



Administration and Human Services
Committee
Standing Committee Meeting Agenda
Monday, May 21, 2018
5:30 PM

Location:

Municipal Office Building
701 N 7th Street
Kansas City, Kansas 66101
5th Floor Conference Room (Suite 515)

Name

Absent

Commissioner Angela Markley, Chair

☐

Commissioner Melissa Bynum

☐

Commissioner Mike Kane

☐

Commissioner Harold Johnson

☐

Commissioner Jane Philbrook

☐

- I.** **Call to Order/Roll Call**
- II.** **Revisions to May 21, 2018 Agenda**
- III.** **Approval of standing committee minutes from March 19, 2018.**
- IV.** **Committee Agenda**

Item No. 1 - ORDINANCE: AMENDMENTS TO ANTI-DISCRIMINATION ORDINANCE

Synopsis: An ordinance amending the Unified Government's anti-discrimination ordinance relating to practices in employment, housing, and public accommodations; to add gender identity and sexual orientation to the protected categories designated therein, submitted by Ryan Haga, Assistant Counsel.

Tracking #: 18220

Item No. 2 - REQUEST: AMAZON TRANSIT ROUTE

Synopsis: Request the creation of a permanent transit route to serve the Amazon fulfillment center, submitted by Justus Welker, Transportation Director.

Tracking #: 18248

Item No. 3 - REQUEST: 18TH STREET TRANSIT ROUTE

Synopsis: Request to use the Amazon route savings to fund the 18th Street Transit Route that

will travel north and south along the 18th Street corridor from Quindaro Blvd. to Roeland Park, submitted by Justus Welker, Transportation Director.

Tracking #: 18250

Item No. 4 - REQUEST: TURNER VISTA REZONING

Synopsis: A request from Steve Wood for the UG to initiate the rezoning process for property on the west side of College Parkway/Turner Diagonal, south of State Avenue, which includes the Redwood Gardens Townhomes, submitted by Rob Richardson, Urban Planning and Land Use Director.

Tracking #: 18244

Item No. 5 - GRANTS: PROPOSED PLANNING SUSTAINABLE PLACES

Synopsis: Request approval to submit the following Sustainable Places grant applications to the Mid-America Regional Council, submitted by Rob Richardson, Urban Planning and Land Use Director.

- Autonomous Vehicle Transit Study
- KCK Greenway Urban Trail System
- 47th and Georgia Complete Street Study

There is a potential future match of up to \$65,000.

Tracking #: 18253

Item No. 6 – MOU/GRANT: CHOICE NEIGHBORHOODS PLANNING & ACTION GRANT

Synopsis: Request approval of a Memorandum of Understanding with the Housing Authority regarding submission of an application for a \$1.3M Choice Neighborhoods Planning and Action Grant for Juniper Gardens, submitted by Rob Richardson, Urban Planning and Land Use Director; Melissa Sieben, Assistant County Administrator; and Wilba Miller, Community Development Director. Additionally, staff is requesting authorization of \$20,000 for grant preparation fees for Camiros from existing budget.

Tracking #:18257

V. Public Agenda

VI. Adjourn

**ADMINISTRATION AND HUMAN SERVICES
STANDING COMMITTEE MINUTES
Monday, March 19, 2018**

The meeting of the Administration and Human Services Standing Committee was held on Monday, March 19, 2018, at 5:39 p.m., in the 5th Floor Conference Room of the Municipal Office Building. The following members were present: Commissioner Markley, Chairman; Commissioners Philbrook, Johnson, Kane and Bynum. The following officials were also in attendance: Gordon Criswell, Joe Connor and Melissa Sieben, Assistant County Administrators; Henry Couchman, Senior Attorney; Kathleen VonAchen, Chief Financial Officer; Rick Mikesic, Director of Revenue/Treasury; and Andrea Parra, Deputy Treasurer.

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

Approval of standing committee minutes for January 29, 2018. **On motion of Commissioner Philbrook, seconded by Commissioner Johnson, the minutes were approved.** Motion carried unanimously.

Committee Agenda:

Item No. 1 – 18137... REQUEST: BLOOMBERG PUBLIC ART GRANT

Synopsis: Request to apply for the maximum amount of \$1M for a Bloomberg Public Art Grant for a downtown art project and market, submitted by Melissa Sieben, Assistant County Administrator. An undefined match is required.

