

**NEIGHBORHOOD AND COMMUNITY DEVELOPMENT
STANDING COMMITTEE MINUTES
Monday, March 27, 2017**

The meeting of the Neighborhood and Community Development Standing Committee was held on Monday, March 27, 2017, at 5:03 p.m., in the 5th Floor Conference Room of the Municipal Office Building. The following members were present: Commissioner McKiernan, Acting Chairman; Commissioners Bynum (present on behalf of Commissioner Walker), Walters, Murguia, and Townsend. Commissioner Walker was absent. The following officials were also in attendance: Gordon Criswell, Assistant County Administrator; Patrick Waters, Senior Attorney; Chris Slaughter, Land Bank Manager; Charles Brockman, Management Analyst, Economic Development; Kathleen VonAchen, Chief Financial Officer; Brandon Grover, Asset Management Coordinator, Public Works; Zach Flanders, Planner, Urban Planning; John Hornbeck, 20/20/20 Movement Coordinator, Health Department; Wesley McKain, Healthy Communities Wyandotte Coordinator; and Officer Doug Bailey, Sergeant-At-Arms.

Acting Chairman McKiernan called the meeting to order. Roll call was taken and members were present as shown above.

Approval of standing committee minutes from December 12, 2016, and January 9, 2017 meetings. **On motion of Commissioner Murguia, seconded by Commissioner Walters, the minutes were approved.** Motion carried unanimously.

Committee Agenda:

Item No. 1 – 171011...UPDATE: SIDEWALK AND TRAILS MASTER PLAN

Synopsis: Update on the implementation of the 2012 Sidewalk and Trails Master Plan, submitted by Melissa Mundt, Assistant County Administrator.

Brandon Grover, Asset Management Coordinator, Public Works, said tonight we just wanted to bring your attention to some of the work that Public Works and Planning have been working toward with the Sidewalk and Trails Master Plan that was done in 2012. Here with us

we've got Zach Flanders from Planning, John Hornbeck from the 20/20/20 Movement, and Wesley McKain from our Health Department. Each person is going to talk a little bit about the different piece they've played and the roll of moving this progression forward.



Right now, I'm going to turn it over to Zach. He's going to give a little information on the background of the Sidewalk and Trails Master Plan, and also how it feeds in with our SOAR incentive and all that kind of information.

Background



• Adopted in 2012 to address concerns with sidewalks and trails:

- Our community is lacking sidewalks in many areas.
- Our off-street trail network is less developed than many of our neighboring jurisdictions.
- Federal consent decree for ADA improvements.

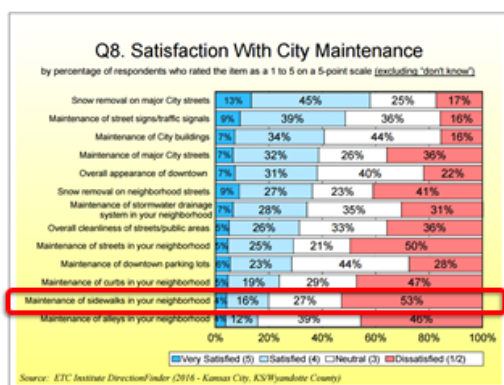
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Zach Flanders, Planning, said this was a plan that was adopted back in 2012. It was really created because in our community we have a lot of areas that are lacking sidewalks, largely because there were no requirements to put in sidewalks when a lot of the neighborhoods were built in our community.

It also looked at off-street trails. We, at the time, lagged some of our peer jurisdictions so we wanted to get a plan on the books that looked at off-street trails. Of course, there's also a federal consent decree for ADA improvements.

The main aspects of this plan were to —we did an inventory of every block of sidewalk in the entire city. We're able to identify where are those gaps, prioritize the gaps, and then look at a trail system that made sense from a countywide perspective. Some of the high priority trail connections were in pretty considerable detail and actually have been implemented. There are other ones that we'll talk about in a bit that were more of a conceptual line on the map. We want to take that to the next level and identify where those trails will actually go.

Community Survey and SOAR



First, back up and talk about the Citizens' Survey and our SOAR goals.

Sidewalks are important to citizens. Right now, there's a fairly low level of satisfaction with our sidewalks in our community.

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It also relates to SOAR goals in that sidewalks relate directly to appearance and safety and overall quality of life in our community.

Community Survey and SOAR



To go into a little bit more detail, ETC, with the report that accompanied the survey, identified sidewalks as an area for improvement because it has both a high importance rating in the survey and also a lower satisfaction. It's in this quadrant here, maintenance of sidewalks.

Of course, sidewalks are the responsibility of the property owners, but this is the closest thing we had in the survey to asking about sidewalks in general. We thought that was a good indication that sidewalks are both important and something that people want to see improvement in.

Benefits of Sidewalks and Trails



Appearance Benefits

Sidewalks and trails increase the appearance of neighborhoods and promote community pride.



Safety Benefits

Sidewalks and trails increase safety by separating pedestrians from vehicular traffic and by increasing the number of 'eyes on the street.'



Health Benefits

Sidewalks and trails enable the healthy activity of walking both for transportation and recreation.



Economic Benefits

Sidewalks and trails improve real estate values; homebuyers are willing to pay more for homes in walkable neighborhoods.

There are benefits to sidewalks beyond just the obvious. They also add to the appearance of communities and promote community pride. When you have curbs and sidewalks, it makes a big difference. There are health benefits that people can go outside and walk. When they walk to their destination or grocery store, they incorporate that healthy activity into their daily lives.

There are safety benefits to having a sidewalk. You're separating pedestrians from vehicular traffic. Also, if you have people out walking in the community, you have more eyes on the street.

Then there's economic benefits. We'll be talking a little bit about the cost of retrofitting sidewalks in the neighborhood. It's important to think about this as also not just the cost, but an investment. Eventually, it'll pay off when you put in sidewalks because people are wanting to pay more for homes in neighborhoods that have that walkable character.

I'll hand it off to Brandon to talk about some of the progress and what we have done since the 2012 Plan was adopted.

Progress



- Complete Street Policy and Trail Connectivity Requirement
- Safe Routes to Schools
- ADA ramps and street resurfacing
- CBDG funds for sidewalks
- State Avenue sidewalks
- Leavenworth Road sidewalks
- Mission Road & 42nd Avenue sidewalks
- 10th/12th Street Bike Lanes
- Central Avenue reconstruction with sharrows
- Kaw Connector and Levee Trails
- 20/20/20 Movement
- Infrastructure Action Team
- Grassroots Trail Building
- Sidewalk Incentive Program
- Reprioritizing existing resources to sidewalks and curbs

Mr. Grover said as most everybody knows, we've adopted a complete street policy as well as trail connectivity requirements when it comes to improvements to our current infrastructure. We've also made a big push over the last several years for our Safe Routes to School Program, which I think almost all of the commissioners here have been engaged in in different facets, which provide better pathways for our walking youth to get to elementary schools currently. We'll be expanding that program moving forward.

That's also a huge initiative with SOAR. We've engaged the Walking School Bus Program at each elementary school to identify places that need a little bit more improvement and then they think they could get more walkers involved if you remove a blighted house, or move some debris or trees. That kind of input is part of the community outreach we've been getting as well.

The CDBG funds, the Block Grant funds have allowed us to close several smaller gaps in sidewalks. We're working on one in the Stony Point North neighborhood now, the last little section to connect that neighborhood all the way up to State. The walking trail and multi-use trail along State Avenue, mainly in the western portion, taking you pretty much all the way out to the Schlitterbahn area. We're looking to continue that pathway along several different corridors.

Leavenworth Road improvements with the new MARC grant that we're getting ready to go into next year for the first phase of Leavenworth Road, which is 38th to 63rd. Then the newest one that we got approved will be 63rd all the way out to 78th.

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Mission Road and 42nd, 10th and 12th Street bike lanes, Central Avenue couldn't get true designated bike lanes or real pathways that we wanted, but we went with sharrows. The Kaw Point Park Connector trail and the Levee trail system, we're working on.

The 20/20/20 Movement, which is something we'll pass off to John here in a little bit. It has a lot to do with community involvement and figuring out the best use of our money to get the citizens what they really want to see and come up with some real plan and policy for how to move forward with developing our programs. Wesley has brought in the Infrastructure Action Team who's been a big part of that, so he'll discuss that a little bit.

Some of the grassroots trail building, getting the public involved with everything. Also, the Sidewalk Incentive Program, it's more commonly known as the 50/50 Program. I'm sure everybody's heard that. We're looking to expand that a little bit and come up with a little bit better policy of how to manage that and make that more appealing to people.

Next Steps



1. Annual Sidewalk Network Gap Improvements Fund in CMIP
2. Detailed planning for future off-street trail network identified in Sidewalk and Trail Master Plan

Like I said, the next steps are kind of what we're here to talk about.

The first one will be the Annual Sidewalk Network Gap Improvement Fund. This year Planning has put in a request to the CMIP, which you'll be seeing when those books come out. I'll let Zach talk about that a little more. I'll go into our detailed planning for the off-street master plans.

Next Steps

1. ANNUAL SIDEWALK NETWORK GAP IMPROVEMENTS



Sidewalk Network Actions and Policies	Time Frame	Responsible Entities			
		Unified Government	Active Partners		
			Private Developers/ Property Owners	Business Community	Residents
1. Use the GIS Sidewalk Inventory and update as necessary to monitor progress toward creating a connected sidewalk network to priority pedestrian destinations including schools, parks, transit lines, and other community resources.	Ongoing	■	■	■	■
2. Consider providing dedicated funding in the annual capital improvements budget to fund Priority 1 and 2 Sidewalk Gap improvements identified in Chapter 6. These funds would supplement other sources such as Safe Routes to Schools. One strategy could be to modify the Sidewalk Incentive Program to increase the Unified Government share for Priority 1 improvements.	Long-Term	■	■	■	■
3. Proactively work with local school districts to leverage this Plan to secure funding and resources through Safe Routes to Schools and other programs to address Priority 1 connections between schools and adjacent neighborhoods.	Short-Term	■	■	■	■
4. Consider updating the existing street standards to require		■			

Mr. Flanders said this request for funding in the CMIP, this really comes out of the implementation plan that's in the Sidewalks and Trails Master Plan. It's one of the highest ranking items that there be a funding mechanism to fund what the Plan identified as Priority 1 and Priority 2 sidewalk gaps. That's where this idea is coming from.

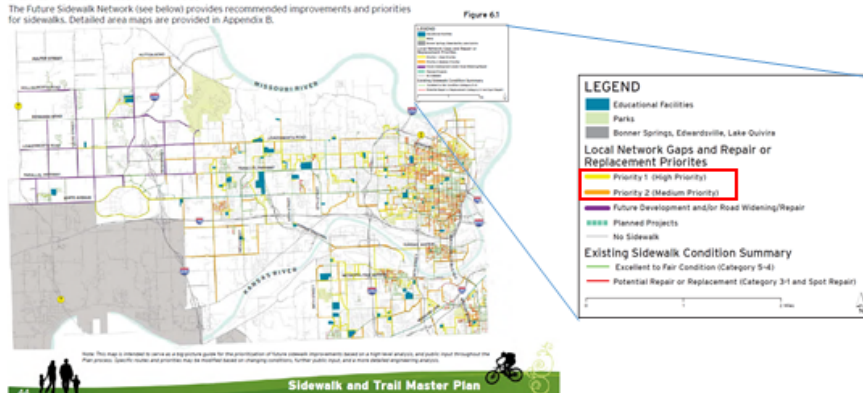
Next Steps

1. ANNUAL SIDEWALK NETWORK GAP IMPROVEMENTS



Future Sidewalk Network

The Future Sidewalk Network (see below) provides recommended improvements and priorities for sidewalks. Detailed area maps are provided in Appendix B.

