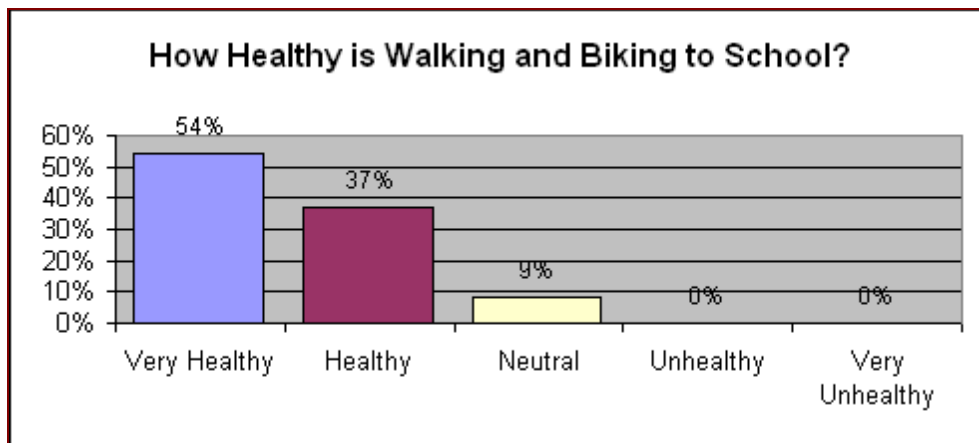
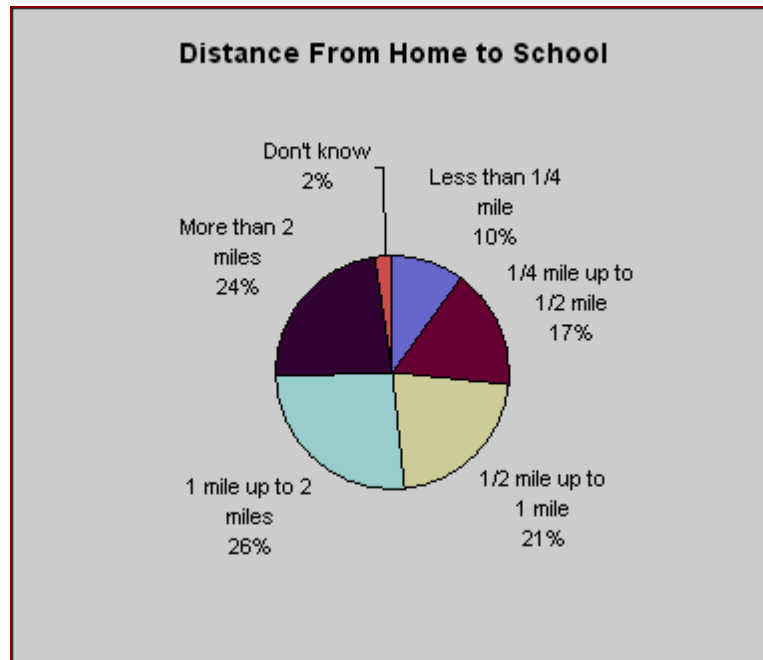
Appendix B

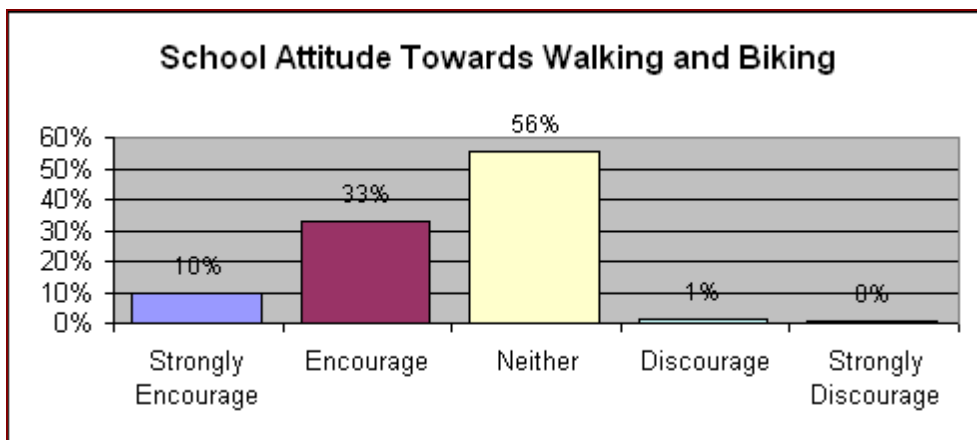
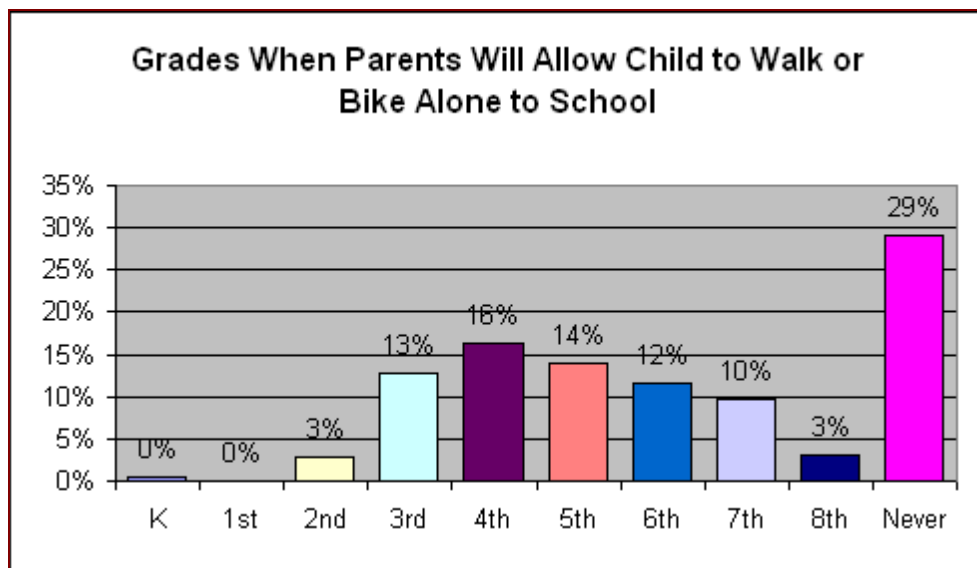
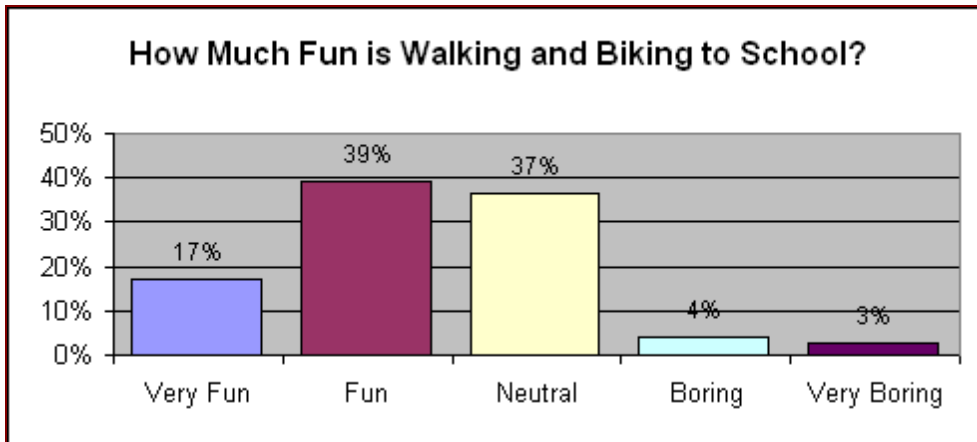
Summary of Fall 2009 Parent Survey Results

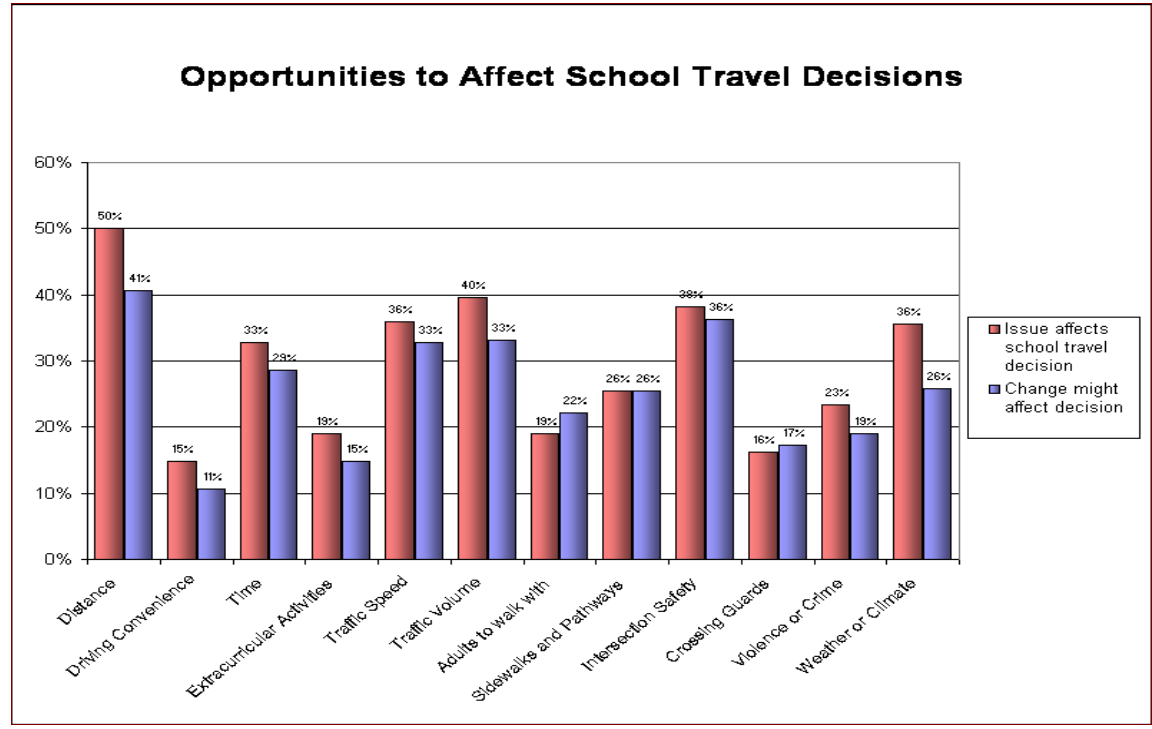
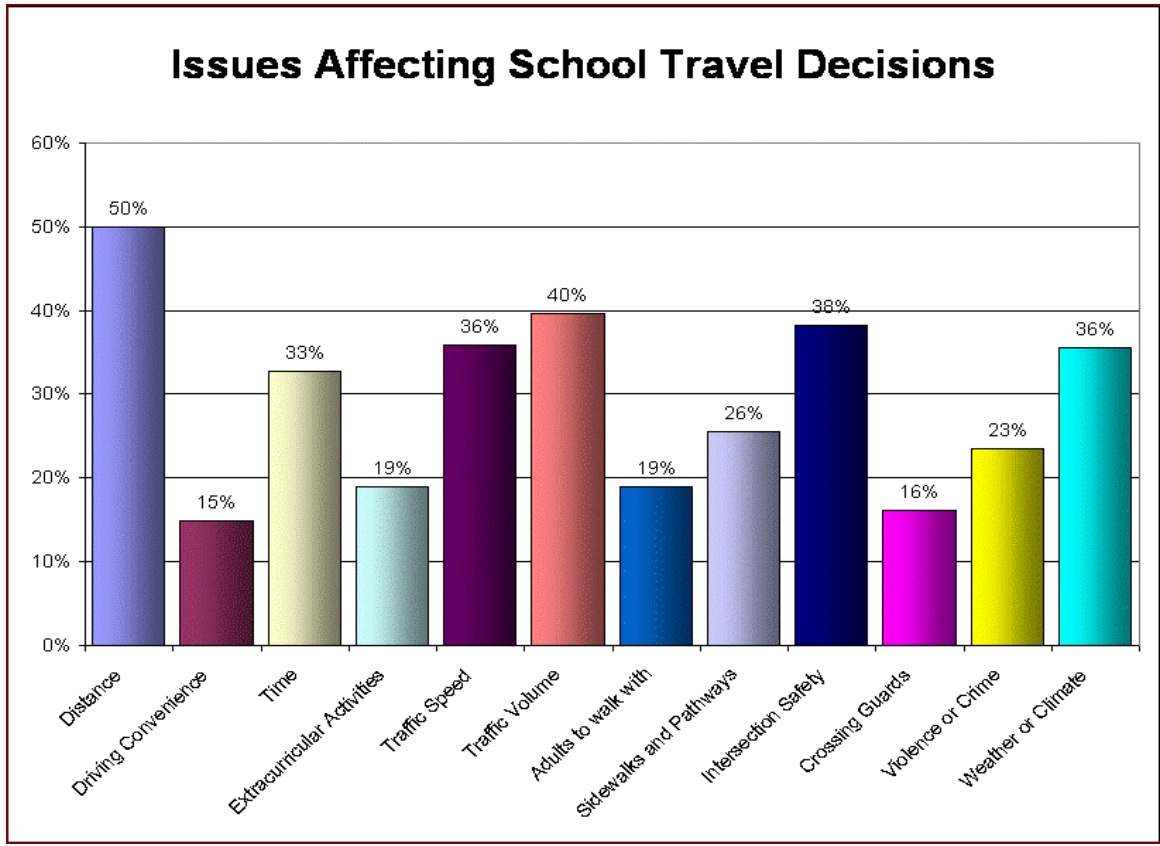
The following provides a summary of the Safe Routes to School Survey of Parents completed during the fall of 2009. The survey was conducted with parents of elementary and middle school students attending schools located in the city limits of Prairie Village. This includes some parents of students who reside in adjacent communities but have the opportunity to walk or bike to schools located in Prairie Village. Approximately 500 parent surveys were completed.