Melissa Sieben, Assistant County Administrator, said as you know it is customary for us to come before you before we submit for a grant. I'm here tonight to request support from the standing committee for a collaboration of non-profits and local players that are interested in going for this, what we're calling a Farmer's Market as Art Grant. We're are working on location within our downtown to seat a farmer's market pavilion. It would be a space that could be used for multiple purposes. It would allow for performing arts as well as for the market itself

and other events throughout the year depending on what people would like to program in there. We're really excited about this opportunity and incorporating other public art displays in and around the area as well. More to follow on all of it, but that is what we're looking to do. Hopefully, with some of our other partners finding the match, so it's not defined in the grant, so we will ask for as much as we think we can get and try to bring forward the most innovative idea possible for them to move to the second phase. So, this is the phase one of several phases to receive this option of a million dollars.

Commissioner Bynum said just a couple of questions. If we were successful, it would be up to a million dollars—how many—I'm assuming the competition is wide. **Ms. Sieben** said yes. It's in the US this year. **Commissioner Bynum** said okay, cities of a certain size or any city, or—**Ms. Sieben** said pretty much anyone who wants to apply. What we do know from seeing the past winners of this competition is that it has to be—normally it's in areas that are struggling and so we feel like our downtown is a candidate with some of the challenges we've had with getting the Healthy Campus started and different things. We're hoping this could be a kickstarter forward for the reinvestment in our downtown and that we have a lot of great partners already working on healthy food options and a small farmer's market that's been operating over here that would love more space to do a larger market with a lot of our local farmers as well.

We think there's a lot of options and we're working with Economic Development as well on this grant as Arts KC has stepped in and is going to helping us figure out how to put forward a plan on programming the space and then sustainable art in our community going forward. **Commissioner Bynum** said there would be a match if we were successful. **Ms. Sieben** said some portion of a match, yes. We're talking with Downtown Shareholders. We're talking with the folks from Arts KC. We have a few others that are interested that would likely help us with the match. Right now, we have a deadline of the 19th of April to pull this all together so we're trying to figure out what that is, but our match would be low. **Commissioner Bynum** said and that's my last question, and that is does it need to be fast tracked or no. **Ms. Sieben** said it does not need to be fast tracked because I believe this will end up on the Commission prior to then. What I can tell you is that our match that we're looking in more in-kind so things of streetscaping, things that we would want to do in our downtown anyway. We would be looking at those as something to go adjacent to it to help allow us to display the art. I can definitely tell

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you we're looking along the Minnesota Avenue corridor and in doing so that provides us some opportunities to complete some work that we started in other parts of Minnesota.

Chairman Markley said other questions. **Ms. Sieben** said sorry to be ambiguous.

Action: **Commissioner Bynum made a motion, seconded by Commissioner Johnson, to approve.** Roll call was taken and there were five "Ayes," Philbrook, Johnson, Kane, Bynum, Markley.

Item No. 2 – 1887...UPDATE: MOTOR VEHICLE REGISTRATION CUSTOMER SERVICE

Synopsis: Update on the performance of the customer service initiatives of the Motor Vehicle Registration Program of the Treasury Division, submitted by Kathleen VonAchen, Chief Financial Officer; Rick Mikesic, Director of Revenue/Treasury; and Andrea Parra, Deputy Treasurer.

Motor Vehicle Registration Program **Customer Service Progress Report**

March 19, 2018
UG Administration Standing Committee
Unified Government Treasury



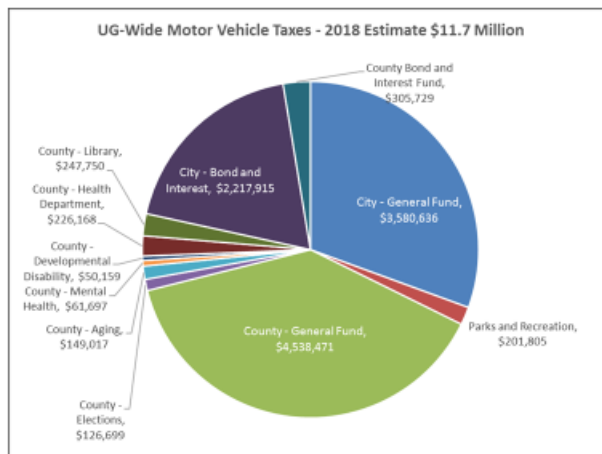
Kathleen VonAchen, Chief Financial Officer, said we're happy to make this presentation on the improvements in the Motor Vehicle Registration Division. Who I have with me is our newly appointed County Treasurer and Director of Revenue, Rick Mikesic and then our Deputy

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Treasurer Andrea Parra. I'm happy to take any questions throughout the presentation. To start out I'm going to take the first few slides.