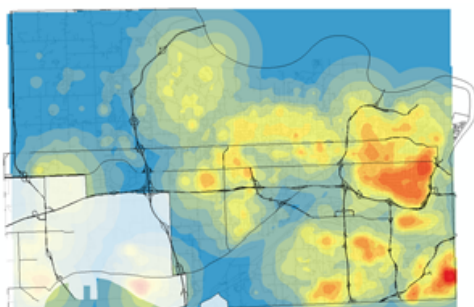


This is in the Plan where they've identified Priority 1 and Priority 2 gaps in the sidewalk network. There are more gaps than we could feasibly fund with at least this funding request. We've taken an approach to identify which ones to prioritize out of the Priority 1 and Priority 2.

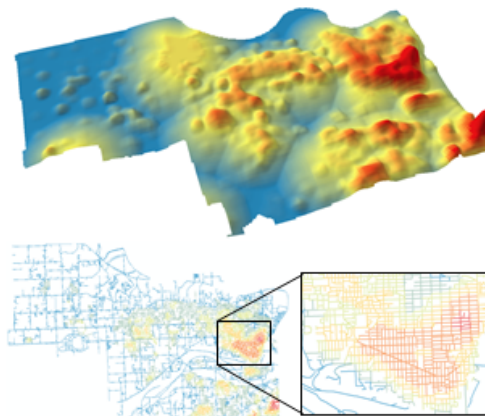
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Next Steps

1. ANNUAL SIDEWALK NETWORK GAP IMPROVEMENTS



This pedestrian demand model uses the results of the public survey that was completed during the Sidewalk and Master Plan, population and employment density, and distance from parks, retail, grocery stores, and other destinations.



To do that, we've started with — the Plan did a survey of where people would be likely to walk to. That includes things like parks, schools, grocery stores, retail, health clinics and other destinations. We've taken that and built a model that includes those items and also population density and employment density. That is what was going into this heat map that you see here where the redder areas are the areas where there's more likely to be people walking on the sidewalk because there are either a high population density, high employment density, or lots of things that people want to walk to.

You can see this visualized in 3-D over here where you see the red kind of peaks or where there would be high usage of those sidewalk investments. Then we went and took our data from the 2012 Master Plan where we had every single sidewalk blocked in our Mapping program and then applied a score on how likely it is that people would be walking on that segment and did that for the entire city.

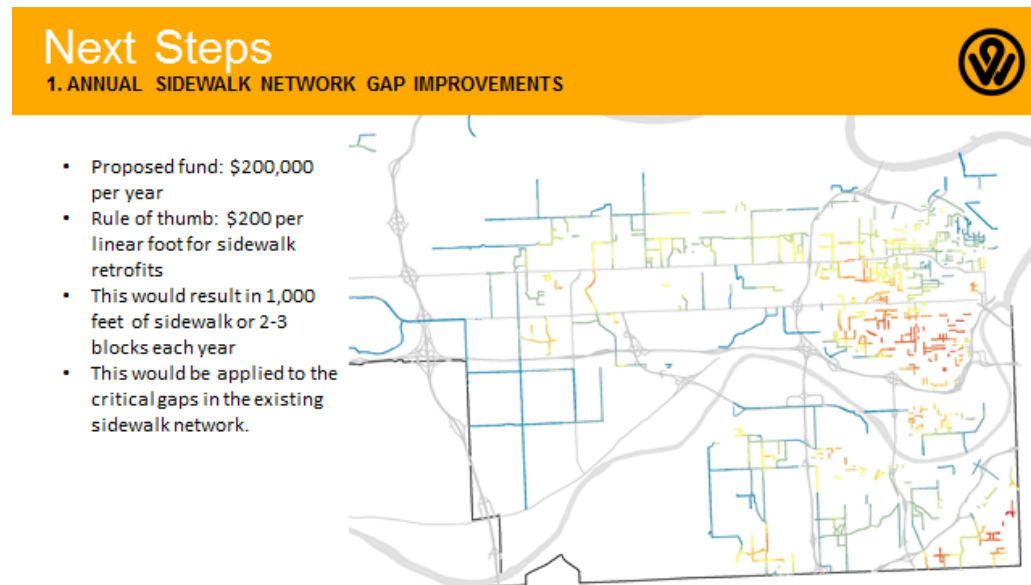
I should say this is an initial look. We included, for example, population density but there might be other things that we want to consider, or how to rank parks versus a grocery store, doing some more research into that. We included population density but we could also include things like the Census keeps track of how many household don't have a car, or zero car households. That could go into it. There's a lot of factors that could go into this. We wanted to give you an idea of how we're approaching this and an initial look of how this could work.

This starts to get a little abstract here, but we took just the Priority 1 and Priority 2 sidewalk gaps that were identified in the Plan, and then showed that with the demand of how

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likely it is that people would use that sidewalk. This is how we would start to look at which sidewalks, which connections make sense to fund out of this annual sidewalk gap CMIP request.

This would really be the starting point. We would also be likely looking at factors like building off of other projects like if there's a Safe Route to Schools project, maybe we can coordinate that feasibility cost. There's a lot of factors that would go into choosing which sidewalk segments get built out of this.

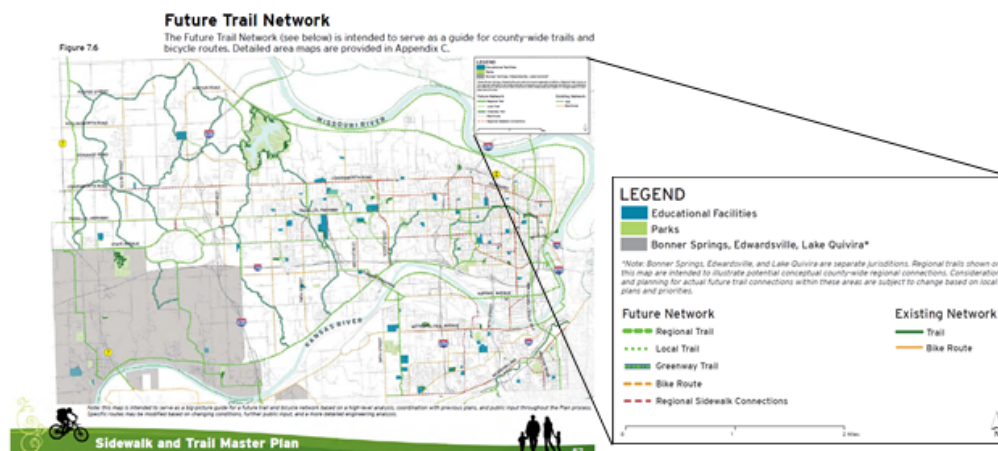


The proposed ask is \$200,000 per year, at least initially. A rule of thumb is that when you're retrofitting a sidewalk into an existing neighborhood, it costs about \$200 per linear foot. The reason for that is that it takes a lot of design. You run into things like there's utility boxes, and there's a retaining wall, and maybe some trees. It's difficult to work around all this existing features, that's why it gets so expensive.

This would result in about 1,000 square feet of sidewalks per year being built, or 2 to 3 blocks each year, which is not a lot, but 2 to 3 blocks of the most highly walkable areas in our city would make a difference. That's what we would be looking at, find that to the critical gaps in the existing sidewalk number. You've got to start somewhere.

Next Steps

2. PLANNING FOR OFF-STREET TRAILS



Mr. Grover said the next thing we wanted to touch on is how we're looking for meeting the off-street, or off-transportation type routes that have been identified by the public.

In a lot of our neighboring cities, we see a lot of that kind of look going into a development where if you're building a new subdivision or something like that along a stream or something, there's a setback where there's an easement or right-of-way that the city owns that can go in and do this. Unfortunately, a lot of our areas that have been developed, we didn't have that kind of policy in place. To go through and do that now would either take some kind of buying the right-of-way, buying an easement, or getting it gifted to us. We're looking at the different possible routes that have been presented to us, trying to come up with the most economical way to get some of these pieces in.

Like we said with the whole State Avenue corridor and that larger sidewalk, we're looking to do those in other areas as well. That way we can do shorter gaps of off-street type trails to try to connect to those transportation routes. We're looking for the mechanisms to do that and looking at potential policy for future developments out west or revitalization projects that go on more towards to the I-635 loop and the inner core.



Those are just a couple of things that we're looking at. That's mainly the reason we came before you tonight was for a little bit of guidance. We've engaged all you commissioners on several different levels about sidewalks and trails. We just wanted to re-engage you again just to get you thinking about the idea of improvements to sidewalks and improvements to trails so you can let us know if the direction we've kind of outlined here kind of goes in the direction you see us going, or if you would like us to look at it a little differently. We don't need a vote or anything on it, but any discussion or any comments you all might have was greatly beneficial to us.

Commissioner Murguia said I have a lot of comments. I've been on the Commission now, this is my third term. If you look at the first mailer I sent out when I ran for office, it was all around curbs and sidewalks before anybody ever talked about curbs and sidewalks up here. So, it's near and dear to my heart.

We've done a lot of improvements in District 3 in very creative ways to begin to kind of whittle away at that infrastructure. I'm just going to give you my input. Obviously, it'll be up to the vote of the entire Commission, but I think I have a lot of experience at this.

Currently the organization, my full time job is I run a charity. What my organization does is we take advantage of the 50/50 Program. We raise privately 50% of the money because if you look at the median income in my district, there are areas where the people that need the curbs and sidewalks the most couldn't afford their 50%. Our organization raises that 50% and then we match that with what the Unified Government has available to be matched.

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One of the problems with that, it's a great program, I love it. One of the problems with that is that in the past, not this current commission, but in the past, I know that there are commissioners that felt like District 3 was the only district taking advantage of that fund. Well, that was because I was the only commissioner raising the money to match the money. The program is currently set up that you have to match the money.

These are just my comments. The first thing is that \$200,000 is not even anywhere close to enough money to ask the commission to even begin to whittle away at the curbs and sidewalk deterioration in this city. I'll just give you one little example. I can't speak for the other commissioners, but I know I can speak for McKiernan on this.

The first project I did was east Argentine. If you parcel that out, the median income in east Argentine at the time was \$14,000 per year. Clearly, there's no extra money. Those people are barely able to buy groceries, pay their utility bill, cover all their expenses, and buy shoes for their kids. There was no way they were going to come up with that. The organization I run went out to raise money for that.

The Unified Government matched that money. We raised \$150,000. The Unified Government matched it with the entire budget because no one else was bringing forward matching money. That gave us \$300,000.

Through the generosity of many concrete contractors, labor union organizations, we were able to lay \$1M worth of infrastructure in east Argentine and completely change the overall landscaping of that neighborhood. If you're looking at that from a taxpayer perspective in Wyandotte County, for every one tax dollar that we used, I brought to the table 10 extra dollars that were not from Wyandotte County. It was a great 10 to 1 leverage.