Table 1 - Student Travel Mode							
Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
To School	12.5%	3.6%	20.8%	51.2%	11.1%	0.4%	0.4%
From School	16.1%	3.7%	22.3%	44.3%	12.8%	0.7%	0%











Appendix C – Summary of Comments from Parents

The following is a summary of comments provided by parents at the two community meetings conducted in November 2009 and also provided on the safe routes to school Parent Survey forms completed during the fall 2009.

Specific Street and Infrastructure Obstacles Identified by Parents

Mission Rd

- High traffic corridor and west side generally has narrow sidewalks.
- From Mission Valley Middle School to 83rd Street: sidewalks too close to the street (west side)
- Prairie Village Shops Area: biking is challenging. More bicycle racks are needed in the shopping area.
- Sidewalks are too close to the street, such as near St. Ann's.
- Intersection at 63rd St: crossings on only two sides of the intersection.
- Intersection at 83rd St (including Corinth Shops): a circulation study is needed for Corinth Elementary and the area to the northeast of the intersection.
- Intersection at 75th St: width and traffic volumes discourage pedestrian and bicycle crossings.
- Intersection at 89th St: crossing safety concerns
- Intersection at 95th St: crossing safety concerns.

Fonticello St

- No sidewalks between 67th and 69th Streets. This street could be an alternative walking route instead of Roe Ave.

Somerset Dr

- Nall Ave to Mission Rd: entire corridor has speeding and some sidewalk maintenance concerns. Crossing the roadway safely can be difficult.
- Intersection at Roe Ave: speeding is a problem.
- Intersection at 83rd St: difficult to cross street at Corinth Shops area

Juniper St

- Between 83rd and 86th Streets: sidewalks need repair and cause tripping in some areas near Briarwood Elementary.

Nall Ave

- Narrow sidewalks near 86th Street (east side).
- Sidewalk gaps in various locations such as between 79th and 83rd Streets (east side)
- Intersection at 87th St: intersection safety concerns

Roe Ave

- Sidewalk maintenance issues and gaps in various locations.
- Speeding concerns along Roe Ave throughout the city.

El Monte St

- North of 67th St: western side lacks sidewalks. There is an awkward jog to make for sidewalk crossings at the intersection of 83rd Street.

Belinder Ave

- Congestion and circulation issues occur on the south side of Belinder school. On-street parking near the drop off loop adds to the congestion.



Briar Ln

- Between 83rd and 86th Streets: Lacks sidewalks

Oxford Rd

- Sidewalk maintenance needed east of 69th to Tomahawk Rd.

67th Street

- Traffic volumes and speeding concerns.
- Near Delmar St: cars do not stop for the crosswalk. Better enforcement is needed.
- Intersection at Belinder Ave (Mission Hills): crossing safety concerns
- Intersection at Mission Rd: shrubs create visibility
- Visibility issues and on-street parking generally between Fontana St. and Grenada Rd makes the street too narrow.
- The street culvert west of Prairie Elementary needs railings or other pedestrian safety improvements.
- Intersection at Roe: no sidewalk/crosswalk landing at the northwest corner of the intersection
- Between Belinder Ave and High Ave (Mission Hills): lacking sidewalks

68th Street

- Speeding between Roe Ave and Nall Ave.
- Intersection at Belinder Ave (Mission Hills): No crosswalks for pedestrians from the east (in Mission Hills)
- Intersection at Fonticello St: Visibility concerns.

69th Street

- Intersection at Roe Ave: water collects at intersection and causes ice in winter
- Oxford to Delmar St: lacking sidewalks
- No sidewalks east of Oxford Rd. Many students cross here
- 69th Terrace: sidewalk maintenance needed Fonticello to Roe
- Between Nall Ave. and Roe Ave: Speeding concerns. The signal at the Roe Ave. intersection is not always effective.

71st St

- Between Mission Rd and Belinder Ave: Speeding and high traffic volumes. Some sidewalk maintenance needed in approximately the 2900 block.
- Intersection at Belinder Ave: traffic volumes and visibility issues make crossing feel unsafe. Some traffic enforcement needed.

75th St

- The width of the roadway acts as a physical barrier for pedestrian and bicycle travel between the north and south sides of the city.
- Area near Belinder Intersection: Lacking sidewalks or have narrow sidewalks too close to the street.



83rd St

- Between Somerset Dr and Nall Ave: High traffic area. Sidewalks are narrow and there are some maintenance problems. There are few crosswalks for travel between neighborhoods on the north and south sides of the street.
- Between Somerset Dr. and Roe Ave: Sidewalk gap on the south side.
- Intersection at Lee Blvd (Leawood): additional crossings needed and sidewalks on the east side of Lee Blvd.
- Intersection at Juniper St: High traffic area with visibility concerns in proximity to the crosswalk. Enhanced warnings and visibility desired in proximity to the crosswalk.

86th St

- Intersection at Nall Ave: High traffic volumes and speeding concerns.
- East of Nall: speeding concerns, especially in the mornings.

Prairie Elementary

- Parking in the parking lot near the Mission Rd driveway intersection creates congestion and at times blocks the two entry lanes.

Parents Recommended Ideas to Consider for Solutions

- Create pedestrian-friendly “hubs” at major destinations and install more bicycle racks and storage lockers: city parks, Corinth Shops, Prairie Village Shops, and the City Hall/pool area. Connect these areas together with trails and other amenities.
- Provide safe routes to destinations for all members of the community including elderly residents and special needs residents.
- Consider reducing posted speed limits throughout the city.
- Place sidewalks back from the street curb to create greater separation from the street.
- Consider sidewalk barriers in some areas where sidewalks are adjacent to the street curb.
- Consider raised sidewalks, distinctive pedestrian crossings, and traffic calming measures at major pedestrian crossings and high traffic volume intersections.
- Designate certain streets as pedestrian and bicycle “safe route” corridors (similar to “snow routes”). These corridors should have special identification and improvements, such as signage, painted colors on the sidewalk or street curb, or other markers.
- Provide maps of the designated “safe route” corridors to parents and students during fall school enrollment to increase awareness and make the city safer for walking and biking.
- Coordinate with surrounding jurisdictions to ensure safe walking and biking corridors from neighborhoods in those communities to schools located in Prairie Village.
- Provide linkages to the countywide trails system in surrounding jurisdictions.
- Maintain shrubs and other landscape plantings in medians and along streets so visibility is not blocked for pedestrians and drivers.
- Enhance traffic enforcement measures citywide.
- Address scooter and skateboard safety in addition to walking and biking.
- Integrate curriculum into the existing lesson structure of the classes at schools that addresses health and personal wellness to get children involved in walking and biking to school, being more active in their community, and learning more about the human body.
- Create a “bus walking train” where the school bus may stop several blocks from the school and an adult would lead the students to the destination.
- Designate park and walk locations away from the schools where parents can drop off and pick up students. This can help relieve traffic congestion around the schools, and allow children not within walking distance of the school to participate in the safe routes to school program.



- Team with local businesses with prominent marquee signs to display messages during the morning and afternoon hours informing motorists to be aware of the presence of walking and bicycling students.
- Implement a “pay-as-you-go phone” at all schools to coordinate with parent volunteers for walking school bus and bicycle trains.
- Parents could be stationed along a pre-planned route so adults can monitor student travel safety, but not necessarily walk or bike the entire route with them (fewer adult volunteers would be needed).
- Conduct a media campaign to provide public awareness, and include messages in school and city communications to the public. Promote radio announcements during school travel times.
- Educate the public about pedestrian safety and who has right-of-way, and consider signage to inform drivers that pedestrians have the right-of-way.
- Utilize the city and school district websites for awareness and education.
- Work with homes and neighborhood associations, churches, and other community groups to provide education and encouragement through activities, newsletters, and websites.
- Address concerns of school liability related to children walking and biking to school.
- Provide education events at other local places such as grocery stores, churches, and the library.
- Consider “safe homes” program and signage; places that children can go for safety.
- Implement email and text message alerts to parents.
- Educate parents about the benefits of walking/biking so they will encourage children.
- Bike helmet safety should be a major point of emphasis of safety and educational training.
- Provide incentives for children observed with good safety practices. Have police and others stop kids when they are practicing good safety and provide them with a gift card or other rewards.
- Utilize a media blitz and progressive enforcement, starting with information, then warnings, then tickets for violations.