Purpose of Motor Vehicle Registration

- Mandated by the State of Kansas
- Improves safety of car ownership
- Revenue supports \$1.4 million in motor vehicle registration administration costs, with the remaining \$10.8 million supporting public safety operations and County services
- Revenue split 50/50 between the City and the County functions



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So, generally why do we do motor vehicle registration. Well, as you know it is mandated by the state, but part of their reason for putting it into law is that it improves the safety of car ownership. I provided this pie graph that kind of gives you an idea of the distribution of the revenue, the total revenue that we collect annually or at least for this year is estimated to be \$11.7M. About 50, it's split 50/50 between city and county functions and it's distributed amongst all of these various funds as displayed here.

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Priorities for Improving County Services by District

Rank	Overall Priorities	# of Districts ranked in top 5	District 1	District 2	District 3	District 4	District 5	District 6	District 7	District 8
1st	Motor Vehicle Registration	6	Area Agency on Aging Services	Services for Developmental Disabilities	Area Agency on Aging Services	Motor Vehicle Registration	Motor Vehicle Registration	Motor Vehicle Registration	Motor Vehicle Registration	Motor Vehicle Registration
2nd	Area Agency on Aging Services	8	Services for Developmental Disabilities	Area Agency on Aging Services	Motor Vehicle Registration	Services for Developmental Disabilities	County Parks	Area Agency on Aging Services	Area Agency on Aging Services	Area Agency on Aging Services
3rd	Services for Developmental Disabilities	7	County Parks	Senior Transportation	Services for Developmental Disabilities	Area Agency on Aging Services	Area Agency on Aging Services	County Appraiser's Office Services	County Parks	Senior Transportation
4th	County Parks	7	Senior Transportation	Public Health Department Services	Senior Transportation	County Parks	Services for Developmental Disabilities	County Parks	Senior Transportation	Services for Developmental Disabilities
5th	Senior Transportation	5	Adult Jail/Juvenile Detention Center	County Parks	County Parks	Public Health Department Services	County Appraiser's Office Services	Services for Developmental Disabilities	Customer Service	Customer Service



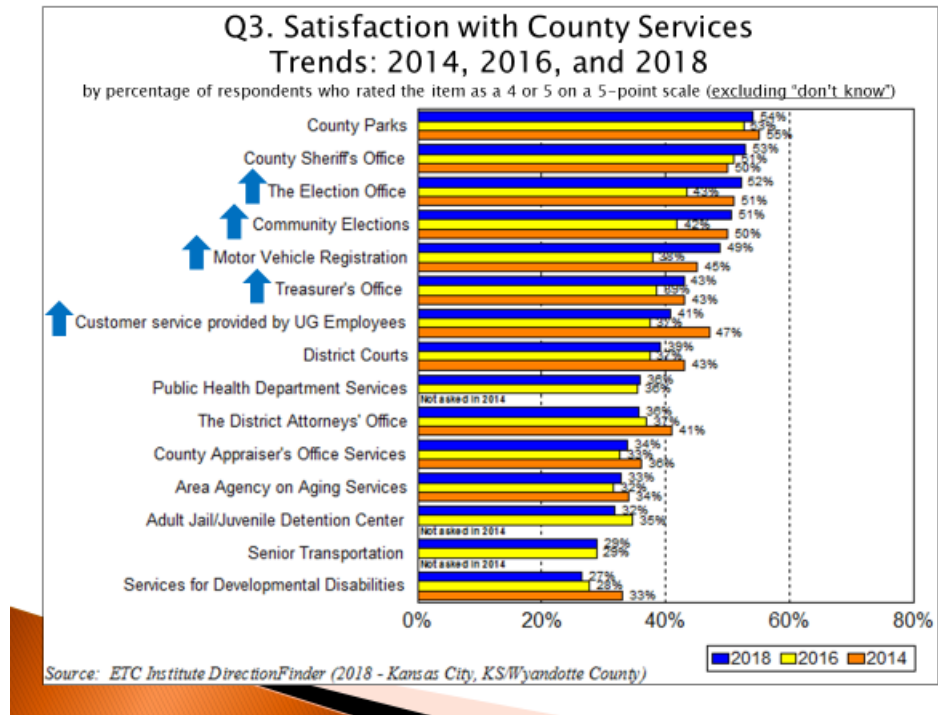
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Over the past six years we've done a community survey which was presented. The preliminary results for 2018 were presented a few weeks ago and some of the survey questions related to the county functions. Just to give you a reminder, Motor Vehicle Registration was identified as one of the top priorities to be focusing on amongst all of the districts, except for three of them, where it was ranked a little lower than number one. So this seems to imply that there's a real need to make a lot of improvements, but we're going to show you some of the improvements we've been making over the past several years and how just little by little we're working towards improving that perception from our customers.