I still use that program. Now, not every commissioner runs a charity that raises money, so I recognize that there are some advantages to that for me that there aren't for others. I think what might be helpful, and might be better for us as a whole team across the whole county, is that if \$200,000 per district was allocated in the budget for each commissioner to go out and find either a business partner or a community partner or whatever to try to leverage those dollars so that each district has their own curbs and sidewalks budget.

I'll also tell you, all this data you provided for us, there's a lot of hard work that went into this. I really appreciate it. I think this is fantastic. I will tell you, though, not necessarily, I don't

know how to say this. Any new curb and sidewalk that gets put in to improve a community is great, but there are blocks that have greater foot traffic than other blocks. I would like to see more community involvement in the decision of the blocks that get redone.

I can tell you in my district in particular, I believe that there was politics that drove a substantial sidewalk improvement on a sidewalk that's not nearly as utilized as other areas of my district. It's still not a bad thing. It's just that I think there are areas.

For example, KU Med and KU Hospital in Rosedale, all of those sidewalks around Fisher and Adams and all those areas over there, I can't even think of all the other names of the streets, that lie closest to KU. The sidewalks are in deplorable condition and yet there are hundreds of thousands of students and workers. Remember, KU is our number one employer in Kansas. I think the Mayor, I just was at a speech with him the other day, and I think he said it has 12,000 employees. They're the largest employer of Wyandotte County residents.

Those blocks closest in proximity to that business should be the area of focus in my opinion because they're the area that are used the most, not to —for those of you listening living in my district that live further away, it's not to say that those blocks aren't important also. I'm just saying if you're going to meet the greatest need for the greatest number of people, the best strategy is to focus in those areas where there's the largest amount of foot traffic.

I also recognize that a place like KU Med and KU Hospital employ a number of people that don't live in our county. What we're trying to do is recruit people, especially people of higher income levels, to move to our community to create a mixed-income community. Research has definitely said over and over again that mixed-income communities are the most sustainable over time.

People that come to our community to work at KU Med and KU Hospital and walk on what they have to walk on currently, that does not leave a good impression of our county. Hopefully you got all that down. It's on tape so you can replay it if you didn't get it.

I know a lot about curbs and sidewalks. It's definitely my passion through and through, especially since I have such a large number of low income people. For low-income people, curb and sidewalk is a mode of transportation. They use it to get places. A large number of people that are low income have disabilities. If the sidewalk's uneven, or isn't laid right or broken up, it

makes it difficult with walkers. I have a lot of single mothers in my community that don't have cars. They have to push strollers.

My last thing that I'll say because this is my deal, as you can tell — in east Argentine, I'll tell you this story. In east Argentine what was on the sidewalk was brick. I know that brick was over one hundred years old that we replaced because years ago when they put brick sidewalks in they dated them. The date on the brick, which I have a copy of to verify if any of you want to doubt me, is 1901.

The other thing they used to do is they used to print laws on brick when they laid it for street or sidewalk. I have one of the bricks that says "Don't spit on the sidewalk" because it used to be a violation of the law to spit on the sidewalk. That's how old the infrastructure is in this neighborhood. I just want to link it to one thing.

Every administrator and every commissioner, there is always one thing we always agree on emphatically. The only way Wyandotte County is going to be better than we are is if we grow our community. The only way we're going to grow our community is through more rooftops, residential and commercial, in this community. People that are building residences, building commercial developments, and bringing business are not going to bring businesses to communities where the community infrastructure is terrible. It leaves the impression that if the county doesn't care about the condition of their house, their county, then why would they care.

So, it's a first impression. You go for a job interview, do you wear the clothes that you wear to garden or do you put on a suit and a tie and you try to put your best foot forward? Right now our curb and sidewalk, in particular, not that there isn't issues out west, but I would just say in particular east of I-635 are horrible.

Those are my comments. You did a great job. Hopefully you didn't take that as this was a bad presentation. I just wanted to make sure that if we're going to do a curb and sidewalk initiative that it's actually meaningful and has an impact.

Mr. Grover said we definitely agree that the \$200,000 is definitely a starting point. It's by no means anywhere close to what it would take to do this the proper way. **Commissioner Murguia** said then don't start there. I hate programs that, it's ridiculous because then all the public says, see, that's a failure, when really what you put forward is a great idea, but don't underfund yourself because somebody told you we don't have any money.

We do have money. We'll have to not spend money somewhere else, but don't underfund yourself and set yourself up to fail. I would say \$200,000 per district is what I would say should happen. **Mr. Grover** said thank you for that.

Acting Chairman McKiernan said I could just say what she said, but I'll embellish just a little bit because I really have a lot of the same thoughts. John, I've talked with you and some others about this.

I agree, \$200,000, I was really shocked when we had our CNIP program and I put \$200,000 worth of sidewalks down by an elementary and a middle school. If I could stand at one end of it and see where it ended up the street, it's like oh my goodness gracious.

We happened to improve that one sidewalk, and it was for parents and kids walking to school, but we couldn't improve all the other sidewalks around that. I agree that it's going to take a lot bigger initiative.

I know that historically it's been the homeowner's responsibility. The developer puts it in and then after that, homeowner, it's your responsibility. I know the City of New York puts on their website if your sidewalk is broken, we're going to come fix it and send you the bill. I would hope that we can get new sidewalks without having to resort to that because I run into the very same problem that Commissioner Murguia's running into. The citizens in many cases don't have the citizen 50. We're looking at creative ways to crowd fund or otherwise get that money so we can put up the citizen 50. I totally agree about getting neighborhood input.

There's one story, I think, John, I told you about this. I talked with a principal from an elementary school who said, a different elementary school. She said, hey that new sidewalk you put so our kids don't have to walk on 13th Street, that's great. But you know what, I can't take my kids down to that park because there's a half block right next to that park that's not paved and we are not allowed to take our kids walking in the street. They get to cross streets but not walk in them.

I have to confess that's a half block of sidewalk I would not have thought about if I hadn't talked to that principal and gotten her boots on the ground perspective of where that sidewalk was needed. I would definitely agree that we need to engage citizens in addition to the kinds of analyses that you're doing here.

When you say retrofit, do you mean install new where there was none before? So this \$200,000 would be above and beyond the 50/50 replacement program. This would be to fund where there are not currently sidewalks?

Mr. Flanders said that's the idea. We were thinking the 50/50 incentive program is good for replacing existing sidewalks, but there's really nothing in place to build sidewalks where there aren't currently. **Acting Chairman McKiernan** said I could not endorse that any more strongly because I've had homeowner after homeowner say I'm willing to put in my 50 to get a sidewalk in front of my house, but our mechanism has never allowed for that to happen. I understand that new construction is more expensive for all the reasons you laid out.

I think we need, you would think that in my district, urban district, everything has a sidewalk, but that couldn't be further from the truth. All those areas that don't have sidewalks I think need to be critically examined like that one half block I just mentioned that doesn't have one.

The comment about brick is very well taken because in the neighborhoods that want to — but it complicates our problem. In the areas that want to maintain their brick sidewalk instead of replace, certainly the cost of maintaining or reinvigorating a brick sidewalk is much higher than replacement to concrete. If a neighborhood wants to keep it then I think we need to be prepared to strategically invest in maintaining brick sidewalks where it's appropriate.

So, new construction I endorse. Citizen input, neighborhood input, critical. Lots more money into both 50/50 and new, I would endorse that as well.

Commissioner Townsend said I just wanted to add my yeah to several points that have been brought up by you and Commissioner Murguia. Just learning about these sidewalk programs, I'm engaged with one in one neighborhood, one of the older neighborhoods.

\$200,000 is just going to barely cover a couple of blocks, and we don't even have all that, but we'll make due, so absolutely \$200,000. If we don't get more than that, that would be the spit on the brick that Commissioner Murguia does not want. Yes, if we can't appropriately fund, make this the priority that it needs to be, then we're going nowhere with good recommendations that you've made. I'm glad you clarified that the 50/50 is replacement targeted. This program

that you're proposing is for new where there have been no sidewalks or currently are no sidewalks.

I want to make sure that the survey that was done, is that identified by district so that I could get from you, or there's some way to know everywhere in a district where there are no sidewalks that may be Priority 1 type may be needed. Is there a way to get that in the survey? **Mr. Flanders** said we have everywhere in the city where there are no sidewalks. We could break it out by district and look at Priority 1 and Priority 2 gaps in each district **Commissioner Townsend** said I'd like to see that because there may be — I'd like to see how much overlap there is between what you've identified and areas that some of the neighborhood groups are identifying that they want sidewalks.

Commissioner Murguia said just a couple of other closing comments. These are just suggestions. It seems like every time I make some sort of suggestion, somebody ends up on Facebook or some sort of social media saying I suggested something outlandish. It's just thoughts off the top of my head. We're just brainstorming. That's what the committee is about.

Regular people that live in our county, they aren't up here all the time. Government can be very cumbersome to figure out. We have a lot of programs. We try very hard to get word out about those programs, but we aren't always very effective with that because we have a lot of people that we have to get word out to. It's nobody's fault, it's just the way that it is.

Based on what Commissioner Townsend said, it sounds like what you're doing is setting up two different programs. One is the 50/50 program for replacement. Now we're going to have a separate program for new sidewalk.

If I was in charge of the world, I would just say each district gets \$200,000 and you can spend it on replacement or new construction. What does it matter? **Acting Chairman McKiernan** said agreed. **Commissioner Murguia** said you just confuse the issue. That's what brings about distrust in our community is when it's not more straightforward.

The last thing I want to remind people of, we have yet another program. Four years ago I lobbied residents from all over the east side of the county who showed up at a standing committee meeting. We asked special permission to use 20% of the road improvement budget.

As you all know, each commissioner gets to sort of have some direction on how their road money is spent. We get to have some say about that. We get data like you've given us, but then we add some grass roots, in the weeds, practical perspective to that. We get to have some influence.

I had asked at a standing committee meeting that I could use 20% of my road money for curb and sidewalk if I wanted to. Because what I learned from Engineering is that if you do curb and sidewalk and road all at the same time, you get a 40-year life out of it as opposed to a 20-year life if you just put in new curb and sidewalk and patch the road. Do you see what I'm saying?

Also, the other difference is that if you put a big map of the county up there and show the districts, my district —this is going to get me in trouble in my district but it's the way it goes — my district is this big. Mike Kane's district is this big, geographically, square miles or however you say that. Mike Kane has a lot more roads than I do. Now, not that I don't have a number of roads that need a lot of attention, but keeping in mind that we only have so much money, if there is a way to combine the road, the curb and sidewalk program, and allow the commissioners and the people that they represent through community meetings to determine what's more important to them and how that money should be allocated by district.

Every district is very different. The road conditions out in western Wyandotte County are better solely because those roads are newer roads, so there isn't necessarily as much attention. On the other hand, there needs to be more roads because of all the development that's going on out there.

All I'm saying is could we combine all of these makeshift, little, weird, hidden beneath everything policies. Could we just say — I'm making this number up, I have no idea how much road money each of us gets, but if we said each district gets \$500,000 for roads and curb and sidewalk. Engineering staff with data will come forward to the commissioner like they do now, make a recommendation, and that commissioner has the flexibility to work with the community and determine whatever practical changes need to be made, whether that money go to road or whether that money go to curb and sidewalk. Does that make sense?

Again, I'm only speaking for me. Everyone else may say that's a terrible idea. I think it creates the flexibility because we're all very different. Every district is very different. **Mr. Flanders** said absolutely. I think that's great feedback. Thank you for that, Commissioner.