PRAIRIE VILLAGE - MISSION HILLS

FINAL CRIME REPORT - 2009

CRIME	2005	2006	2007	2008	2009	AVERAGE	2009 +/- AVG
Homicide	0	0	0	0	0	0.00	0.00
Rape	5	2	2	3	3	3.00	0.00
Robbery	10	4	2	5	7	5.60	1.40
Assault	102	71	70	84	80	81.40	-1.40
Burglary	57	41	45	88	102	66.60	35.40
Residence	36	24	32	81	80	50.60	29.40
Business/ Miscellaneous	21	17	13	7	22	16.00	6.00
Theft	249	239	179	243	289	239.80	49.20
Auto Theft	22	19	34	26	18	23.80	-5.80
Arson	5	2	9	8	3	5.40	-2.40
Forgery	15	21	19	9	21	17.00	4.00
Fraud	11	23	4	6	11	11.00	0.00
Criminal Damage	103	123	95	88	156	113.00	43.00
Sexual Offenses	10	6	7	7	1	6.20	-5.20
TOTAL	589	551	466	567	691	572.80	118.20

ACCIDENTS	2005	2006	2007	2008	2009	AVERAGE	2009 +/- AVG
Fatal	0	0	0	0	0	0.00	0.00
Street - Injury	32	33	28	26	25	28.80	-3.80
Street - Property + \$1,000*	375	390	379	364	274	356.40	-82.40
Street - Property - \$1,000*	52	45	49	48	39	46.60	-7.60
Private - Injury	1	0	0	0	0	0.20	-0.20
Private - Property	76	78	94	91	60	79.80	-19.80
Walk-In - Property	72	47	65	56	46	57.20	-11.20
TOTAL	608	593	615	585	444	569.00	-125.00

TOTAL CALLS	12,305	11,932	11,323	10,487	10,146	11,239	-1,092.60
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* 2005 statute change to \$1,000

PRAIRIE VILLAGE
FINAL CRIME REPORT - 2009

CRIME	2005	2006	2007	2008	2009	AVERAGE	2009 +/- AVG
Homicide	0	0	0	0	0	0.00	0.00
Rape	5	2	2	3	2	2.80	-0.80
Robbery	8	4	2	5	6	5.00	1.00
Assault	97	65	69	74	73	75.60	-2.60
Burglary	56	30	37	73	87	56.60	30.40
Residence	35	16	24	66	68	41.80	26.20
Business/Miscellaneous	21	14	13	7	19	14.80	4.20
Theft	224	212	154	194	236	204.00	32.00
Auto Theft	21	15	30	22	16	20.80	-4.80
Arson	5	2	8	8	3	5.20	-2.20
Forgery	15	21	19	9	21	17.00	4.00
Fraud	11	22	4	6	11	10.80	0.20
Criminal Damage	101	108	85	74	129	99.40	29.60
Sexual Offenses	9	6	7	7	1	6.00	-5.00
TOTAL	552	487	417	475	585	503.20	81.80

ACCIDENTS	2005	2006	2007	2008	2009	AVERAGE	2009 +/- AVG
Fatal	0	0	0	0	0	0.00	0.00
Street - Injury	30	32	25	24	22	26.60	-4.60
Street - Property + \$1,000*	345	345	352	323	244	321.80	-77.80
Street - Property - \$1,000*	47	39	42	47	38	42.60	-4.60
Private - Injury	0	0	0	0	0	0.00	0.00
Private - Property	69	72	94	86	58	75.80	-17.80
Walk-In Property	69	45	58	50	46	53.60	-7.60
TOTAL	560	533	571	530	408	520.40	-112.40

TOTAL CALLS	9,409	9,762	9,511	8,580	8,442	9,141	-698.80
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*2005 statute change to \$1,000

MISSION HILLS

FINAL CRIME REPORT - 2009

CRIME	2005	2006	2007	2008	2009	AVERAGE	2009 +/- AVG
Homicide	0	0	0	0	0	0.00	0.00
Rape	0	0	0	0	1	0.20	0.80
Robbery	2	0	0	0	1	0.60	0.40
Assault	5	6	1	10	7	5.80	1.20
Burglary	1	11	8	15	15	10.00	5.00
Residence	1	8	8	15	12	8.80	3.20
Business/Miscellaneous	0	3	0	0	3	1.20	1.80
Theft	25	27	25	49	53	35.80	17.20
Auto Theft	1	4	4	4	2	3.00	-1.00
Arson	0	0	1	0	0	0.20	-0.20
Forgery	0	0	0	0	0	0.00	0.00
Fraud	0	1	0	0	0	0.20	-0.20
Criminal Damage	2	15	10	14	27	13.60	13.40
Sexual Offenses	1	0	0	0	0	0.20	-0.20
TOTAL	37	64	49	92	106	69.60	36.40

ACCIDENTS	2005	2006	2007	2008	2009	AVERAGE	2009 +/- AVG
Fatal	0	0	0	0	0	0.00	0.00
Street - Injury	2	1	3	2	3	2.20	0.80
Street - Property + \$1,000*	30	45	27	41	30	34.60	-4.60
Street - Property - \$1,000*	5	6	7	1	1	4.00	-3.00
Private - Injury	1	0	0	0	0	0.20	-0.20
Private - Property	7	6	0	5	2	4.00	-2.00
Walk-In - Property	3	2	7	6	0	3.60	-3.60
TOTAL	48	60	44	55	36	48.60	-12.60

TOTAL CALLS	2,896	2,170	1,812	1,907	1,704	2,098	-393.80
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*2005 statute change to \$1,000

**COUNCIL MEETING AGENDA
CITY OF PRAIRIE VILLAGE
February 1, 2010
7:30 p.m.**

- I. CALL TO ORDER**
- II. PLEDGE OF ALLEGIANCE**
- III. ROLL CALL**
- IV. PUBLIC PARTICIPATION**
- V. 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 - January 19, 2010
- 2. Authorize the Mayor to execute a proclamation recognizing the 100th Anniversary of Boy Scouts of America and Honoring Scouting Values; and recognizing the 80th Anniversary of Troop 91.
- 3. Approve the purchase of one (1) 2010 Ford F250 animal control truck from Shawnee Mission Ford for no more than \$26,250.00
- 4. Approve a 2.5 percent increase to \$44.69 per hour for off-duty contractual services.

By Committee:

- 5. Approve the extension of the 2010 Exterior Grant boundaries to include the area bound by 69th Street on the north, 71st Street on the south, Nall to Reeds, Area 3 extended east to Delmar and Area One extended to Tomahawk Drive. (Council Committee of the Whole Minutes - Jan. 19, 2010)
- 6. Approve the governing body securing Mercer Group, Inc. to conduct the search for the Public Works Director position at a cost of \$13,500 plus expenses up to \$5,500 with the timetable to be established by staff and services to be funded from general fund contingency. (Council Committee of the Whole Minutes - Jan. 19, 2010)

VI. MAYOR'S REPORT

VII. COMMITTEE REPORT

Park and Recreation Committee

Consider approval of the 2010 SuperPass Interlocal Agreement - Diana Ewy Sharp

Consider closing the Municipal Pool Complex Monday through Thursday after the Shawnee Mission Schools start the fall semester - Diana Ewy Sharp

VIII. STAFF REPORTS

IX. OLD BUSINESS

X. NEW BUSINESS

XI. ANNOUNCEMENTS

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

CONSENT AGENDA

CITY OF PRAIRIE VILLAGE, KS

February 1, 2010

**CITY COUNCIL
CITY OF PRAIRIE VILLAGE
JANUARY 19, 2010**

The City Council of Prairie Village, Kansas, met in regular session on Tuesday, January 19, 2010, at 7:30 p.m. in the Council Chambers of the Municipal Building.

ROLL CALL

Mayor Ron Shaffer called the meeting to order and roll call was taken with the following Council members present: Al Herrera, Dale Warman, Ruth Hopkins, Michael Kelly, Andrew Wang, Laura Wassmer, Dale Beckerman, Charles Clark, David Morrison, Diana Ewy Sharp and David Belz.

Also present were: Quinn Bennion, City Administrator; Wes Jordan, Chief of Police; Mike Helms; Field Superintendent for Public Works; Dennis Enslinger, Assistant City Administrator; Karen Kindle, Finance Director; Chris Engel, Assistant to the City Administrator and Joyce Hagen Mundy, City Clerk.

Mayor Shaffer led all those present in the Pledge of Allegiance.

PUBLIC PARTICIPATION

Mayor Shaffer announced the application for an extension for the filing of the final development plan for the Meadowbrook Country Club property has been withdrawn by OPUS and will not be discussed by the Governing Body this evening. However, representatives of OPUS and the Country Club have asked to address the Governing Body.

David Harrison, 4407 W. 92nd Terrace, stated after a lot of discussions and input from the Council several weeks ago, OPUS felt it was appropriate and in everyone's

best interest to wait for the market to come back, bundle the application and bring back possibly this same zoning plan and a final development plan, an incentive plan that may be necessary for the project and bring it back when it is imminent. He looks forward to coming back to the City for future development of this great piece of real estate with a great plan. Mr. Harrison noted there had been several meetings on this, the plan had received Planning Commission approval and a super majority vote of the Council supported the project. Nothing has changed about the project except for the timing.

Jim Borthwick, a member of Meadowbrook Country Club and resident of Prairie Village, stated up until the middle of last week the club was prepared to fully support the requested extension. They learned the middle of the week that OPUS had decided not to pursue the extension and instead wait to present its entire plan as a package when the market recovered so the Council would see not only the zoning and the final plans, but also the plans for financing, and be able to consider it all together. The Club discussed the withdrawal at length and decided not to oppose it.

The zoning issue has been a long and difficult process. When OPUS comes back, he feels the decisions that were made in approving the zoning ordinance and the groundwork that was laid will be a foundation to move forward in the future. He does not feel the effort has been wasted.

Mr. Borthwick added that Meadowbrook Country Club cannot wait two to three years to solve its financial problems. They need to decide on an action this year and they are working diligently to do so. In that regard, in response to David Morrison's editorial in the newspaper, if the City is interested in purchasing a portion of the Country Club's assets. If that is indeed a plan or idea that has any favor with the Council, they would like to know the details of it sooner rather than later. They will have to make some

decisions soon. Regardless of what solutions the Club has to the Meadowbrook situation, it may be that the Club comes back to the City and asks for approval or participation in some area. If and when they do, they look forward to working with the City and coming up with a solution that is good not only for the Club but for the City.

Boy Scouts from three Troops attended the meeting to earn their "First Class" rank, "Communications" and "Citizenship in the Community" badges. Mayor Shaffer welcomed all of the scouts and asked them to introduce themselves.