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2018 Importance-Satisfaction Rating						
Kansas City, Kansas & Wyandotte County Community Survey						
County Level Services						
Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
Services for Developmental Disabilities	27%	3	27%	15	0.1962	1
Area Agency on Aging Services	28%	2	33%	12	0.1908	2
Senior Transportation	24%	5	29%	14	0.1685	3
Motor Vehicle Registration	32%	1	49%	5	0.1618	4
Public Health Department Services	22%	7	36%	9	0.1397	5
Customer service provided by UG Employees	22%	6	41%	7	0.1293	6
County Parks	25%	4	54%	1	0.1166	7
County Appraiser's Office Services	16%	8	34%	11	0.1066	8
Adult Jail/Juvenile Detention Center	15%	9	32%	13	0.0990	9
Treasurer's Office	11%	11	43%	6	0.0617	10
County Sheriff's Office	12%	10	53%	2	0.0552	11
District Courts	9%	12	39%	8	0.0541	12
The District Attorneys' Office	7%	14	36%	10	0.0463	13
Community Elections	8%	13	51%	4	0.0390	14
The Election Office	7%	15	52%	3	0.0311	15
<u>Greatest Opportunities for Improvement:</u> <i>(I-S Rating Above 0.15)</i>						

A couple more slides on the community survey, so one of the interesting things is this slide, as we explained before, it's a combination of what residents felt is most important compared with how satisfied they are so it's a ratio that they came up with and as you can see Motor Vehicle Registration it was deemed by 32% of the electric to be most important, but then they expressed that 49% of them expressed that they were satisfied with the service. So, even though by district it shows that it's the number one top priority, it actually dropped to the fourth level if you combine those ratios together.

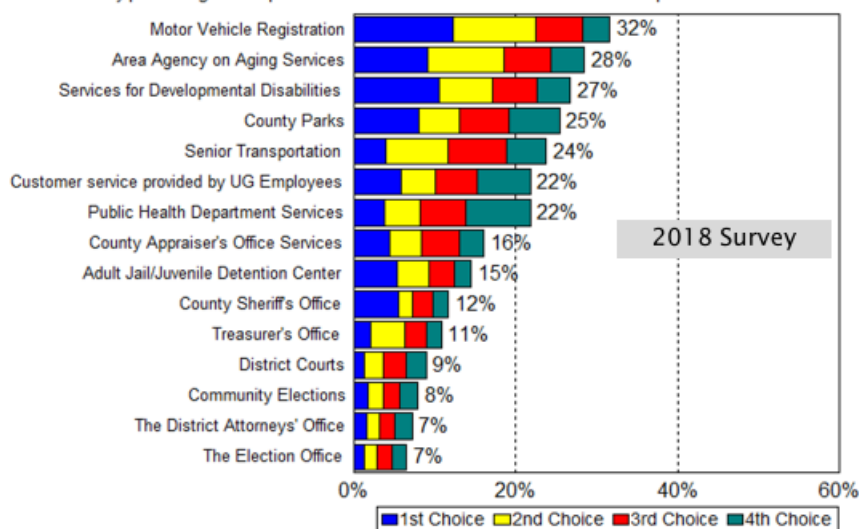


There have been some improvements over the past year. As you can see in Motor Vehicle Registration we've done three surveys. One in 2014, 2016 and then in 2018. Motor Vehicle Registration was ranked 38% and then it jumped to 49% in terms of satisfaction. So, we've really made some good improvements over the past year.