Mr. Grover said that actually ties in really perfectly with a new formulation that we have within the Public Works Division, the Asset Management Team, which pulls together all of these little bits of information to try and come up with our projects to make them the most effective as possible. To be able to use all those different pots of money to get the most bang for our buck is one of our big priorities we're working towards.

Commissioner Murguia said that links well back to our survey that we did. If we broke our survey down, finally I convinced people to break it down by district. Not to divide us, but to identify how Brian's needs are different than my needs. I always use Commissioner Markley. Turner doesn't have a lot of curb and sidewalk. They don't want a lot of curb and sidewalk. What they have issues with is stormwater runoff. She would like money to be able to begin to prioritize those stormwater runoff projects.

I don't really have that many stormwater runoff projects so I'm really not interested in voting for a huge pot of money in stormwater runoff. I'm just being candid. I'm very interested in roads and curbs and sidewalks. I'm guessing, but I would bet if Commissioner Kane was here, or those places that have bigger geographical areas, they're very interested in road improvement money. I think if there was just flexibility with one pot of money, and you could pick amongst those infrastructure improvements, I think the community and your commission would be a lot happier and there'd be very little to argue about.

Mr. Grover said thank you. That's what we, what Zach and I were planning to talk about. I'm going to pass off to Wesley now so he can introduce John and they can talk a little bit about the 20/20/20 Movement and what they've been doing.

Wesley McKain, Healthy Communities Wyandotte Coordinator, said it's nice to be here on behalf of the Health Department. We usually come to the Administration and Human Services Standing Committee so it's nice to be here at this one, different scenery.

Next to me is John Hornbeck. He's been working with the Health Department since October 2015. We got a grant from the Health Care Foundation to help to move our 20/20/20 campaign forward which he is going to talk about.

I will say John has been a Rosedale resident for 28 ½ years. Closed on his home in, he said December of 1989. He started the first year of the grant. We actually have gotten two years of the grant now.

The first year of the grant, he was our communications person with the grant, a very small role. His energy and enthusiasm for this work knew no limits. When we put in for money for the second round, he is now the project manager for the grant and works on moving all that forward. That is my role and I will let John go on with what he wants to talk about.

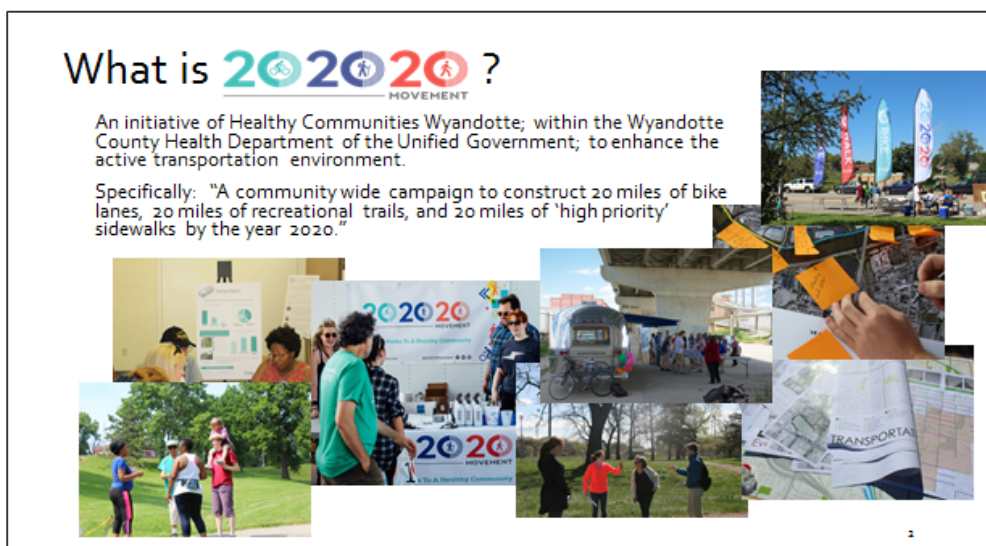
John Hornbeck, 20/20/20 Movement Coordinator, Health Department, said first off I think Wesley's comments in terms of my energy was a way of warning me to kind of limit a little bit what I had to say today because I have a tendency to go long. I also have a tendency to say very, very directly what's on my mind.

I will also say this before I get started, Commissioner Murguia, I need to find out a way to bottle what you just said and put it on our website or something. It very, very much parallels both our goals and what we're finding out in terms of the work that we do.



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Basically, what we are primarily engaged with is the goals of increasing the amount of bikeway infrastructure that we have with the emphasis on safe routes for bicyclists, expanding the amount of walkability we have in terms of neighborhood walkability and sidewalks, and expanding the off-street trail infrastructure that we have, both as a recreational and a transportation item.



A great deal of what we do has to do with part of what each of the three commissioners who spoke after the previous comments were talking about, and that is community engagement. As a matter of fact, it's funny this group of photos up here reflects a lot of what we've done during the last couple of years, which is meeting people in the parks, meeting them in neighborhood association meetings, in NBR meetings. Meeting them in trail areas, working with them, and talking to them about what they would like to see and what's important to them.

By the way, I had a left a handout for all of you there. I'm not going to be going through all the text items on there because that's there for you to be able to do at your leisure. In all honesty, I always had a little bit of a hard time with professors that would decide that the idea of teaching the class was to stand up and read everything that they had already passed out. I'm basically going to be going through some photos here and touching on some highlights.



Even though our focus is on the Sidewalk and Trails Master Plan this evening, I wanted to start out with one of those infrastructure items that we work on as well, and that is the Safe Cycling. The good news is that we have been making a lot of progress going from a county that basically had no cycling infrastructure whatsoever five years ago, to a county where that is beginning to grow up.

The first slide that you see there is the bikeway on Southwest Boulevard and Merriam Drive. That is up for completion this year. In fact, the second slide shows part of Phase 2 that is being completed this year. That's in front of Nigro's. It gives you an idea of what new street and sidewalk infrastructure can do in terms of the way a business environment looks, which echoes exactly what you were talking about, Commissioner Murguia, and that is the importance of walkability in terms of attracting businesses. Now, this is not certainly an attraction. This is one where they've been there a long time.

Attracting new business into residence, one of the high, high score items in terms of that as far as neighborhoods nationally, and in this Midwest area, has been the degree of walkability. If you're trying to attract new businesses, and if you're trying to attract additional higher income residents into an area, bad walkability, and especially sidewalks that are either non-existent or in disrepair, will scare people away. Good walkability is actually not just a neutral item, but it's been proven over and over again to be an asset that attracts individuals.

The area here, the third one, shows Central Avenue with the sharrows being installed. There's also some sharrows, just a very, very short stretch, on 21st Street north of Ruby. I

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One of the items is a lot of the projects that you saw there and projects that are upcoming, including that 10th Street corridor that runs north and south and including the Metropolitan Avenue bikeway, all of those were elements that were a part of a 2013 bike plan that was put out and was eventually approved. A lot of action took place on that plan.

The problem is we're beginning to run out of a pipeline as far as future bikeway projects. One of the things that we need to start taking a look at, I think, is strategically looking at what those future bikeways should be. For example, when you look at the area that is north of Central Avenue, what is the best east/west route to go as far as possible from the downtown area all the way out to western Wyandotte County. What's the best route for that bikeway to be? We need to be taking a look at that. We need to be taking a look at other areas in terms of developing bikeways. Again, we need to look at it strategically.

Commissioner Murguia said I don't mean to interrupt, but you're giving a lot of information at one time, bikes and walking and everything, sorry to drag this out. **Mr. Hornbeck** said that's okay. **Commissioner Murguia** said I'm really not being flippant when I say this, but I hope that whoever's determining this isn't just looking at a map and gathering data. I hope somebody is riding a bike.

Mr. Hornbeck said one of the things that we have been specifically working on, both in terms of the bikeways and also in terms of the off-street trails, is a different level of community engagement that is necessary, not instead of, but in addition to. The overall community needs to be engaged in all of these different areas, especially sidewalks because more people use sidewalks, but all of them need to.

One of the things that we're starting to try to do is take a look at special interest groups in terms of, as you say, the cyclists in Wyandotte County and in the region and in terms of the off-street trails. There are a ton of different groups ranging from environmental groups to hikers that are very, very interested in off-street trails. Getting their recommendations in addition to the general community, I think, is key in terms of making best decisions as far as this.

Commissioner Murguia said good, glad to hear that's happening, as long as that's happening. I've seen, I bike every single day during the summer, Monday through Friday, 16 miles. I bike all the way from Argentine into Johnson County over off of Johnson Drive. It's

about eight miles there. It's about eight miles back. I pull my 10-year-old daughter on a trail bike. I do it every day.

Sometimes, just because I ride on the road and it's a mode of transportation for us, I would tell you that other bike routes that I've seen, I have a couple of regular routes that I ride, I think to myself where a lot of money has been invested, I think who would ride on that. It's dangerous even though there's lots of infrastructure that's been put in to protect it. I try not to judge because everybody rides differently. Everybody's comfortable in a different situation, but I just want to make sure that people that are actually on a bike that are going to use it are making those decisions and not somebody that thinks they have a good idea that doesn't get on a bike ever.

Mr. Hornbeck said the typical neighborhood association meeting that I go to, and I go to a lot of them, may have, may have a handful of cyclists at them. That doesn't mean there's only a handful of cyclists in that community. There may be a lot more. They're simply not going to those meetings. If we can also have some special interest group meetings that draws in particular cyclists into them, and again for the off-street trails, hikers and other outdoor enthusiasts like that, it gives us not an alternative picture, but an additional picture, as far as where those routes should be going and what they should look like.

In fact, interestingly enough that leads into the item of the sharrows. That is one of the things that I think we very, very much need to do is to come up, and already been talking with Public Works and Planning about this, come up with a set of guidelines as far as sharrows and how they will be used in the community. Sharrows are not a safety creating structure. They simply aren't. You can't put sharrows on a road and say it's now safer for cyclists.

What sharrows do is two things. Number one, they tell drivers watch out, there's going to be cyclists here. Number two, they tell cyclists that we approve this as a route for you. The sharrows do not, in and of themselves, create any additional level of safety. We need to take a closer look at guidelines for the county in terms of where sharrows will be used as far as traffic speed, traffic volume, width of lanes, a whole host of different factors that go into that decision-making.

Signage, similar thing, already commented on that earlier. I think it's very, very important that we have signage like the signage that we had in that little short stretch on 21st

Street north of Ruby that identifies specifically what the sharrow means, because if you get to that third item, and that is education on sharing the road, we have an interesting challenge that is facing us.

All of a sudden, we now have new infrastructure that is being put into the city to encourage cyclists. We have a whole lot of drivers that have no idea what that means, that have no idea how they are supposed to interact with the cyclists on the road. I think having that signage will help. Being careful of how and where we use the sharrows will help. Some type of specific education will help. We're actually working with a couple of different organizations right now to try to launch that kind of education, both for the drivers and for the cyclists.



Going to go ahead and move on now to the area that none of you ever get any feedback on from your community, and that is walkability.

The walkability is crucial. Again, I have to really, strongly echo some of the comments that Commissioner Murguia and Commissioner McKiernan made, and Commissioner Townsend as well. It is a key, key area. There are some successes that are taking place.