CONSENT AGENDA

Michael Kelly moved the approval of the Consent Agenda for Tuesday, January 19, 2010:

1. Approve Regular Council Meeting Minutes - January 4, 2010
2. Approve Claims Ordinance #67
3. Approve recreation contracts with British Soccer and Challenger Sports for use of City park facilities for sports camps.
4. Approve revisions to Council Policy 065 entitled "Employee Service Awards"

A roll call vote was taken with the following members voting "aye": Herrera, Warman, Hopkins, Kelly, Wang, Wassmer, Beckerman, Clark, Morrison, Ewy Sharp and Belz.

MAYOR'S REPORT

Appointment & Oath of Office

Michael Kelly moved the City Council ratify the Mayor's appointment of Steve Noll to complete the unexpired City Council term of former Councilman David Voysey representing Ward 2 with the term to expire in April, 2010. The motion was seconded by Dale Warman and passed unanimously. City Clerk Joyce Hagen Mundy administered the Oath of Office to Mr. Noll.

COMMITTEE REPORTS

Park & Recreation Committee

Diana Ewy Sharp stated the Park & Recreation Committee held a public forum on Wednesday, January 13th on the proposed enhancements to Franklin Park. The plans were positively received and suggestions made by those in attendance. Mrs. Ewy Sharp called upon Doug Pickert with Indigo Design to present an update on the Franklin Park enhancements and channel improvements. The 2010 project enhancements include the following items:

- New 8' wide asphalt trail system w/north and south loops, replacing the current 4' wide concrete trail system and creating walking trails of .55 miles, .40 miles and .30 miles.
- Turf irrigation in the open area used for soccer practices
- New nature play area, shelter and restrooms. The restrooms would be available year-round. The proposed shelter has seating for 80 and could be divided in half allowing two rentals at the same time.
- Ballfield infield upgrade, new backstop, turf drains and irrigation
- 9 additional parking stalls with angular parking off Roe Avenue
- 18 additional parking stalls in parking lot
- Creek channel renovations

David Morrison asked if an alternative, softer surface was considered for the trail system. Vance Repzka responded it would be increase the cost significantly as you would be basically installing a track surface. He added those surfaces do not have a long life span and would need to be replaced in the near future. The estimated cost would be approximately double that of the proposed asphalt. Diana Ewy Sharp added this was discussed by the sub-committee who felt if implemented at Franklin Park, the alternative trail surface would need to be added to all parks and was cost prohibitive.

Laura Wassmer asked if the active channel was enclosed as discussed by the Council. Mr. Picket responded the channel was not enclosed noting the significant cost

that would have been involved to do so. He noted however, they were able to get the additional backing space requested for cars pulling out from the diagonal parking off Roe. Mr. Pickert noted the concerns expressed with a naturalized channel and noted the modifications made to the level of naturalization planned.

Diana Ewy Sharp expressed her excitement with the design of nature play areas and is pleased that this feature will be show-cased in Franklin Park.

Quinn Bennion announced this is a budgeted project for 2010 and will be bid for construction to begin late Spring or early Summer.

Communications Committee

Michael Kelly provided an update on the progress of the website design. MMG was on site today meeting with staff and Council members. They will meet next week with homes association and business representatives and are preparing a survey to be distributed to residents.

Police Pension Board

Charles Clark reported on the Police Pension Board meeting that took place earlier in the day. The plan investments were reviewed and a change to the investment policy discussed. He mentioned the fund has rebounded and complimented the Council on taking the responsible actions the past two years to fund the plan.

Sister City Committee

Laura Wassmer reported that three visitors arrived from Dolyna today. One of the members will be receiving medical services while here. Council members should

have received invitations to a dinner on Saturday, January 30th. The visitors will be present at the February 1st City Council meeting.

STAFF REPORTS

PUBLIC SAFETY

- Chief Jordan gave a Booth neighborhood update, a meeting is scheduled for Tuesday regarding establishing a "Neighborhood Watch Program"
- Chief reported the four-year radio system project scheduled to be implemented in 2011 may be implemented this year
- The department is initiating a promotion process for the position of Sgt.

David Belz expressed his thanks to Chief and his department for their extra effort to address the concerns of the Booth neighborhood.

PUBLIC WORKS

- Mike Helms distributed and reviewed an update on the snow and storm events with costs and hours spent by crews. He noted that because of the magnitude of the event, Johnson County is looking into getting FEMA reimbursement for some of the costs. He and Chris Engel are working with Karen Kindle to get the necessary documentation together for submittal.

ADMINISTRATION

- The Community Center sub-committee will meet next week.
- Chris Engel provided a brief legislative update noting the Governor's state of the State address and discussions on the 9-1-1 legislation
- Karen Kindle announced that Springbrook will be on site next week for implementation and training on the financial software
- The City was again awarded the GFOA Award of Excellence on the City's Financial Report.
- Dennis Enslinger noted the Meadowbrook zoning will revert back to single family residential at the end of the month.
- The new waste management plan has been distributed, most of the calls received have been regarding the limitation on the number of bags for yard waste with some calls regarding the size of the containers.
- The City did receive several calls regarding snow removal on sidewalks. Mr. Enslinger noted the City responds per complaints with a letter, no tickets have been issued.
- The City received several calls regarding the two days Deffenbaugh did not collect trash due to the cold weather. The City has requested a refund for the two days that service was not provided to residents.
- The date for the large item pickup is Saturday, April 24th. There will also be an e-recycling event that day at Shawnee Mission East.
- Letters of support are being sent for the passage of a second stimulus bill with concern for the April filing deadline in the current language being considered.

- The Arts Council is sponsoring a free concert by the Air Force Band on Saturday, January 30th, tickets are available at City Hall.
- Quinn Bennion stated a facilitator has been selected for the Council work session. The facilitator offered to hold the event at his office rather than the Council Chamber. The Legislative Breakfast will also be moved to that location.
- Information on the Spring NLC conference will be distributed soon.
- The City Clerk will continue to send filing updates. Filing closes at noon, January 26th.
- City Hall Day is Wednesday, February 3rd and there are still openings for anyone wishing to attend.

OLD BUSINESS

There was no Old Business to come before the Council.

NEW BUSINESS

Al Herrera noted there would be several Tuesday evening meetings and asked if arrangements should be made to have an attorney present at those meetings. Quinn Bennion stated Katie Logan has a prior commitment on Tuesday evening with another city she serves; however, there are individuals in her office that can attend in her place. An individual had been scheduled to attend this evening's meeting, but was cancelled when the OPUS application was withdrawn.

Mr. Herrera expressed his displeasure with the recent editorial by Councilman David Morrison regarding the Meadowbrook Project. He felt the information presented was inaccurate and Mr. Morrison's actions inappropriate and divisive to the Council.

ANNOUNCEMENTS

Committee meetings scheduled for the next two weeks include:

Prairie Village Arts Council	01/20/2010	7:00 p.m.
Community Center Sub-Committee	01/21/2010	7:00 p.m.
Environmental/Recycle	01/27/2010	7:00 p.m.
Friends of JazzFest	01/27/2010	7:00 p.m.
Villagefest Committee	01/28/2010	7:00 p.m.
Council Committee	02/01/2010	6:00 p.m.

The Prairie Village Arts Council is pleased to announce a photography exhibit by Anne Nye during the month of January.

The Arts Council is sponsoring a free performance of the Noteables of the United States Air Force Heartland of America Band on January 31st at the Asbury United Methodist Church from 4:00 to 5:30 p.m. Pick up your tickets at City Hall.

The City Offices will be closed on Monday, February 15th in observance of President's Day. Deffenbaugh does not observe this holiday.

The annual large item pick-up has been scheduled for Saturday, April 24th.

The City Clerk's office has a new style of ceramic coffee mug for sale at \$5 each.

The 50th Anniversary books, Prairie Village Our Story, are being sold to the public.

ADJOURNMENT

With no further business to come before the Council, the meeting was adjourned at 8:45 p.m.

Joyce Hagen Mundy
City Clerk



MAYOR

Council Meeting Date: February 1, 2010

Consent Agenda: Consider Proclamations recognizing 100th Anniversary of Boy Scouts of America and 80th Anniversary of Troop 91

RECOMMENDATION

Recommend the City Council authorize the Mayor to execute a proclamation recognizing the 100th Anniversary of Boy Scouts of America and Honoring Scouting Values; and recognizing the 80th Anniversary of Troop 91

BACKGROUND

This year marks the 100th anniversary of Boy Scouts of America and the 80th anniversary of Troop 91 out of Village Presbyterian Church in Prairie Village. Both the Heart of America Council and Troop 91 have requested proclamations recognizing their achievements.

ATTACHMENTS

Proclamations

PREPARED BY

Joyce Hagen Mundy, City Clerk

Date: January 21, 2010

CITY OF PRAIRIE VILLAGE

WHEREAS, Troop 91, Prairie Village, Kansas was first chartered by the Boy Scouts of America in 1929, and

WHEREAS, Troop 91 has been chartered to the Village Presbyterian Church for over 60 years, and

WHEREAS, Troop 91 has provided young men of our community the opportunity to learn leadership, practice good citizenship, and provide service to others, and

WHEREAS, Troop 91 was recognized as the largest scout troop in the nation with 300 registered scouts in the 1960s and 1970s, and

WHEREAS, Troop 91 has provided an outstanding scouting experience to thousands of scouts, with hundreds of its members achieving the Eagle Scout rank, and

WHEREAS, Hundreds of dedicated adult Scouters in Troop 91 have provided tireless mentoring and inspiration to the youth of our community, and


WHEREAS, Troop 91 is celebrating its 80th year of maintaining a continuous charter with the Boy Scouts of America,

NOW, THEREFORE, I, Ronald L. Shaffer, Mayor of the City of Prairie Village, Kansas and its Council proudly recognizes Troop 91, Boy Scouts of America for 80 years of service to our city, state and nation with our sincere appreciation and gratitude. In this year celebrating the 100th anniversary of the founding of the Boy Scouts of America, we congratulate the past and present members of Troop 91, B.S.A. for their accomplishments and look forward to great achievements in the years ahead.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City to be affixed this 1st day of February, 2010.



Mayor Ronald L. Shaffer

 2/1/10

City Clerk Date

CITY OF PRAIRIE VILLAGE

PROCLAMATION

Honoring Scouting Values

WHEREAS, the Boy Scouts of America has been at the forefront of instilling timeless values in youth since its founding in 1910; and

WHEREAS, this national youth movement has made serving others through its values-based program its mission; and

WHEREAS, the Boy Scouts of America is committed to helping millions of youth succeed by providing the support, friendship, and mentoring necessary to live a happy and fulfilling life, and

WHEREAS, the Heart of America Council of the Boy Scouts of America and its 1,165 Cub Scout packs, Boy Scout troops and Venturing crews are celebrating Scouting's 100th anniversary with the theme "Celebrating the Adventure, Continuing the Journey" and

WHEREAS, there are more than 800 community organizations that make Scouting available for more than 46,267 youth members in our area who participate in the Scouting program as a means of character building, citizenship training, and personal fitness;

THEREFORE BE IT RESOLVED, that I, Ronald L. Shaffer, designate February 7-13, 2010, as Scouting Anniversary Week and express the appreciation of our citizens to the Heart of America Council and the Boy Scouts of America for their interest in and dedication to America's youth.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City to be affixed this 1st day of February, 2010.