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Q4. County Services That Should Receive the Most Emphasis Over the Next 2 Years

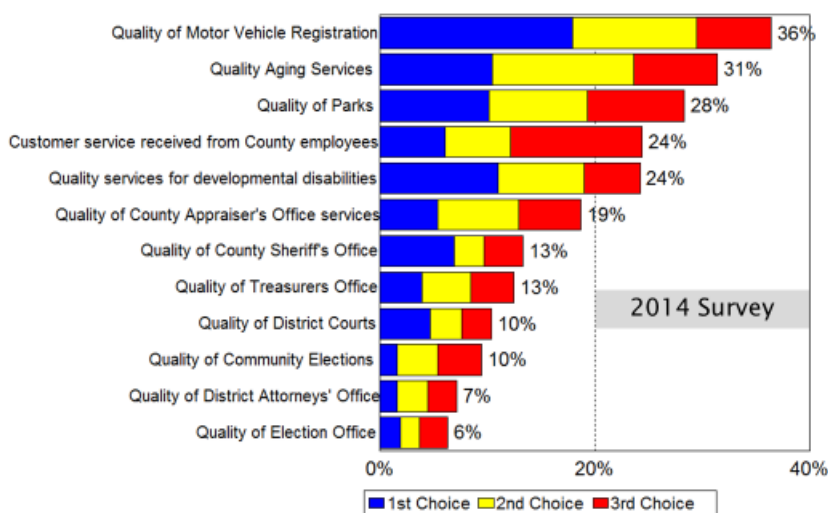
by percentage of respondents who selected the item as one of their top three choices



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Q5. County Services That Should Receive the Most Emphasis Over the Next 2 Years

by percentage of respondents who selected the item as one of their top three choices



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Then again, this is a graph that shows the 2018 survey. What services should be receiving the most attention or emphasis in the future two years in Motor Vehicle Registration is combined, had 32% whereas four years earlier it was ranked 36%. I mean things are improving over the past few years. There's better satisfaction. Perhaps, you know less emphasis is placed or the customers feel that things are improving generally and that they are satisfied with the service but still we have a long way to go. We're very committed to making improvements in this area.

Customer Service Surveys

Since February 28, 2018



► 5,595 responses

What Facility Did You Visit Today?			How Did You Check In?		
Downtown	1854	33.14%	Kiosk (In Office)	2416	43.18%
Annex	3741	66.86%	Online	3179	56.82%
Total	5595		Total	5595	

*From inception date of July 20, 2015

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Rick Mikesic, Director of Revenue/Treasury, said in 2015 the Treasurer's Office began completing customer surveys and so some of the facts I'm going to present are based upon the results of those surveys. Since that period of time there's been about 5,600 responses so I want to provide the information that we've learned through those 5,600.

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Customer Service Surveys

How Would You Rate the Check in System?			
Poor	227	4.06%	
Fair	197	3.52%	
Good	571	10.21%	
Great	1067	19.07%	
Excellent	3533	63.15%	
Total	5593		
How Would You Rate Our Customer Service?			
Poor	197	3.52%	
Fair	146	2.61%	
Good	338	6.04%	
Great	742	13.26%	
Excellent	4172	74.57%	
Total	5593		
How Would You Rate Our Knowledge?			
Not knowledgeable	107	1.91%	
Somewhat knowledgeable	302	5.42%	
Knowledgeable	400	7.15%	
Very knowledgeable	967	17.44%	
Extremely knowledgeable	3999	71.47%	
Total	5593		
Overall, How Was Your Experience?			
Poor	310	5.54%	
Fair	238	4.25%	
Good	590	10.55%	
Great	1003	17.93%	
Excellent	3454	61.73%	
Total	5593		

Total Positive Response to Check In
92.42%

*2017 Response 94.04%
*2018 Response 94.03%

Total Positive Response To Customer Service
93.87%

*2017 Response 94.79%
*2018 Response 94.74%

Total Positive Response to Knowledge
96.26%

*2017 Response 96.98%
*2018 Response 96.94%

Total Positive Response to Experience Overall
90.21%

*2017 Response 91.94%
*2018 Response 91.91%

Comments
or would
you like us
to contact
you?