Some of the pictures that you see there are new sidewalks. You'll see an example of one of the schools that has an extremely active walking to school program in terms of a walking school bus. One of the things that took place last year is we had a number of the trails and parks

that were resurfaced which also provides some walkability within the neighborhood and within those parks.

If you take a close look at the picture in the lower middle, and the comment “You never know exactly who’s going to show up at a walking club,” I think, Commissioner McKiernan, you’re in the middle of that picture. **Acting Chairman McKiernan** said it is. **Mr. Hornbeck** said I think you’re in it too, Wesley.

The point being, one of the things that we’ve been doing is trying to also encourage walking through the walking clubs. One of the things to remember is that, again, our objective here is not only simply the infrastructure, but it’s also encouraging people to get out and walk more because that has a direct impact on the health incomes in this county. That’s part of the bottom line for all of this.



On the other hand, Commissioner McKiernan, you were talking about areas in your district that don’t necessarily have the best of sidewalks. **Acting Chairman McKiernan** said wait a minute, that’s over here, or another one.

Mr. Hornbeck said 8th Street Park. You know you don’t have to go very far from where we’re sitting right now. **Acting Chairman McKiernan** said a block. **Mr. Hornbeck** said exactly, block, block and a half, to find what I call patchwork sidewalks.

This is one where at the end of this block there's a brand new ADA ramp that was put in, not brand new, I'd say probably a couple of years ago. That ADA ramp leads to about maybe ten feet of concrete as a sidewalk. It then converts to grass. In all honesty, although I haven't dug the grass up, my guess is there's probably brick about four feet under that grass. It converts into more concrete, and then there's some brickwork, and then there's some more grass. We see these kind of sidewalks all over the Kansas City, Kansas area, especially in some of the older communities.

Part of the issue in terms of things like this, and it's one of the reasons for the particular pictures that I have up here, is because when we take a look at that 2012 Sidewalk and Trails Master Plan, there were two overreaching priorities that were expressed by the community in that master plan. One of the priorities was safe routes, better access, walking to school. Almost co-equal was safe routes to parks.

There's been a lot of attention paid in terms of safe routes to school. Almost none paid in terms of safe routes to parks. Now there's a very good reason for that. There's at least some federal money available for safe routes to school. There isn't for safe routes to parks. Again, it becomes a funding issue. Again, the community spoke loud and clear in that 2012 Master Plan document that the parks were a very, very important priority.

How in the world do you find out where in the world to put a sidewalk? Well, there's one answer for you. That happens to be a corner at Bethany Park and put down the grass pads because that's where everybody was walking because the grass was worn down.

Again, interesting point in terms of this, there's some nice, newer sidewalks immediately in front of and around M.E. Pearson School. M.E. Pearson School is almost exactly one-half mile north of Bethany Park. At the time that we put those sidewalks in at M.E. Pearson School, we didn't go ahead and do the connector down to the park. We now have kids that are walking and biking down the middle of the street with fairly good regularity trying to get to that park.

Again, the idea of integrating this, that's one of the things that Brandon and Zachary were talking about that I think is very, very important. That is to the degree that we can have a better project integration where when we're looking at safe routes to school, we're not just looking at that block or two around the school. At the same time, we're taking a strategic look at are there other areas, is there a medical office three blocks away from that school? Is there a park a half-

mile away from that school? Is there something else where at the same time we should be using some efficiencies of scale to go ahead and put sidewalks into those areas at the same time that we're doing the work around the school.

That one is up by Jersey Creek. That's a sidewalk that goes from the neighborhood to the park, except it doesn't, again, a problem obviously. Those top three pictures, those are pictures you can see any number of places. You all have already walked over them, I'm sure, from time to time.

The one in the lower left-hand corner is a personal favorite. That is approximately, that is on the road where I live, approximately a quarter of a mile from where I live. That's the sidewalk condition and it's one of the other holes we need to take a look at in terms of how we handle replacing sidewalks. I've lived where I live for 28 years. No one has lived in the house that that sidewalk has been in for at least 20 years.

When we're looking at where sidewalks need to be replaced, we need to remember that although sometimes the funding creates a challenge in terms of going beyond that two blocks, there's people in that two blocks that are using a sidewalk that's a block further down, or a block further down. When you've got situations, and again, this plugs into the whole SOAR scenario, when you've got situations in which the sidewalks are in front of abandoned houses, absentee owners, that type of thing, as part of the scenario in a neighborhood, how do you deal with that as part of that plan. You aren't going to get those owners to willingly contribute 50% of the cost.



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Off-Street Trails — off-street trails is one of my favorites. Again, we have made some progress in that area. Some of them are paved such as the Kaw Point connector. The Levee trail where we've opened up that Armourdale section that's a mile and one-half long. You can see some of the use of that section down in one of the pictures where it shows people that were there for the Levee Fest last year.

Again, Wyandotte County Lake Park has some beautiful trails. I happen to love natural trails, and Rozarks, which is continuously expanding and where a lot of that work has been done through trail builders who are doing a lot of the work on a volunteer basis, has become a terrific asset to that community.

So there are some things that are taking place, but again, the question is how do we move further when we take a look at that 2012 Trails and Sidewalks Master Plan.



As Brandon and Zachary pointed out, there were some very, very specific priorities that were able to be moved on. On the other hand, there is a map that has a whole lot of potential trails where there really has not been any specific assessment or recommendations as far as those particular trails and how they can best work into the overall fabric of what we're trying to accomplish in terms of both recreational and transportation assets within this county.

For example, one of the specific priority recommendations was that north/south greenways should be a priority. Well, the trouble is that there are a dozen or more north/south

greenways that are potential routes. We need to take a closer look at what actually should be done and should be recommended as a priority. I think, back to your comment earlier, Commissioner Murguia, I think part of that comes through both an engagement with the community overall that borders those potential trails. Also, an engagement with the special interest community that is involved in environmental preservation and education, the community that is involved in active hiking, Sierra Club community, wide range of different organizations such as that, that are in particular interested in those kinds of off-street routes.

Two things that are of special interest to me is the Levee trails and trying to get those off of the stuck position that they're on right now. I'm trying to move those forward. The second thing that is of special interest to me is the long-standing Jersey Creek project.

Jersey Creek is a greenway that is, yes, two or three different parks that are kind of strung together with some additional green space in between them. There's a network of trails that are already there that is beginning to degradate. It represents much more than that. It represents a point where there's a potential for a connector from Parallel and from the Jersey Creek area going down to that Kaw Point Connector and to the trailhead that also leads over to the West Bottoms. There is the potential for a connector to be there that leads up to the U.S. 69 Bridge that was just opened with a bikeway. There's a potential, and in fact, this particular item was shown on that 2012 Master Plan, a potential for a connector that leads off the Jersey Creek area and goes further west following the original Jersey Creek streamway, and potentially connects to a more western part of Wyandotte County.

The question is taking a look at that particular network as more than a park, taking a look at that as a potential recreation, but also transportation route connecting some of these other assets together, and looking at it in an integrated fashion.

That's making short shrift, although it seems very, very long, that's making short shrift of a lot of information. I think, again, the key is going to be continued community engagement on several different levels. I've already been directly involved with some of you sitting up front here in the past. I am certainly interested in getting you involved in any other ways that we possibly can. The community engagement that we're doing continues. The information will continue to flow as we possibly can get it to both Public Works and Planning and also the Parks Department who I'm working with closely as far as the Safe Routes to Parks Program.

The progress made, and future achievements, are due to the collaboration of multiple partners, including:

- **Community organizations:** such as the Historic Northeast Midtown Association, Downtown Shareholders, Central Avenue Business Association, Rosedale Development Association and Livable Neighborhoods
- **Groups with special areas of focus and expertise:** including
 - Community Health Council and Latino Health for All Coalition
 - Friends of Jersey Creek and Friends of the Levee
 - FreeWheels for Kids and BikeWyCo
 - MOCSA and WyCo-SAP
 - 8th Street YMCA and so many others
- **Unified Government Partners:** including the 3 p's of Planning, Public Works and Parks, plus of course the health department and all of the HCW Action Teams, and the Mayor's office and Commission administration.
- **Our funders:** all of whom we appreciate, but especially the primary funder for the initiatives embodied in the work of the 2020 Movement – the **Health Care Foundation of Greater Kansas City** who believes this work is important.

We thank them all for making it possible to move forward in truly
"Building Paths to a Healthy Community".

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This last slide gives you an idea of some of the different community organizations that we're actively networked with and working with. Again, all we can do is more when it comes to that. That's really a substantial portion of what we're doing during the next year and one-half, two years.

Commissioner Bynum said I have a couple of questions. With regard to the Levee Trails, Commissioner Townsend and I were present to help cut the ribbon on the new U.S. 69 Bridge and it was extraordinary. While we were there, Riverside's mayor was really pleased to talk to us about their miles and miles of levee trail that are open and folks utilize for walking.

I know that particularly in our Fairfax area we do have a security concern with those levees. I guess what I'm wondering is have we spoken to Riverside or anywhere else as a best practice in terms of whatever they have done to open their trails? **Mr. Grover** said yes, commissioner, we've reached out to several different communities around the area, and also nationwide, to discuss similar kinds of issues that have large amounts of levees. We're currently working on a MOU agreement with the Fairfax Drainage District who owns that property for how to maintain that, how to secure that. We're also working on one with the Kaw Valley Drainage District to secure even more land, basically from Kansas Avenue and the river all the way to the new bridge that connects over to the Missouri side, the old rail bridge.

We're hoping to open up that entire lane within the next 5-7 years or so. That's kind of a lofty number right now, but we do actually have design money set up for the Fairfax side.

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We've already worked and purchased bollards to make the Kaw Valley Levee Trail more open, yet secure enough to meet the Drainage District's requirements.

Commissioner Bynum said I appreciate that. I was just hoping that we were talking to other communities for best practices around using levees. **Mr. Grover** said absolutely.

Commissioner Bynum said the second question is, and kind of back to your sidewalk gap improvements proposal, when you looked at the data and created the maps that were the heat maps talking about more propensity to use a sidewalk in the areas that I think glowed brighter red, did you have a way to include transit data as one of the data points that you used to build the maps.

John's correct in terms of the worn path as a good notion of where people are walking. It's true in terms of connecting people who are walking to a bus stop. I just wondered if transit data was something that you've been able to incorporate into those maps. **Mr. Flanders** said what you have in front of you does not include the transit stops. However, we do have the transit stops available and we could that do. In fact, you would rank them by how many onboarding or offboardings there are, for example. **Commissioner Bynum** said exactly.

Mr. Flanders said I thought about doing that. I kind of stuck with what was in the 2012 plan as far as what people responded, what they wanted to walk to. I think that'd be really interesting to include that too. **Commissioner Bynum** said I think there are just places that you see the worn footpaths. They are places where people are walking to the bus stops. That's all.

Mr. Hornbeck said if I can real quickly. There actually has been a very, very recent movement in a number of cities around the country to have formal, what are called safe routes to transit programs. They involve the quality of the bus stops. They include the walking there and that type of thing.

The interesting thing is that in some case, the lack of the sidewalks, and particularly the lack of the paths through parks, can actually create a barrier to the access to transit. For example, there's very little in terms of sidewalks leading from the parks that are south of the Jersey Creek greenway area over to Parallel. There's very, very few sidewalks, other than on some of the streets themselves, but from the neighborhoods themselves into that area. The end result is this becomes, well let's put it this way, they're forced to walk further for physical

activity simply in order to make their way around to where they can pick up the bus. Plugging that in as part of the scenario, I think, is real important.