Mayor Ronald L. Shaffer

Joyce Hagin Mundy

City Clerk Date



POLICE DEPARTMENT

Council Meeting Date: February 1, 2010

CONSENT AGENDA: PURCHASE REQUEST OF ANIMAL CONTROL TRUCK

RECOMMENDATION

Staff recommends the purchase of one (1) 2010 Ford F250 from Shawnee Mission Ford for no more than \$26,250.00.

Shawnee Mission Ford was awarded the Mid America Council of Public Purchasing (MACPP) Metropolitan Joint Vehicle Bid.

COUNCIL ACTION REQUESTED ON February 1, 2010.

BACKGROUND

On an annual basis, the Police Department replaces older vehicles due to age, mileage, and/or maintenance problems. The Department is seeking authorization to purchase this truck from Shawnee Mission Ford, who was awarded the 2010 MACPP Metro Bid.

This purchase was previously approved by the City Council as part of the 2010 Public Safety Budget.

FUNDING SOURCE

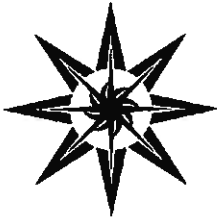
01-03-23-7100 - \$26,250

PREPARED BY

Capt. Tim M. Schwartzkopf

Patrol Commander

Date: January 20, 2010



POLICE DEPARTMENT

Council Meeting Date: February 1, 2010

CONSENT AGENDA: CONSIDER AN INCREASE IN THE RATE THE CITY CHARGES FOR OFF-DUTY CONTRACTUAL EMPLOYMENT FOR POLICE OFFICERS

RECOMMENDATION

Staff recommends the rate charged for off-duty contractual services be increased by 2.5 percent from \$43.60 to \$44.69 per hour, upon appropriate notification of those entities that contract with the Police Department for such services. The increase will cover the annual increase in salaries, benefits and equipment costs.

SUGGESTED MOTION

I move for approval of the 2.5 percent rate increase to \$44.69 per hour for off-duty contractual services.

BACKGROUND

City Council Policy #320 authorizes Prairie Village police officers to work off duty within the City as police officers. The purpose of this policy is to provide a means to "increase law enforcement presence within the community by allowing police officers to perform duties for private employers while wearing the police uniform and equipment, thereby reducing crime within the community."

The last increase was put into effect in April 2009. In 2009, officers worked 1,292.25 hours performing contractual assignments, with billable hours totaling \$55,679.10. The Department's true costs were \$43.09 per hour.

PREPARED BY

Wes Jordan
Chief of Police
Date: January 10, 2010

WLJ:jlw

COUNCIL COMMITTEE OF THE WHOLE
January 19, 2010

The Council Committee of the Whole met on Tuesday, January 19, 2010 at 6:00 p.m. The meeting was called to order by Council President Michael Kelly with the following members present: Mayor Shaffer, Al Herrera, Dale Warman, Ruth Hopkins, Michael Kelly, Andrew Wang, Laura Wassmer, Dale Beckerman, Charles Clark, David Morrison, Diana Ewy Sharp and David Belz. Staff members present: Quinn Bennion, City Administrator; Wes Jordan, Chief of Police; Mike Helms, Field Superintendent for Public Works; Dennis Enslinger, Assistant City Administrator; Karen Kindle, Finance Director; Chris Engel, Assistant to the City Administrator and Joyce Hagen Mundy, City Clerk.

Presentation on Exterior Grant Program

Dennis Enslinger presented an overview of the 2009 Exterior Grant Program with 27 grant applications approved. As of January 6th, 23 grant projects have been completed reflecting an investment of \$237,774.14 with a City contribution of \$42,984.27. The types of project improvements were varied with window replacement and repaired siding and painting the most common. Other improvements included additions, roofs, garage doors/entry, driveway and foundation repairs.

The 2009 Exterior Grant Program covered three designated areas of the City.

1. All PV addresses from 71st to 75th Street from Nall east to Roe
2. All PV addresses on Belinder and Norwood, 71st To Somerset, east to State Line
3. All PV addresses from 75th to 79th Street Walmer east to Roe

The staff is recommending minor boundary changes for 2010 projects:

1. Add area bound by 69th Street on the north, 71st Street on the south, Nall to Reeds
2. No changes to area 2
3. Extend area 3 east to Delmar

In conclusion Mr. Enslinger stated the 2008 Exterior Grant Program awarded \$30,133 of the \$37,500 budgeted. The 2009 Exterior Grant Program has awarded to date \$42,984 of the \$50,000 budgeted with three projects yet to be completed. The City Council has budgeted \$50,000 for the 2010 Exterior Grant Program.

Laura Wassmer confirmed the grant funds are distributed as a match with a maximum reimbursement of \$2500.

Dennis Enslinger asked for input on adding to the program the area bound from 71st to 75th Street from Roe to Tomahawk or Village Drive. He noted there are code issues west of Tomahawk but the area to the east is generally well maintained.

David Morrison asked if the program could be opened to all of Prairie Village and grants awarded on greatest need. Mr. Enslinger responded it could be done; however, he does not feel there is sufficient funding to do so and it would create a long waiting period. He

added there is a limited time to complete the projects with the money tied up until the project is completed.

Charles Clark noted the program was created as a positive incentive to encourage and assist property owners with code issues to improve their property. Michael Kelly noted "greatest need" is difficult to define and determine, whereas the number of code violations is a definite measurement.

David Belz stated he can see the area being expanded to Tomahawk; however, the area east of Tomahawk to Village Drive is well maintained and should not be added to the grant area. He supports the other changes to the grant areas recommended of staff. Mr. Kelly agreed with Mr. Belz.

Michael Kelly asked if there is a point when an area would be removed from the program. Mr. Enslinger stated areas would be removed if the area reached saturation and no applications were being submitted or if there was significant improvement to the overall area.

Laura Wassmer asked if staff had received many requests for expanding the area. Mr. Enslinger stated they have had requests from residents in the areas being recommended for inclusion. He added a property does not have to have code violations to qualify for the program, although that was the impetus for establishing the program. Ms Wassmer asked if the City had received more requests than it was able to fund. Mr. Enslinger responded with the increase to \$50,000, the City was able to meet most requests.

Dale Beckerman asked if there would be more applications if the maximum grant amount was increased. Mr. Enslinger stated he did not think it would because of the scope of the projects, but noted there may be a change in the type of projects coming in after 2010 when the current energy tax credit for windows expires.

Dale Beckerman made the following motion, which was seconded by Laura Wassmer and passed unanimously:

MOVE THE CITY COUNCIL APPROVE THE EXTENSION OF THE 2010 EXTERIOR GRANT BOUNDARIES TO INCLUDE THE AREA BOUND BY 69TH STREET ON THE NORTH, 71ST STREET ON THE SOUTH, NALL TO REEDS, AREA 3 EXTENDED EAST TO DELMAR AND AREA ONE EXTENDED TO TOMAHAWK DRIVE

**COUNCIL ACTION REQUIRED
CONSENT AGENDA**

COU2010-04 Discussion regarding Public Works Director Selection process

Quinn Bennion stated the appointment of Keith Bredehoeft as Interim Public Works Director to fill the vacancy left by Bob Pryzby's retirement enables the Council and staff the time to develop and participate in a selection process for a new Director. He added to help with the 2010 budget, the voluntary separation offer anticipated a short-term vacancy in the position of four to five months.

In 2007, City Council secured Mercer Group, Inc. headquartered in Atlanta, GA to conduct three executive searches: Police Chief, City Administrator and Public Works Director. The Police Chief and City Administrator searches were conducted by Mercer Group in 2007. The agreement anticipated the third search at a future date at the established price of \$13,500 plus no-to-exceed expenses of \$5,500. The 2nd and 3rd searches were discounted as a result of selecting Mercer Group for all three searches.

The City Attorney has reviewed the 2007 agreement with Mercer Group. The agreement with the proposed price is still valid, yet it does not obligate the City to use Mercer for the third search.

If a search is conducted, Mayor anticipates forming a similar search committee as was used for the Police Chief and City Administrator search including staff, Council and residents.

Mr. Bennion offered the following options for consideration by the Council:

- 1) Secure Mercer Group, Inc. to conduct the search as anticipated in 2007. The fees for the search are \$13,500 plus expenses up to \$5,500.
- 2) Secure another executive search firm to conduct the search.
- 3) Conduct the search with in-house resources provided by the Council and city staff. This is a similar process used for the recruitment of the Assistant City Administrator search (March 2008) and the CIP Project Manager search (June 2009). The positions were advertised regionally and nationally and with the process managed and coordinated by city staff and Council. If this option is selected, the direct costs would be minimal.
- 4) Not conduct a search and select an internal candidate. If no search is conducted, the City is not obligated to reimburse the discount of the second search.

He recommended Options #1 and #3 be considered and that the search take place in early summer to: 1) work through the 2011 budget and 2010 bond projects with minimal disruptions and 2) help with budget relief anticipated as part of the voluntary separation offers. Mr. Bennion noted the expenses of hiring Mercer (or another search firm) or if a Director is hired sooner than June, these funds would need to be approved from General Fund contingency.

Ruth Hopkins stated she strongly supported option 1 for the hiring of a department head. She added Mercer has a strong base of applicants and knowledge of people throughout the country that are qualified and potentially interested.

Al Herrera stated he supports hiring from within and would support promoting the Interim Public Works Director into the position and not go through an outside search.

David Belz agreed with Mrs. Hopkins noting the success of the previous two searches conducted by Mercer. He does not have the comfort level to hire internally at this point without going through the search process. He fears the selection may be questioned down the road. If the internal candidate is selected after going through the process, that is great. This position is no less important than that of City Administrator or Chief of Police.

Dale Warman stated he was involved in both selection processes and Jim Mercer was very professional and excellent to work with. He noted he has the ability to get people to discuss openly. Charles Clark stated the past search process has been validated by the selections made for those positions.

Dales Beckerman noted this is a very important position with the large number of capital improvement projects being undertaken by the City.

Michael Kelly asked if other cities conduct searches in-house. Quinn Bennion responded in smaller cities the search is often done in-house. In larger cities, it is common to hire a search firm for executive positions. He noted that Keith Bredehoeft does intend to apply for the position. Mr. Kelly stated he supports retaining the Mercer Group to conduct the search.