Commissioner Murguia asked is there anybody from Public Works here. **Acting Chairman McKiernan** said Brandon. **Commissioner Murguia** said sorry, Brandon, sorry about that.

I don't know some of the language I need to use. What I learned when I became a commissioner, not for a while afterwards, but I did learn this. You have different classifications of roads, like there's highways. Then there are main thoroughfares. Then there are neighborhood streets. I didn't realize there's a whole classification, names given to different kinds of streets in a city.

Back up a little bit. I've had some success in my district with economic development and infrastructure improvements. I believe how I've had that success is that I recognize the Unified Government doesn't have a lot of money. My goal when I take on a project is to try to create the very biggest impact possible with the least amount of money. When you can do that, what I've seen it do is create a momentum for other kinds of development. I've seen it create hope for a neighborhood.

I would just say if we're serious, if we're a city that's truly serious and committed to biking and walkability in a neighborhood, I don't know that this is possible, I'm just throwing it out there, there surely seems that there should be a law or a policy that we could make. I'll just use this for example. If we're serious about making this a priority, in particular in low income neighborhoods where foot traffic and bike traffic is a significant mode of transportation, I don't understand why we wouldn't also work on a policy from a Unified Government perspective saying we are a bike friendly and a walk friendly city. As a result, all of our neighborhood streets without signage, because those are those narrow neighborhood streets that go through neighborhoods, bikes and walkers have the right-of-way, regardless whether it's at an intersection, whether it's at the middle of a road. That is a mode of transportation. In neighborhoods, I can see that being helpful.

There should be no cost. I think paint and signage is a minor cost. Then I would tell you the next road up from there that's a little busier that might require some paint and a little more signage, then that would be my next battle that I would fight.

The next battle I would fight are those areas that need major infrastructure improvements, islands, medians where you're spending — we just talked about the cost of curb and sidewalk where we're spending a lot of money on that. I just think you would have much more momentum, you'd get much more people excited, and it would be much easier to get the commission to justify the funding of a project like that if you did that.

In addition to that, I'd only add on to this piece of it. A big priority with this entire commission is grocery stores. I think that goes across the board whether it be east of I-635 or it be west. I'm just going to give some advice to get ahead of the game.

What you all are trying to do with walkability, you need to also consider when you talk about things like grocery stores, it's a need in life. You have to eat. You have to be able to have access to a grocery store. For those of you that don't have one yet in your neighborhood, when you get one, you need to be in front of this.

I'll give you an example. The Walmart Neighborhood Market when it was built on the Structural Steel site, part of the development agreement was to put all new curb and sidewalk around the development, which they did. The property, per our planning and zoning requirements, the grocery store had to sit back so far from the road. There was sidewalk for you to walk up there for the most part.

What was not connected, or taken into consideration, is how a woman with children, more than one child, takes her children to the grocery store. Carry two children, toddlers, into the grocery store, buy groceries, and then get her groceries from the grocery store to the bus stop. I would welcome everyone to take two fake dolls and go to a grocery store. Take the bus there and figure out how to get your basket full of groceries —they're buying a lot. Many are on food stamps. When they have their food stamps they're stocking up because they've been at the end of the month. They don't have any food in their house. They have this huge basket. They have the kids in the basket. Now how do you get the basket to the bus stop?

What we did, which has worked beautifully and you can use it as an example, is the not-for-profit I run raised \$40,000 to build a bus stop that connects — sidewalk connects to the sidewalk that goes to the grocery store. There is a cart corral at the bus stop.

I get off. I have two kids. I go get my groceries. I put my kids and my groceries in my cart. When I leave, I push the cart down to the bus stop. We struck a deal with Walmart where they come down to the cart corral and collect the carts as they stack up.

I can show you picture after picture after picture of that cart corral continuously full, which tells me without even looking at any marketing data, a number of women with children are utilizing that service, or older people who can't carry multiple bags at the same time. Details matter in those kinds of situations. You need someone on the ground. You need to talk to people on the ground that are living that life.

What I see up here a lot of times is the people that work in Wyandotte County may not make the greatest money in the world, but they make a livable wage. They don't have the same struggles as a large percentage of the population that live here.

I just ask you to take those couple of things into consideration. I think the Walmart Market and the setup with the bus stop is amazing. Every time I drive by it going home I almost appreciate it more than the Walmart because it provides such a great service to these people that don't have a lot of money which is the general makeup of the population.

I'd like to see a big win. A big win is if you could designate just Wyandotte County as a bike and walkable friendly city. If you could look at a road that you could designate, like neighborhood streets, that bikes and walkers always have the right-of-way no matter what the situation is. You don't need any paint for that. You need very little signage for that. Money should not be an issue.

Commissioner Townsend said I think I have three topics very quickly that Mr. Hornbeck touched on.

One, the sharrows concept that's relatively, maybe the term is new. I've seen bike paths next to the paths for the cars. These sharrows, correct me if I'm wrong, are saying both the driver and/or the biker can utilize the same space. **Mr. Hornbeck** said correct. **Commissioner Townsend** asked are there any stats on the safety of that. How is that being used in other places? Is it new to here? Have we seen an increase in what that means to accidents?

Mr. Hornbeck said no, it's use is actually fairly common. Typically, where it's recommended for use is in an area that is deemed safe for cyclists and is used by cyclists where there simply is not the room for the separate bike lanes.

The separate bike lanes and/or off-street paths are always the preferred method for cyclists from a safety point of view. Again, in terms of the stats that you're talking about, what it really comes down to is this, sharrows themselves do not either add to or detract from the safety of a route. The safety of the route that is using sharrows is going to be inherent in other factors: the amount of traffic, the speed of that traffic, the width of the lanes, those types of factors. You're smiling, maybe you disagree with me. **Commissioner Murguia** said no, I agree. **Mr. Hornbeck** said that basically is what determines that.

That's why we have to be cautious about where we utilize sharrows in terms of making sure that we're using those in environments that we do deem are safe for cyclists. That's where the decision-making comes in. **Commissioner Townsend** asked who makes that decision. Is that the Unified Government, KDOT? **Mr. Hornbeck** said these two gentlemen here.

Mr. Grover said it depends on the project, itself. Certain projects that have federal funding there are regulations that they have to meet. Other than that, it's the engineering group. We get together with ourselves. We do community outreach. We try and decide if a route is acceptable for those purposes.

Commissioner Townsend said second thing, Mr. Hornbeck mentioned Jersey Creek and a possible connector. When I think about where Jersey Creek is, I can think about being at 5th and Parallel. With the new sidewalks that were put in several years ago, started prior to my coming on the commission. If you took 5th and Parallel at Jersey Creek, you could go all the way north on those new wide sidewalks, down 5th Street, over toward 7th Street and end up going across the new bridge and really the same with 7th Street. What are you talking about in terms of a connector? **Mr. Hornbeck** said we're still exploring that.

One of the connectors that has been talked about going down to Kaw Point is using 5th Street. Again, what I was talking about was not just the question of an individual connector, but looking at it in an integrated fashion. That's one of the areas where I think there needs to be some strong community engagement and some strong decision-making in terms of looking at

Jersey Creek at more than just Jersey Creek, the way that it interconnects to other areas around it. Does that answer your question? **Commissioner Townsend** said yes. You said you're looking at connecting Jersey Creek to Kaw Point, not necessarily north so much as I was considering.

Mr. Hornbeck said the thought of the connector north is brand new with the opening of that bridge, at least from my perspective. **Mr. Grover** said there's several different routes that we've been looking at over the past few years for the north/south connection to the Fairfax area from say 10th or 12th or areas like that. It's getting down the hill is one of the larger complications of it and the fact that we don't own a lot of right-of-way through those areas. Coming up with the safest and most effective routes is one that we've been discussing that way it'll connect back around to Sunshine and that area, which will then take you up to the bridge.

Mr. Hornbeck said interestingly enough, all of the things that we look at in terms of bike routes, one of the things that we always have to take in mind because for some of our community it is transportation not just recreation. For some of that transportation community, they aren't going to be going out and buying a 21-speed bike. They're typically going to have single-speed bikes. When you look at the hilly terrain along some of those roads, that's one of the things that plugs into that decision-making.

Commissioner Murguia said you can go for a ride with me someday, Commissioner. **Commissioner Townsend** said okay. You get me a bike. **Mr. Hornbeck** said Wyandotte County's terrain and topography does not make bikeways easy. **Commissioner Murguia** said it's very difficult. **Mr. Hornbeck** said it just doesn't.

Commissioner Townsend said here's the other question I have. We just had the discussion about \$200,000 being inadequate for all of our districts. Sidewalks are so important. We've had that discussion.

From what pot of money or funding sources are we looking at the bike routes? They seem nice to have, but secondary to just the plain sidewalks. **Mr. Grover** said currently we don't have a designated funding source for trails, especially off-street trails at this point. Part of the evaluation process that we're doing is finding out the most economical ones to try and attack first. Then we will come up with that potential funding stream.

Mr. McKain said the nice thing, the 10th and 12th Street bike lane, which we got funded for, I think the construction is going to start pretty soon on that, I think this spring, and then the Metropolitan Avenue bike lane as well and the Merriam Lane one. If it's a bike lane that people are going to use for transportation, we can get federal funding for it. The Unified Government has to match that with somewhere between 20 and 30%. There is some match money involved in it, but the nice thing about those big projects is that you can often get outside money for it that then we have to match.

Another thing about recreational trails that don't serve that purpose as much is that they are more challenging to get outside funding for. There's still pots of money that you can get for them. We're always trying to push projects into that transportation function so if there's a way that someone can use it to get to work, to get to school, we can get money from outside of our community easier to fund it here. It's not to say that we won't focus on things for recreation, but that's always kind of a thing we're trying to look for because we want to maximize the amount of money that we can get from outside of Wyandotte County to pay for things inside of Wyandotte County. **Commissioner Townsend** said it sounds like a good plan.

Acting Chairman McKiernan said we certainly appreciate the presentation and the discussion. We thank you. What I would encourage you to do is and in addition to all the data here, I would encourage you, individually or as a group, to make an appointment with each commissioner who wishes to talk more about this and get a little more granular in terms of their particular neighborhoods and their particular areas so that you get that more ground level view of this. I think that would be some additional data that would be really helpful as you continue to create your plans.

Thank you for the presentation and discussion. We look forward to following this up.

Action: Information only.

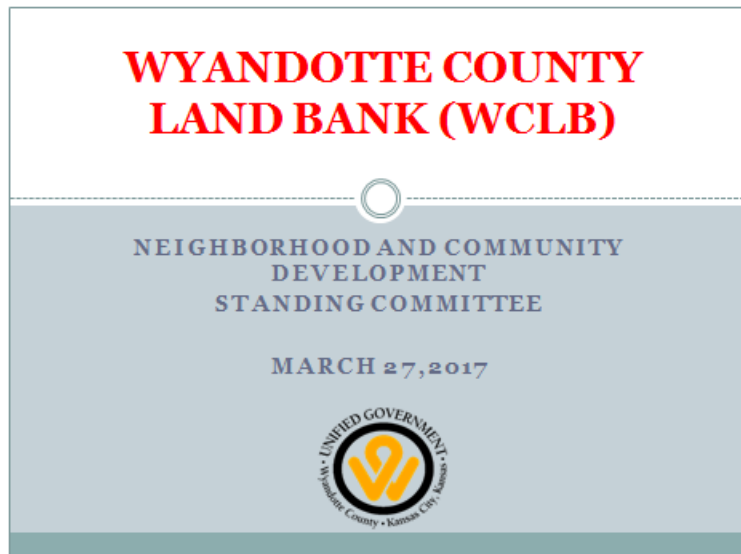
Acting Chairman McKiernan said I will say that when we set the agenda up we did not anticipate so robust a presentation and discussion as we had, but it's all good. Thank you for your work.

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Item No. 2 – 171047...UPDATE: LAND BANK POLICY

Synopsis: Request the current Land Bank policy verbiage under Section 13 and elsewhere in the document be changed from "Side-Lot" to "Yard Extension," submitted by Chris Slaughter, Land Bank Manager.

Chris Slaughter, Land Bank Manager, said I have a couple of items tonight we'll discuss.



We'll jump right into it.

March 27, 2017

**WYANDOTTE COUNTY LAND BANK
POLICY UPDATE**

○

- Changing language in Policy from “Side-Lot” to “Yard Extension”
 - Policy language stays intact
 - × 7 changes in policy
 - × Better definition for property owners that want to “extend” their own property
- Ask to approve Policy change

First, we have an update to the Land Bank policy. Very simply, we are substituting “yard extension” for the phrase “side-lot.”

The main reason is if someone’s going to expand their yard, we figured yard extension is more appropriate. Again, this is an owner of a property. A Land Bank lot right next to their house. They’re going to extend their yard. That’s why we’re making the change.

Acting Chairman McKiernan asked any discussion about this change. Certainly, “side-lot” is descriptive, but “yard extension” is much more descriptive since these are next door.

Commissioner Walters asked does that mean it’s contiguous. It can’t be across the street. **Mr. Slaughter** said correct.

Commissioner Townsend said I scratched off question one, the need for the change. If someone wants to get property that’s not contiguous to property they own, we’re calling that what, just property acquisition? **Mr. Slaughter** said property acquisition as long as they’re not developing something.

Action: **Commissioner Murguia made a motion, seconded by Commissioner Walters, to approve.** Roll call was taken and there were five “Ayes,” Walters, Murguia, Townsend, Bynum, McKiernan.

March 27, 2017

Item No. 3 – 171048...COMMUNICATION: LAND BANK BUSINESS

Synopsis: Request consideration of the following Land Bank items, submitted by Charles Brockman, Management Analyst, Economic Development.

TRANSFERS TO LAND BANK

Owner	Property Address			Comments
BD OF COUNTY COMMISSIONERS	535	STEPHEN	LN	Future multi-use trail system/Spring Creek
BD OF COUNTY COMMISSIONERS	1425	WALKER	AVE	Applicant M. Cumplido also applied for 1423 Walker
CITY OF KANSAS CITY KS	3472	N 26TH	ST	Will be added to Land Bank Vault
UNIFIED GOVERNMENT WY CO/KCK	2807	N 103RD	TER	
UNIFIED GOVERNMENT WY CO/KCK	2814	N 103RD	TER	
UNIFIED GOVERNMENT WY CO/KCK(BPU)	5525	N 115TH	ST	
UNIFIED GOVERNMENT WY CO/KCK(BPU)	3329	N 123RD	ST	
UNIFIED GOVERNMENT WY CO/KCK	1237	N 129TH	TER	
CITY OF KANSAS CITY KS	2065	N 18TH	ST	
UNIFIED GOVERNMENT WY CO/KCK(BPU)	1501	S 59TH	ST	
UNIFIED GOVERNMENT WY CO/KCK	1928	N 5TH	ST	
UNIFIED GOVERNMENT WY CO/KCK	3728	N 63RD	ST	
UNIFIED GOVERNMENT WY CO/KCK	426	N 78TH	ST	
UNIFIED GOVERNMENT WY CO/KCK	825	N 78TH	ST	
UNIFIED GOVERNMENT WY CO/KCK	815	N 78TH	ST	
UNIFIED GOVERNMENT WY CO/KCK	725	N 78TH	ST	
UNIFIED GOVERNMENT WY CO/KCK	617	N 78TH	ST	
UNIFIED GOVERNMENT WY CO/KCK(BPU)	5003	N 93RD	ST	
UNIFIED GOVERNMENT WY CO/KCK	1704	N 94TH	ST	
UNIFIED GOVERNMENT WY CO/KCK	3042	N 99TH	ST	
UNIFIED GOVERNMENT WY CO/KCK	3030	N 99TH	ST	
UNIFIED GOVERNMENT WY CO/KCK	2938	N 99TH	ST	
BD OF COUNTY COMMISSIONERS	274	N 9TH	ST	Per the December 2014 N/CD Standing Committee, property controlled by the Unified Government (UG, City of KCK, and Board of County Commissioners) that are delinquent; will be transferred to the Land Bank to have delinquent property taxes abated.
UNIFIED GOVERNMENT WY CO/KCK	810	ANN	AVE	
UNIFIED GOVERNMENT WY CO/KCK	800	ANN	AVE	
UNIFIED GOVERNMENT WY CO/KCK	743	BARNETT	AVE	
UNIFIED GOVERNMENT WY CO/KCK	10300	R CABELA	DR	
UNIFIED GOVERNMENT WY CO/KCK	4520	H EATON	ST	
CITY OF KANSAS CITY KS	520	EVERETT	AVE	
CITY OF KANSAS CITY KS	1601	FAIRFAX	TRFY	
UNIFIED GOVERNMENT WY CO/KCK(BPU)	3111	FIBERGLASS	RD	
CITY OF KANSAS CITY KANSAS	101	FUNSTON	RD	
UNIFIED GOVERNMENT WY CO/KCK	103	R GARNETT	AVE	
BD OF COUNTY COMMISSIONERS	734	HALL OF FAME	DR	
UNIFIED GOVERNMENT WY CO/KCK	2101	KANSAS	AVE	
UNIFIED GOVERNMENT WY CO/KCK	10039	LEAVENWORTH	RD	
UNIFIED GOVERNMENT WY CO/KCK	9913	LEAVENWORTH	RD	
UNIFIED GOVERNMENT WY CO/KCK	9822	LEAVENWORTH	RD	
UNIFIED GOVERNMENT WY CO/KCK	9810	LEAVENWORTH	RD	
UNIFIED GOVERNMENT WY CO/KCK	9744	LEAVENWORTH	RD	
UNIFIED GOVERNMENT WY CO/KCK	9738	LEAVENWORTH	RD	

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UNIFIED GOVERNMENT WY CO/KCK	9636	LEAVENWORTH	RD
UNIFIED GOVERNMENT WY CO/KCK	9726	LEAVENWORTH	RD
UNIFIED GOVERNMENT WY CO/KCK	9624	LEAVENWORTH	RD
UNIFIED GOVERNMENT WY CO/KCK	9800	LEAVENWORTH	RD
UNIFIED GOVERNMENT WY CO/KCK	9708	LEAVENWORTH	RD
UNIFIED GOVERNMENT WY CO/KCK	9720	LEAVENWORTH	RD
UNIFIED GOVERNMENT WY CO/KCK	9612	LEAVENWORTH	RD
UNIFIED GOVERNMENT WY CO/KCK	9702	LEAVENWORTH	RD
UNIFIED GOVERNMENT WY CO/KCK	9648	LEAVENWORTH	RD
UNIFIED GOVERNMENT WY CO/KCK	9600	LEAVENWORTH	RD
UNIFIED GOVERNMENT WY CO/KCK	9750	LEAVENWORTH	RD
BD OF COUNTY COMMISSIONERS	3509	LUST	DR
UNIFIED GOVERNMENT WY CO/KCK	2100 R	METROPOLITAN	AVE
UNIFIED GOVERNMENT WY CO/KCK	736	MINNESOTA	AVE
UNIFIED GOVERNMENT WY CO/KCK	424	MINNESOTA	AVE
UNIFIED GOVERNMENT WY CO/KCK	4010	NEARMAN	DR
UNIFIED GOVERNMENT WY CO/KCK	516	OAKLAND	AVE
UNIFIED GOVERNMENT WY CO/KCK	510	OAKLAND	AVE
UNIFIED GOVERNMENT WY CO/KCK	4220	ORVILLE	AVE
UNIFIED GOVERNMENT WY CO/KCK	2225	PACIFIC	AVE
UNIFIED GOVERNMENT WY CO/KCK	2229	PACIFIC	AVE
UNIFIED GOVERNMENT WY CO/KCK(BPU)	11720	PARALLEL	PKWY
UNIFIED GOVERNMENT WY CO/KCK	4801	SPEAKER	RD
UNIFIED GOVERNMENT WY CO/KCK	9020	STATE	AVE
UNIFIED GOVERNMENT WY CO/KCK	1320	STEWART	AVE
UNIFIED GOVERNMENT WY CO/KCK	7805	TAUROMEE	AVE
UNIFIED GOVERNMENT WY CO/KCK	651	VILLAGE WEST	PKWY
UNIFIED GOVERNMENT WY CO/KCK	1800	VILLAGE WEST	PKWY
UNIFIED GOVERNMENT WY CO/KCK	1061	WALKER	AVE
UNIFIED GOVERNMENT WY CO/KCK	5621	WALNUT	ST
CITY OF KANSAS CITY KS	528	WASHINGTON	BLVD
UNIFIED GOVERNMENT WY CO/KCK			
CITY OF KANSAS CITY KS		ROW	
CITY OF KANSAS CITY KS		ROW	
CITY OF KANSAS CITY KS		ROW	
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CITY OF KANSAS CITY KS		ROW	

Per the December 2014 N/CD Standing Committee, property controlled by the Unified Government (UG, City of KCK, and Board of County Commissioners) that are delinquent; will be transferred to the Land Bank to have delinquent property taxes abated.

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WYANDOTTE COUNTY LAND BANK TRANSFERS TO LAND BANK	
• 5	- Board of County Commissioners
• 38	- City of Kansas City KS
• 1	- County of Wyandotte KS
• 123	- Unified Government
• 167	- TOTAL TRANSFERS TO LAND BANK

These are just the number and name that they currently represent: 5 from the Board of County Commissioners; 38 properties from the City of Kansas City, Kansas; 1 from the County of Wyandotte, Kansas, 123 from the Unified Government.

All but three are basically delinquent properties that again we're trying to get over to Land Bank to abate the taxes. We think we have them all, but I'm sure there will still be a few stragglers.

Action: **Commissioner Murguia made a motion, seconded by Commissioner Walters, to approve.** Roll call was taken and there were five "Ayes," Walters, Murguia, Townsend, Bynum, McKiernan.