Ruth Hopkins made the following motion, which was seconded by Charles Clark and passed unanimously:

**MOVE THE GOVERNING BODY SECURE MERCER GROUP, INC. TO
CONDUCT THE SEARCH FOR THE PUBLIC WORKS DIRECTOR POSITION
AT A COST OF \$13,500 PLUS EXPENSES UP TO \$5,500 WITH THE
TIMETABLE TO BE ESTABLISHED BY STAFF AND THE SERVICES FUNDED
FROM THE GENERAL CONTINGENCY FUND
COUNCIL ACTION REQUIRED
CONSENT AGENDA**

COU2010-03 Discussion of possible special sales tax vote and schedule for parks and recreation funding

Chris Engel noted at the January 4th meeting of the Council Committee of the Whole initial discussion was held on possible funding sources for parks past 2011. One of the items discussed was the placement of an increased sales tax with the funds received being designated for parks. It is estimated that a one percent increase in sales tax would provide \$2,000,000 annually. During the discussion additional information was requested of staff, including a prioritization of parks projects with costs and a timetable for the process of placing before the public the issue of an increased sales tax.

A review of parks priority listing with costs was included in the packet along with information on sales tax rates of other Johnson County cities and how those increases are used within their cities with the accompanying ballot language and vote results.

The City Attorney provided a written timetable of the necessary steps for a city sales tax referendum. The first step would be the adoption of a Resolution calling for a special election to be held on a specific date. The Resolution includes the proposed ballot language and form of Notice of Election to be published in the official City newspaper. The Resolution must include the sales tax percentage, proposed start date, describe the purpose of the sales tax, whether "general" or "special" and any applicable sunset date. It was noted if a "special purpose" it must sunset after 10 years.

Cities may impose sales tax of up to 2% for general purposes and up to 1% for special purposes, with a 3% limit, in increments of 0.5%. The current city sales tax is 1% with a total sales tax collected in Prairie Village of 7.525%. A .05% increase would collect approximately \$1 million in new revenue annually.

Designating the purpose as "to acquire, construct, improve, maintain and operate City parks" would be a general purpose sales tax based on a recent attorney general opinion and would not require a 10 year sunset, although the city has the option of setting a sunset.

The second step to provide ballot language to the Johnson County Election Office for the ballot by September 1, 2010. The third step is the publication of a Notice of Election once each week for two consecutive weeks. The fourth step would be the election held in conjunction with the November 2nd general election with a simple majority required for approval.

If approved the City would adopt an ordinance levying the approved sales tax and after publication, furnish a certified copy to the Department of Revenue at least 90 days prior to the effective date. The earliest effective date would be April 1, 2011.

City staff cannot advocate for the sales tax, only educate and inform. Any promotion of the issue would need to be conducted by a resident group.

Council President Michael Kelly reviewed the questions before the committee and the process he'd like to follow in their discussion.

Laura Wassmer stated she struggles as she looks at the Parks Master Plan, noting this has been a difficult year financially and economically. A sales tax increase would be an additional charge on basic daily expenses for people. This is not the right time to increase costs. Looking at the bigger picture, the Council needs to consider how it will fund its 2011 budget. She is nervous that a sales tax may be necessary to fund basic City services and maintain status. At the last meeting, the Council stated their support to provide the police department with the staff and equipment needed to perform their jobs. She feels the Council needs to look at all of its priorities and spending prior to making this decision.

Ruth Hopkins noted in the state of the state address the Governor proposed a 1% sales tax increase statewide and received extensive negative backlash. The state may very well place additional financial restraints on the City in order to address its budget. The timing is wrong for the City.

David Belz stated he supported the proposed tax until he heard the Governor's address and would like to see this action put off until it is known whether or not the State will be increasing sales tax statewide by 1%. If there is not a statewide sales tax increase, he would support going forward and placing this question before the residents. However, he would like to see 75th Street Improvements also funded with these funds and if it were included does not feel the tax should have a sunset.

Dale Warman expressed his support for parks; however, noted that when the survey rating the priority of park improvements, it was a totally different economic situation. It would be very difficult to support a tax increase at this time.

Charles Clark explained the additional \$1 million would be added to the funding available for the capital improvement program as the funds now designated for parks would be able to be used elsewhere.

Al Herrera noted the economy was bad when the parks master plan was approved. He noted the extensive amount of time and work that has gone into the plan and feels the residents should be allowed to vote on the question of an increased sales tax.

David Morrison stated in his election campaign he promised his constituents that he would oppose any and all tax increases and this is a tax increase. He feels the City needs to reprioritize how it is spending available funds.

Michael Kelly stated is not opposed to a sales tax. He asked what it will cost to just maintain the city's streets. Will this create a parks rich, city poor scenario?

Charles Clark restated the money received from the sales tax for the parks would free up additional money for other CIP projects, just as the bond money freed up funds to do the park improvements.

Laura Wassmer expressed concern that the residents would understand the full implications of the approval of the proposed sales tax on the city's general budget and services. The Council is in the position to understand the budgetary implications. Mr. Belz disagreed stating he felt the resident would understand. Ruth Hopkins stated that placing the question on the ballot would imply to the residents that it had the support of the City Council and it does not.

Diana Ewy Sharp stated hours of research and public input was put into the creation of the parks master plan by residents and as well as committee members. The plan was unanimously approved by both the Governing Body and the Planning Commission adopting it as part of Village Vision. We have begun the first three projects and now you are pulling funding. Without the sales tax it will take 30 years to implement the plan. The City has also approved applying for a trails grant of \$300,000 that requires matching funding. How will that be funded?

Laura Wassmer stated during discussion of the parks master plan it was specifically stated that the Council was not approving funding. It was only approving the plan as it did the Village Vision Plan. Plan approval does not equate to funding approval. The approval was for the plan which is a vision for the future development of parks.

Al Herrera he was under the assumption when it was approved the City would find the way to fund it and move forward. He would not have spent the time for a document to be put on the shelf.

Andrew Wang stated he agreed with Ms Wassmer. He noted the planning process is critical to go through and was very pleased with the results of the master parks plan process that resulted in an excellent document on which to base future improvements. He was pleased to approve it, but he would not have given his approval if it meant a 1% sales

tax increase. It is essential that the City have a plan for direction but its adoption is not the same as writing a blank check for its total implementation.

Dale Beckerman asked what a 0.5% sales tax would cost the average Prairie Village resident. Karen Kindle responded it would depend on what they were spending and would be difficult to compute. Mr. Beckerman stated he is generally supportive of this, but agrees the adoption of a plan does not its funding. However, he feels it is important to keep the momentum moving and let it go before the public in 2012 or 2013.

Michael Kelly asked what would be the impact of a citywide sales tax. Quinn Bennion stated the impact is difficult to determine. He stated it would be helpful to have a clear outlook on the 2011 budget, stating that balancing the budget will be a struggle reviewing some of the issues that will need to be addressed. The 2011 budget outlook is as bleak as the 2010 budget.

Chief Jordan expressed concern with the impact of the 2011 budget on staffing levels and staff morale. He stated staff understands up to a point, but after a while begin to compare the items on which money is being spent by the Council to the services they provide. Chief noted he is currently operating four officers short and does not have the funds to pay overtime for replacement officers under the current salary cap.

Diana Ewy Sharp read the following from the Council minutes of June 1, 2009: "Adopt Resolution 2009-04 adopting the "Prairie Village Parks Master Plan - 2009" to guide the development and funding of future parks and recreation enhancements."

Mayor Shaffer advised the Council they need to be aware of other obligations on the horizon such as the potential request for an increase in sales tax under the "Community Improvement District" regulations for the city's shopping areas.

Dale Warman stated he does not feel the Council is turning its back on the Plan, it is a matter of prioritization. He does not feel it is necessary to go forward with additional funding at this time. David Belz stated he now understood Mr. Clark's earlier comments on the receipt of sales tax revenue freeing up other funds for the CIP.

Quinn Bennion stated he is hearing from the discussion that a sales tax is possible, but not at this time. More information is needed about the 2011 budget.

Charles Clark stated he did not feel the question should move forward without substantial support of the Council and he does not see that support.

Mayor Shaffer stated he felt the Council needed to be aware of the 2011 budget status before taking action. Quinn Bennion responded that is possible, but only following the normal budget timetable, making that information unavailable until late spring.

Dale Beckerman noted that timetable would make inclusion on the November ballot impractical. Mr. Bennion noted the Council would have time to prepare the ballot language for the Election Office by September 1st, but noted there would not be a lot of time for the citizens to organize or a committee.

Adjournment

With no further business to come before the Council Committee of the Whole, Council President Michael Kelly adjourned the meeting at 7:20 p.m.

Mayor Shaffer announced to those present that the City had received a letter from OPUS withdrawing their application for an extension for the submittal of final development plans required for the rezoning of the Meadowbrook Country Club property at 91st & Nall. The Council, therefore, will not be discussing this issue. He noted that representatives from OPUS and the Meadowbrook Country Club would address the Council during public participation, but there would be no discussion by the Council.

Michael Kelly
Council President



PARKS & RECREATION

Parks & Recreation Meeting Date: November 18, 2009

Council Meeting Date: February 1, 2010

Consider approval of the 2010 SuperPass Interlocal Agreement

RECOMMENDATION

Recommend approval of the agreement by and among the City of Prairie Village, Kansas, the City of Merriam, Kansas, the City of Leawood, Kansas, the City of Mission, Kansas, the City of Fairway, Kansas, the City of Roeland Park, Kansas, and Johnson County Parks and Recreation District for use of swimming pool facilities.

BACKGROUND

The 2009 Superpass program was considered a success by all of the partner cities. In 2010 the program is being enhanced by the probable addition of Leawood to the roster of facilities and the allowance of non-residents to become SuperPass members.

Staff voiced concern over the disparity in rates between the cities and the likelihood that someone would seek out the lowest rate and penalize those with higher rates. To prevent non-residents from migrating to the city with the lowest non-resident rates the stipulation was added that a non-resident member of the point-of-purchase city must have been a member of that pool for the prior two consecutive years.

This proposal was presented to the Parks and Recreation Committee on November 18, 2009 and was rejected because of potential overcrowding and the concern non-County residents would be benefiting from our services without being part of the tax base.

This information was shared with the other cities but the vote was 4 - 1 in favor of non-residents. Leawood has also voiced non-residents as being critical to their involvement.

Resident SuperPass rates will remain \$30 family/\$15 individual; non-resident rates are recommended as \$50/\$25. A family will be defined as five individuals with an additional \$5 for all additional members.

FINANCIAL IMPACT

In 2009 the program generated ~\$6,000 for the city.

ATTACHMENTS

Pool usage agreement between the cities of Prairie Village, Merriam, Leawood, Mission, Fairway, Roeland Park, and the Johnson County Parks District.