Applications

858 N. 52nd St. - Jose Lopez, yard extension
 3137 Georgia Ave. - Abelardo G. Munoz, yard extension
 144R Tiblow Ln. - Eugene O. Reynolds, yard extension
 2050 N. Thompson St. - Alvin White, yard extension
 2054 N. Thompson St. - Alvin White, yard extension
 3021 N. 11th St. - Veronica Santillan, yard extension
 828 Bunker Ave. - Gabriela Carrillo, yard extension
 815 Parallel Ave. - Maria Mercado, yard extension
 1506 Richmond Ave. - Isabel Salgado, yard extension
 2621 N. 61st St. - Kayla Barnes, yard extension
 5205 Woodend Ave. - Bruce Simpson, yard extension
 1053 Garfield Ave. - Juan Martinez, yard extension

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331 Troup Ave. - Joyce Ree, yard extension
 945 Tenny Ave. - Jantha Phetsangharn, yard extension
 1835 N. 12th St. - Maria Jacobo, yard extension
 1731 N. 24th St. - Marketa Johnson, yard extension
 1423 Walker Ave. - Miguel Cumplido, yard extension
 1513 Greeley Ave. - Ocie Collins, yard extension
 1735 N. 24th St. - Marketa Johnson, property acquisition
 1425 Walker Ave. - Miguel Cumplido, property acquisition
 1511 Greeley Ave. - Ocie Collins, property acquisition
 1522 Greeley Ave. - Ocie Collins, property acquisition
 1526 Greeley Ave. - Ocie Collins, property acquisition
 1909 N. Thompson St. - Zion Economic Foundation, property acquisition
 240 S. Bethany St. - Ali Dawod, property acquisition (garden with assistance from Catholic Charities)
 3405 N. 30th St. - Zion Travelers Missionary Church, property acquisition
 3413 N. 30th St. - Zion Travelers Missionary Church, property acquisition
 3417 N. 30th St. - Zion Travelers Missionary Church, property acquisition
 3421 N. 30th St. - Zion Travelers Missionary Church, property acquisition
 3425 N. 30th St. - Zion Travelers Missionary Church, property acquisition
 2819 S. 8th St. - Construction Services Unlimited, LLC - rehab (Land Bank Rehab Program)
 631 Freeman Ave. - Construction Services Unlimited, LLC - rehab (Land Bank Rehab Program)

WYANDOTTE COUNTY LAND BANK
APPLICATIONS



- 32 Applications
 - 13 – Property Acquisitions
 - 17 – Yard Extensions
 - 2 – Property Rehabs
- All Applicants are current on their Taxes
- All Applicants have not Code Violations

Mr. Slaughter said next we'll go into our applications. 32 applications before you: 13 are property acquisitions, 17 yard extensions and 2 property rehabs.

Action: **Commissioner Murguia made a motion, seconded by Commissioner Walters, to approve.**

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Commissioner Townsend said I believe there are a number of citizens here who have made application from Zion Travelers. If it's in order, I would just like to have them recognized. **Acting Chairman McKiernan** said absolutely.

Commissioner Townsend said it's encouraging when persons who want to acquire these properties actually take the time to show up and participate. I've had several calls so I'd like to just have them acknowledged, if they could stand, and anyone else who is here for that. **Acting Chairman McKiernan** said anyone who is here in support of those, if you could stand up. (Approximately ten people stood up.) If anyone does wish to make a comment to the Committee, you are free to do so at this time.

Commissioner Murguia said we'll remind you we're moving for approval. You're winning right now. **Commissioner Townsend** said just wanted to recognize your presence. What Commissioner Murguia's saying is don't talk yourself out of it. **Commissioner Murguia** said sometimes it's better left alone, just trying to be helpful, sir. **Commissioner Townsend** said thank you for coming. **Acting Chairman McKiernan** said we appreciate the community engagement and we thank you for being here.

Roll call was taken on the motion and there were five "Ayes," Walters, Murguia, Townsend, Bynum, McKiernan.

Transfers from Land Bank

1050 Splitlog Ave. - CHWC (This property will be transferred to CHWC for Splitlog Farms)

631 Linda Ln. - City of Bonner Springs

637 Linda Ln. - City of Bonner Springs

529 Stephen Ln. - City of Bonner Springs

535 Stephen Ln. - City of Bonner Springs

(City of Bonner Springs requesting properties for their future multi-use trail system up Spring Creek. These properties are not developable and are within the 100-year floodplain of Spring Creek.)

WYANDOTTE COUNTY LAND BANK TRANSFERS FROM LAND BANK

- **5 PROPERTIES**
 - 1 – CHWC
 - 4 – CITY OF BONNER SPRINGS

Mr. Slaughter said next we have transfers from the Land Bank. One is going to CHWC, it's part of Splitlog Farms. Four properties will be part of their multi-use trail system.

CITY OF BONNER SPRINGS

- 631 Linda Ln
- 637 Linda Ln
- 529 Stephen Ln
- 535 Stephen Ln
- Request from City of Bonner Springs
- Future Multi-Use Trail system up Spring Creek
- Properties are not developable & within 100-Year Floodplain of Spring Creek



The most important thing was they're not developable. They're within the floodplain. These are being requested to go from the Land Bank to the two requestors.

Action: **Commissioner Murguia made a motion, seconded by Commissioner Walters, to approve.** Roll call was taken and there were five "Ayes," Walters, Murguia, Townsend, Bynum, McKiernan.

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Donations to Land Bank

341 N. 14th St. - Estate of George Breidenthal

13050 Canaan Center Dr. - Canaan Development, Inc. (City of Bonner Springs is requesting that Land Bank take property for vault and hold for the potential continued development of Canaan Center.)

**WYANDOTTE COUNTY LAND BANK
DONATIONS TO LAND BANK**

- 341 N 14TH ST – Estate of George Breidenthal
- 13050 CANAAN CENTER DR – Canaan Development, Inc

Mr. Slaughter said we have two donation requests: 341 N. 14th Street, this has multiple addresses; 13050 Canaan Center Drive.

341 N 14TH ST

- Former multi improvement property
- Property on West end was demoed in 2012
- House on East end would be put in Rehab program
- Possible re-plat/division or development agreement if property stays as one parcel




A little bit of information. 341 N. 14th Street, the most interesting thing about this property is there actually at one point were two improvements on this property.

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Just a little note, St. Peter's Cathedral is right there. We have Orville Avenue, 14th Street. There is this house here that is still part of the property. We have had some discussions with Residential Revival, the group that did the house on S. 23rd Circle, about some interest in this property and the house.

One of the things that we're still trying to discuss is do we possibly just subdivide it out, make the house one, the other side possible with a little emphasis on maybe commercial. It's zoned that way. As of now, we're just trying to get the donation procured. The trustees, they no longer just really have any interest in the property. **Acting Chairman McKiernan** said I've said this to you before and I'll say it to you again, I approve this donation as the way to make the best of a bad situation.

This property is why SOAR has to succeed. The commercial structure that used to be on that corner that was allowed to deteriorate and then had to be torn down, is an absolute abomination. Not only did we lose a good building, we lost the taxes from that building. We're cleaning up the mess now. To all UG staff who are a part of the SOAR initiative, keep pushing hard because we need for you to succeed in buildings like this.

We needed to maintain that structure and not let it deteriorate to the point that we had to tear it down in an emergency fashion because bricks were falling on the sidewalk. I just want to say SOAR must succeed because properties like that need to be maintained. All right, I've said my piece. Now I'm done. **Commissioner Murguia** asked, Brian, you weren't talking about the 13050 Canaan Center. **Acting Chairman McKiernan** said no. I was talking about the 341 N. 14th Street.



Mr. Slaughter said we haven't done a thorough inspection of the property. Just in our brief time, we did get permission from the owners to go in. We still feel that this house is salvageable. The question really comes down to what do we do with that other side of the property.

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13050 CANAAN CENTER DR

- North Detention Basin serving all property within Canaan Center, plus other plats
- Bonner Springs requests the WCLB Vault property
- Bonner Springs may request property at later date
- Bonner Springs will provide maintenance



The other one in question is 13050 Canaan Center Drive. As you can see, it's outlined right here. It's a north detention basin. It was part of the development. The City of Bonner has requested that we take this and vault it. Maybe later if this area gets redeveloped again it could become available. The most important thing is Bonner Springs will maintain this property. There's nothing that our staff will have to handle.

Commissioner Murguia said I'm going to say some things. If I'm wrong, correct me.

Is this the George Breidenthal estate? **Mr. Slaughter** said the one on 14th Street is. **Commissioner Murguia** said the Breidenthal family that has a foundation and lots of money. **Mr. Slaughter** said yes. **Commissioner Murguia** said I think that is absolutely pathetic. **Acting Chairman McKiernan** said agreed.

Commissioner Murguia said we get on people. We code violate and we get on people that make \$10 an hour who are working like crazy to keep up their property. A millionaire comes in; first of all, I can't believe someone who was an elected leader in our community would have a property that looks like that. I can't believe we would take something like that off the hands of somebody that has millions of dollars that could have easily demolished or repaired that house and done the right thing. That's absolutely pathetic. I don't care how much money they have and I don't care how important that family thinks they are. I don't care who votes for me again because I said it out loud. Those people should be ashamed of themselves.

I find that much more appalling than the person that makes \$10 an hour who gets a code violation. They have all the education and the means to know these kinds of properties destroy our neighborhood. The only reason I'm voting for it is because Commissioner McKiernan is busting his behind to clean up his neighborhood. Now, unfortunately, does he not have to clean up after people that don't have any money, he's now having to clean up after people that have millions of dollars.

I hope someone plays this. I hope that family is embarrassed. I think they should clean up their own mess, but to move on, I'm supportive of Commissioner McKiernan. That's ridiculous. We will not be a dumping ground for millionaires.

Acting Chairman McKiernan said that reinforces what I said a moment ago. SOAR has to win. SOAR has to succeed. I can't tell you how many times I've looked at the record of this and my stomach has churned over just what Commissioner Murguia has said. It is very frustrating. It is, frankly, appalling that it has come to this. **Commissioner Murguia** said ridiculous.

Acting Chairman McKiernan said if that's what it comes to, if that's what it takes to move forward at this point in time, I'll throw up my hands and say if that's what it's going to take, we've got to move forward. We have to stabilize neighborhoods like this.

I will tell you I can see this lot from the front window of my house every day that I get up. I have watched this property deteriorate over the last 20 years and wondered why we didn't take steps to compel action on this property. **Commissioner Murguia** said that should have made the newspaper. **Acting Chairman McKiernan** said at this point in time, if this is the action we take, then so be it. **Commissioner Murguia** said just get it done.

Commissioner Townsend said just a point of clarification. What we have up there is not what your comments were about. **Acting Chairman McKiernan** said this property had two buildings on it, a commercial building and a residential structure behind it. That's the residential structure behind the commercial building which has been abandoned for 15 plus years. The commercial building was at the left side of that red square that is up on the top map there. It was torn down four years ago. **Commissioner Murguia** said pathetic. **Acting Chairman McKiernan** said agreed. **Commissioner Murguia** said can we just move on.

Commissioner Townsend said the reason I asked that question was we had 13050 Canaan Center and talking about the estate. At least in my packet, that property was not identified as part of the estate, is it? **Acting Chairman McKiernan** said no, no, no. It is a completely separate property with a completely separate disposition. **Commissioner Townsend** said that's what I think may be a bit confusing to members of the audience or people who are looking. **Acting Chairman McKiernan** said that's a completely different property with a different ownership group. **Commissioner Murguia** asked can we make a motion for both of these at the same time. **Mr. Slaughter** said yes.

Action: **Commissioner Murguia made a motion, seconded by Commissioner Walters, to approve.** Roll call was taken and there were five "Ayes," Walters, Murguia, Townsend, Bynum, McKiernan.

Adjourn

Acting Chairman McKiernan adjourned the meeting at 6:22 p.m.

mls