PREPARED BY

Chris Engel

Assistant to the City Administrator

Date: 1/28/10

**AGREEMENT BY AND AMONG THE CITY OF PRAIRIE VILLAGE FAIRWAY,
KANSAS, THE CITY OF LEAWOOD, KANSAS, , THE CITY OF MERRIAM,
KANSAS, THE CITY OF MISSION, KANSAS, THE CITY OF
FAIRWAY PRAIRIE VILLAGE, KANSAS , THE CITY OF ROELAND PARK,
KANSAS, AND JOHNSON COUNTY, KANSAS PARKS AND RECREATION
DISTRICT FOR USE OF SWIMMING POOL FACILITIES**

This Agreement made and entered into as of the effective date specified herein by and among the City of Fairway, Kansas (“Fairway”), the City of Leawood, Kansas (“Leawood”), the City of Merriam, Kansas (“Merriam”), the City of Mission, Kansas (“Mission”), the City of Prairie Village, Kansas (“Prairie Village”), the City of Roeland Park, Kansas (“Roeland Park”), and Johnson County, Kansas Parks and Recreation District (“Parks District”) as operator of the Roeland Park swimming pool facility.

RECITALS

A. The cities of Fairway, Leawood, Merriam, Mission, Prairie Village and Roeland Park (each a “City” and collectively the “Cities”) and the Parks District as operator of the swimming pool facility for Roeland Park, operate the public outdoor swimming pool facilities (“Pool Facilities”) described on the attached Exhibit A.

B. The Cities desire to enter into this Agreement to allow the residents of each City the option to use all of the Pool Facilities during the ~~2009~~2010 swim season with the purchase of a special pass.

C. K.S.A. § 12-2908 authorizes the parties to enter into this agreement.

NOW, THEREFORE, pursuant to, and in accordance with, the statutory authority invested in the parties to this Agreement, and in consideration of the mutual advantage received by each party, the parties hereto enter into this Agreement upon, and subject to, the following terms and conditions:

I. PURPOSE AND INTENT.

The purpose of this agreement is establish cooperation among the Cities, and the Parks District as operator of the Roeland Park pool facility, by making all of the Pool Facilities available for use by the residents of all the Cities with the purchase of a special pass during the ~~2009~~2010

swim season, which commences approximately May 23, ~~2009~~28, 2010 and ends approximately September 7, ~~2009~~6, 2010.

II. EFFECTIVE DATE AND TERM.

This Agreement shall become effective upon its adoption by each participating jurisdiction and shall remain in full force and effect for a term of one (1) year from the effective date hereof.

III. COOPERATION USE OF POOL FACILITIES.

As part of its program for use of its Pool Facilities during the ~~2009~~2010 swim season, each City shall establish and authorize a category of pool pass entitled "Super Pool Pass" with the following features:

a. The Super Pool Pass will be offered by each City as an additional option to ~~residents only of that City~~Qualified Patrons, defined below, who are purchasing a family or individual season pass to that City's Pool Facilities. As to each City, the term "Qualified Patron" means (a) residents of the City, and (b) non-residents of the City who have purchased a pool membership in the City for the immediately preceding two years.

b. For Qualified Patrons who are residents of a City, the cost of a Super Pool Pass will be \$30 per up to five (5) person family category of seasonal pool pass and \$15, with an additional charge of \$5 for each additional family member, and \$15 per individual category of seasonal pool pass. For Qualified Patrons who are non-residents of a City, the cost of a Super Pool Pass will be \$50 per up to five (5) person family category of seasonal pool pass, with an additional charge of \$5 for each additional family member, and \$25 per individual category of seasonal pool pass.

c. The Super Pool Pass fee will be collected by each City in the same manner as standard seasonal pool passes.

d. The Super Pool Pass will be designated with a high quality, not easily reproducible sticker added to the resident seasonal pass card. The Cities will agree in advance on the form and cost of the sticker. Cities without seasonal pass cards will need to produce a form of season pass card on which to affix the sticker. The cost of the stickers will be funded by the pooled dollars described below.

e. The Super Pool Pass will authorize the holders access to any of the Pool Facilities described on the attached Exhibit A during the ~~2009~~2010 swim season.

f. Each City will keep track of (i) the sales of Super Pool Passes by category, and (ii) the number of times each day a Super Pool Pass is used to enter any of its Pool Facilities and how many individuals are admitted for each use of a family Super Pool Pass; and report these counts by email at the end of June, July, and at the end of the season, to the Assistant to the City Administrator at Prairie Village. Prairie Village will email the tally to all of the Cities promptly upon receipt of the tallies from all Cities.

g. Each City will retain one-half of the Super Pool Pass revenue, and hold the other half (the "Shared Revenue") in suspense until the end of the season.

h. The Shared Revenue will be summed to reach a total of pooled revenue, and used initially to pay for the cost of the stickers. The remaining pooled revenue will then be distributed proportionally to each City based on the Super Pool Pass use count at the City's Pool Facilities divided by the total number of Super Pool Pass use count. The calculation will be used to determine the transfer of funds among Cities based on money collected and due each entity. For example, if at the end of the ~~2009~~2010 swim season Super Pool Passes were used on 500 occasions at all Pool Facilities, and on 100 occasions at the Mission Pool Facilities, then Mission would be credited 1/5th of the pooled revenue. This number will be compared to dollars collected in Mission to determine transfer in or out of funds.

~~i. Only resident seasonal pass holders of each City will be eligible to purchase a Super Pool Pass. Non-resident seasonal pass holders will not be eligible.~~

i. Qualified Patrons who are residents may only purchase Super Pool Passes from the City in which they reside.

IV. POOL SAFETY STANDARDS

Each City agrees to operate and maintain its Pool Facility in compliance with safety standards generally applicable to municipal pool facilities in Kansas, including, but not limited to, the following practices:

a. All Pool Facilities must comply with federal regulations contained in the Virginia Graeme-Baker Act.

b. All Pool Facilities must be municipally owned and either (a) operated by municipal staff or (b) operated by a professional pool management company engaged by the city.

c. All Pool Facilities must meet facility standards in regards to proper placement of guards, number of guards on duty and facility readiness standards as published by the American Red Cross, Ellis and Associates, or Starguard.

d. All lifeguards must receive lifeguard certification from an accredited association.

V. LIABILITY

The purpose of this Agreement is only to set forth the rights and duties of the parties with regard to the cooperative use of Pool Facilities described above. This Agreement does not create any right, benefit, or cause of action for any third party. By executing this Agreement, none of the parties waives, nor shall be deemed hereby to waive, any immunity or defense that would otherwise be available to it against claims arising in the exercise of governmental powers and functions. Each party shall be solely responsible for any loss, damage, injury, or death to a third party (parties) arising out of or related to the acts or omissions of its employees or agents and not those of any other party.

IN WITNESS WHEREOF, the above and foregoing Agreement has been executed by each of the parties hereto on the day and year indicated by each signature.

[signature pages follow]

CITY OF FAIRWAY, KANSAS

By _____
Jerry Wiley, Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF LEAWOOD, KANSAS

By _____
Peggy Dunn, Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF MERRIAM, KANSAS

By _____
Ken Sissom, Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF MISSION, KANSAS

By _____
Laura McConwell, Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF PRAIRE VILLAGE, KANSAS

By _____
Ronald L. Shaffer, Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF ROELAND PARK, KANSAS

By _____
Adrienne Foster, Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

JOHNSON COUNTY PARKS AND
RECREATION DISTRICT

By _____
Printed Name:
Board Chair

Attest:

Secretary

Approved as to Form:

District Legal Counsel

Exhibit A

CITY	OUTDOOR POOL FACILITIES
Fairway	
Leawood	
Merriam	
Mission	
Prairie Village	
Roeland Park/Parks and Recreation District	



PARKS & RECREATION

Parks & Recreation Meeting Date: January 13, 2010

Council Meeting Date: February 1, 2010

Consider closing the Municipal Pool complex Monday through Thursday after the Shawnee Mission Schools start the fall semester.

RECOMMENDATION

Recommend closing the Municipal Pool complex Monday through Thursday after the Shawnee Mission Schools start the fall semester.

BACKGROUND

Excerpt of Park and Recreation minutes (1/13/10):

Chris reported that the pool loses a large amount of money when operating at abbreviated hours after school starts in August. Concessions are often empty, there is little gate revenue and there are often more guards than patrons. The majority of the neighboring cities have closed during the week after school starts as a cost saving measure and it is tough to staff those days. In terms of just wages, the general fund subsidizes between 80% and 90% during these periods. Due to all of these factors staff recommended considering closing on Monday through Thursday after schools starts. Chris pointed out that closing the pool during the week would not be a popular decision with everyone, especially the lap swimmers who already think the pool is not open enough. However, the Committee agreed that there was a problem during this period of operations, both financially and in terms of staffing, and closing the pool during the week made sense. **AJ LoScalzo moved to close the pool on Monday through Thursday after school starts in August. Diane Mares seconded and the motion carried with Joe Nolke the lone 'no' vote.** Joe said he attends the pool during the week as do other families and closing the pool will affect them also.

Guards would remain on call and the pool open in the event of a heat wave.

FINANCIAL IMPACT

The pool perennially experiences a huge increase in the amount of money it loses after school starts. The graph below illustrates only pool wage data after school starts and does not include public works wages, utilities or material cost used during these periods.

	Pool Wages	Combined Revenues	Cost Recovery
2009	\$ 8,224.53	\$ 785.22	10%
2008	\$ 8,018.10	\$ 1,623.42	20%

PREPARED BY

Chris Engel

Assistant to the City Administrator

Date: 1/28/10

MAYOR'S ANNOUNCEMENTS
February 1, 2010

Committee meetings scheduled for the next two weeks include:

Planning Commission	02/02/2010	7:00 p.m.
Legislative Breakfast & Council Work Session	02/06/2010	8:30 a.m.
Sister City Committee	02/08/2010	7:00 p.m.
Communications Committee	02/09/2010	5:30 p.m.
Parks & Recreation Committee	02/10/2010	7:00 p.m.
Council Committee of the Whole (Tuesday)	02/16/2010	6:00 p.m.
City Council (Tuesday)	02/16/2010	7:30 p.m.

=====

The Prairie Village Arts Council is pleased to announce a mixed media exhibit by Shawnee Mission Art Students during the month of February. The reception will be held on February 12th from 6:30 - 7:30 p.m.

The City offices will be closed on Monday, February 15, 2010 in observance of the President's Day holiday. Deffenbaugh **does not** observe this holiday and trash pick-up will be as usual.

The annual large item pick-up is scheduled for April 24th.

The City Clerk's office has a new style of ceramic coffee mug for sale. They are \$5.00 each.

The 50th Anniversary books, Prairie Village Our Story, are being sold to the public.

INFORMATIONAL ITEMS
February 1, 2010

1. Communications Committee Minutes - January 12, 2010
2. Thank you card from Bob Pryzby
3. Mark Your Calendars
4. Committee Agenda

COMMUNICATIONS COMMITTEE
January 12, 2010
MINUTES

The Communications Committee met at 5:30 pm in the Multi-Purpose Room. Members present: Chairman Michael Kelly, Vice-Chairman Andrew Wang, John Wilinski, Heather Schrotberger, Christine Adams and Dirk Wright. Also present: Quinn Bennion, Dennis Enslinger and Jeanne Koontz.

Approve Minutes

John Wilinski moved approval of the December 15, 2009 Minutes. Heather Schrotberger seconded the motion which passed unanimously.

Volunteer Photographer Update

Jeanne Koontz gave an update on the Volunteer Photographer position. Quinn Bennion and Jeanne Koontz interviewed two candidates for the position. Both are willing to work together to take photos of the City and at events. They will be paid a small stipend for expenses and will be given an ID Badge to identify they are with the City.

Village Voice

No new information was discussed. Dirk Wright said he is very pleased with it.

Website Discussion - MMG Worldwide

Jeff Huggins and Jessica Wilson with MMG Worldwide were present to discuss the new website. Jeff Huggins said they will be starting from ground zero and want to build an expandable site.

The committee discussed ideas for the new website.

- Searchable site
- Attract people to PV
- Blogs
- Interactive maps
- Residents can provide content such as pictures and video to the site
- Pay tickets online
- Make it easy to live in PV
- Customized user experience
- Podcasts
- Homes Association information
- Horizontal navigation with pull down menu
- Visual appeal of destination website
- Attract future residents
- Provide MLS listings

Jeff Huggins requested descriptive words for the website.

- Livability
- Oasis of green in the urban core
- Unique
- Accessibility to KC metro
- New urbanism
- Planned community
- Quality public education

- Family oriented

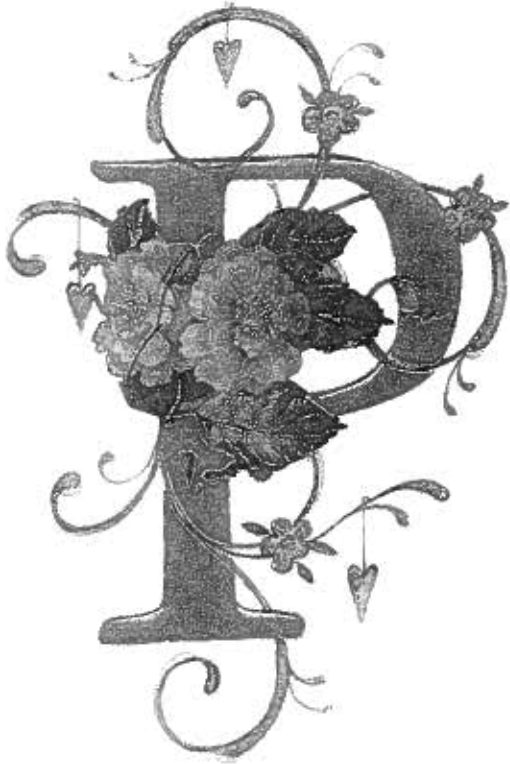
Jeff Huggins requested ideas for images for the website.

- Green space
- Features in the parks - Skate Park
- Neighborhood scenes
- Shopping centers
- PV Art Fair
- Pedestrian friendly
- Cycling clubs

Michael Kelly requested MMG Worldwide present their findings at the next meeting on February 9, 2010.

The meeting adjourned at 6:45 pm.

Michael Kelly
Chairman



MAYOR SHAFFER & ALL COUNCIL MEMBERS,

THANK YOU FOR A TREMENDOUS PARTY! SEVERAL PERSONS HAVE TOLD ME THAT THIS WAS THE BEST RETIREMENT PARTY THAT THEY HAVE ATTENDED.

THANK YOU THE GIRLS - PV SUE,
AND GIFT CARD AND KEY TO THE CITY AND THE PROCLAMATION.

MY DAYS NOW CONSIST OF SIX SATURDAYS AND ONE SUNDAY. I AM ENJOYING IT!

THANKS AGAIN

ROB

**Council Members
Mark Your Calendars
February 1, 2010**

February 2010	Student mixed media Art Show in the R. G. Endres Gallery
February 6	Legislative Breakfast / Council Work Session 8:30 a.m. - 4:00 p.m.
February 12	Artist reception in the R. G. Endres Gallery 6:30 - 7:30
February 15	City offices closed in observance of Presidents' Day holiday
February 16(Tues.)	City Council Meeting
March 2010	Lynne Hodgman mixed media exhibit in the R. G. Endres Gallery
March 1	City Council Meeting
March 12	Artist reception in the R. G. Endres Gallery 6:30 - 7:30
March 15	City Council Meeting
April 2010	Dolyna Art Exhibit in the R. G. Endres Gallery
April 5	City Council Meeting
April 9	Artist reception in the R. G. Endres Gallery 6:30 - 7:30
April 19	City Council Meeting
May 2010	Rod Atteberry and Otto Miller mixed media exhibit in the R. G. Endres Gallery
May 3	City Council Meeting
May 14	Artist reception in the R. G. Endres Gallery 6:30 - 7:30
May 17	City Council Meeting
May 31	City offices closed in observance of the Memorial Day holiday
June 2010	Marearl Denning photography exhibit in the R. G. Endres Gallery
June 7	City Council Meeting
June 11	Artist reception in the R. G. Endres Gallery 6:30 - 7:30
June 21	City Council Meeting
July 2010	Ric Cummings photography exhibit in the R. G. Endres Gallery
July 4	VillageFest
July 5	City offices closed in observance of the Independence Day holiday
July 6 (Tuesday)	City Council Meeting
July 9	Artist reception in the R. G. Endres Gallery 6:30 - 7:30
July 19	City Council Meeting
August 2010	Senior Arts Council mixed media exhibit in the R. G. Endres Gallery
August 2	City Council Meeting
August 13	Artist reception in the R. G. Endres Gallery 6:30 - 7:30
August 16	City Council Meeting
September 2010	Joan Gerding oils exhibit in the R. G. Endres Gallery
September 6	City offices closed in observance of the Labor Day holiday
September 7(Tues.)	City Council Meeting
September 10	Artist reception in the R. G. Endres Gallery 6:30 - 7:30
September 20	City Council Meeting

October 2010	State of the Arts exhibit in the R. G. Endres Gallery
October 4	City Council Meeting
October 8	Artist reception in the R. G. Endres Gallery 6 - 8 p.m.
October 18	City Council Meeting
November 2010	Mid-America Pastel Societ pastels exhibit in the R. G. Endres Gallery
November 1	City Council Meeting
November 12	Artist reception in the R. G. Endres Gallery 6:00 - 8:00
November 15	City Council Meeting
November 25	City offices closed in observance of the Thanksgiving holiday
November 26	City offices closed in observance of the Thanksgiving holiday
December 2010	Marcus Cain mixed meda exhibit in the R. G. Endres Gallery
December 6	City Council Meeting
December 10	Artist reception in the R. G. Endres Gallery 6:30 - 7:30
December 20	City Council Meeting
December 24	City offices closed in observance of the Christmas holiday

ANIMAL CONTROL COMMITTEE

AC96-04 Consider ban the dogs from parks ordinance (assigned 7/15/96)

COMMUNICATIONS COMMITTEE

COM2008-01 Consider upgrade to City's Website (assigned 10/8/2007)

COUNCIL COMMITTEE

- COU2007-02 Consider Reducing size of Council & term limits for elected officials (assigned 1/8/2007)
- COU2007-35 Consider reactivation of Project 190709: 83rd Street/Delmar Drainage Improvements
- COU2007-40 Consider Code Enforcement - Interior Inspections (assigned 5/2/2007)
- COU2007-74 Consider reactivation of Prairie Village Development Corporation (assigned 12/3/2007)
- COU2008-21 Consider Project 190865:2009 CARS - Roe Avenue Resurfacing from Somerset Drive to 83rd Street (assigned 2/26/2008)
- COU2008-22 Consider Project 190890: 2009 Street Resurfacing Program (assigned 2/26/2008)
- COU2008-67 Consider sidewalk policy relative to sidewalks (8200 Rosewood) (assigned 8/13/2008)
- COU2008-75 Consider approval of a modification to Personnel Policy 910 regarding "comp time" (assigned 10/1/2008)
- COU2008-100 Consider approval of ordinance affirming City Boundaries (assigned 12/10/2008)
- COU2009-03 Consider Project 191023: 2009 Concrete Repair Program (assigned 12/23/2008)
- COU2009-14 Consider Project 190870: 2010 Street Resurfacing Program (assigned 1/13/2009)
- COU2009-15 Consider Project 190721: 2009 Storm Drainage Repair Program (assigned 1/13/2009)
- COU2009-16 Consider Project 190876: 2010 CARS, 83rd Street Resurfacing from Nall Avenue to Roe Avenue (assigned 1/13/2009)
- COU2009-17 Consider Project 190877: 2009 CARS, 83rd Street Resurfacing: Roe Avenue to Somerset Drive (assigned 1/13/2009)
- COU2009-26 Consider Project 190722: 2010 Storm Drainage Repair Program (assigned 2/6/2009)
- COU2009-63 Consider Project 190866 - 75th Street Paving (assigned 6/10/2009)
- COU2009-97 Consider Project 190653 El Monte Fountain Improvements (assigned 10/12/2009)
- COU2009-98 Consider Project 190656 Community Center Study (assigned 10/12/2009)
- COU2009-100 Consider Project 190728: Prairie Lane Drainage Project (assigned 10/14/2009)
- COU2009-111 Consider Project 190653: El Monte Fountain Construction Change Order #1 (assigned 12/1/2009)
- COU2009-114 Consider Approval of Council Policy 065 - Employee Service Awards (assigned 12/1/2009)
- COU2009-123 Consider Project 190728: Prairie Lane Drainage Project - Engineering Change Order #1 (assigned 12/16/2009)
- COU2009-124 Consider Construction Administration Agreement for Project 2010 Bond with Transystems (assigned 12/16/2009)
- COU2009-125 Consider Construction Agreement with O'Donnell & Sons for Project 2010 Bond (assigned 12/16/2009)
- COU2009-126 Consider Approval of a Resolution of Support and Commitment for Joint Membership in KCADC with the NE Johnson County Chamber and other NE cities (assigned 12/16/2009)
- COU2010-02 Consider approval of Memorandum of Understanding with Johnson County and other cities in support of public transportation (assigned 12/30/2009)
- COU2010-03 Consider possible special sales tax vote and schedule for parks and recreation funding (assigned 12/30/2009)
- COU2010-04 Discussion regarding Public Works Director Selection process (assigned 1/13/2010)
- COU2010-05 Consider Interlocal Agreement with Johnson County and the City of Mission Hills for Project 190892: Mission Road, 63rd Street to 66th Street and approve project funding in the amount of \$84,500.00 (1/26/2010)

PARKS AND RECREATION COMMITTEE

PK97-26 Consider Gazebo for Franklin Park (assigned 12/1/97)

PLANNING COMMISSION

- PC2007-01 Study City zoning regulations to address those items identified by the Village Vision Strategic Investment Plan in 2007 (assigned 8/20/2007)
- PC2008-02 Consider development of ordinances to support best practices for renewable energy and for green design related to residential and commercial building design (assigned 7/7/08)

PRAIRIE VILLAGE ARTS COUNCIL

PVAC2000-01 Consider a brochure to promote permanent local art and history (assigned Strategic Plan for the 1st Quarter of 2001)