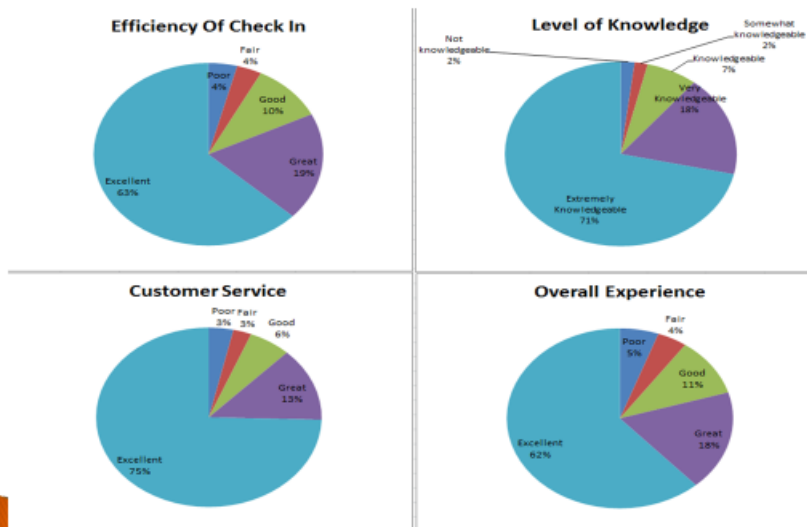
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This might be a little small to read, but these are the four questions that are requested or offered during the survey. The first one asks them to rate the check-in system. The second one asked them to rate customer service. The third one asked them to rate our knowledge and the fourth one is overall how would you rate your experience. The choices were poor, fair, good, great and excellent. I'll point out that regarding our check-in system, the total responses are 92.4% favorable and I provided the 2017 and 2018 numbers there in case you were curious where the last two were and you can see actually it was a little bit better in the last two years. Of course, this year only had two months worth.

As far as our customer service, almost 94%. Our knowledge was 96% and overall 90%. So, I think that actually would surprise a lot of people when you hear the term motor vehicle that repeatedly we have a 90% favorable rating.

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Customer Service Surveys



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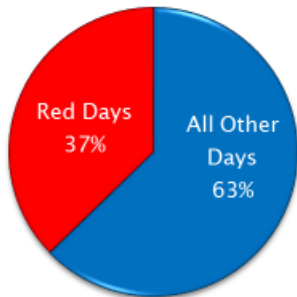
This is another view of the same information. It puts it into pie chart form and you can see we had 63% rated our check-in excellent, that's the big one; 71% extremely knowledgeable, 75% rated our customer service as excellent and overall 62% as excellent. That's the good. We get complaints too.

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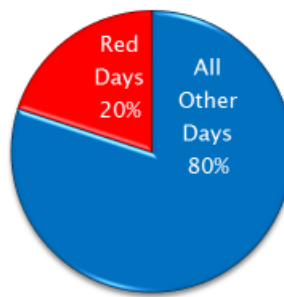
Complaint Topic Timeline



Motor Vehicle Complaint Timeline



Red Days vs All Other Days

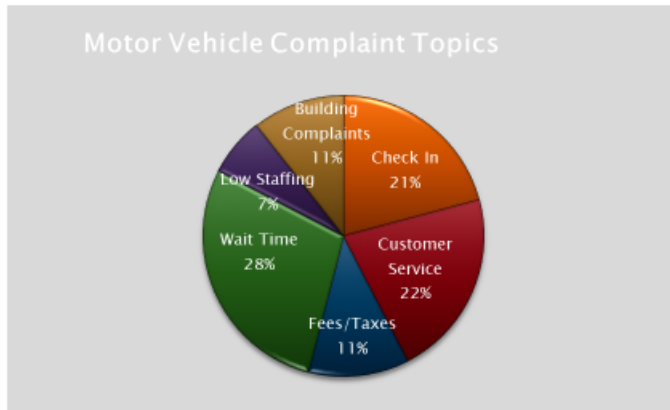


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One of the things that we have and we discussed in our office are red days. A red day simply is the final two days of the month and the first two days of the month. As everyone knows, your registration expires at the end of the month and it also would surprise no one to know that everybody waits until the last second to come in to pay their taxes. So, the last two days and the first two days are always very high volume. It would probably not surprise you to find out that the red days make up a disproportionate share of the complaints, 37% of the complaints that come in occur during that four-day period where they only represent 20% of the days during the given month, so you can see where our biggest driver is when it comes to complaints.

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Motor Vehicle Complaint Topics



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This chart will sort of give you a feel for what they're complaining about. For me, although we have low staffing and wait time as two separate items, to me they are very close to one in the same. It stands to reason they're waiting because there's nobody available to help them. For me, I group those two together. That represents 35% of our complaints and if I look back in time, that's fairly consistent over the period since 2015 when these started.

Commissioner Philbrook said quick question before you go on. So, this particular complaint topic pie chart relates to the overall including those four nasty days. **Mr. Mikesic** said this is overall. **Commissioner Philbrook** said okay and I haven't looked ahead, but did you do one for just the four nasty days? **Mr. Mikesic** said I don't believe we pulled that together, but if you would like it, we can see if we can try and pull that together for you. Maybe at least—maybe not the entire range but at least some more—**Commissioner Philbrook** said the highest percentage. **Mr. Mikesic** said yes, a sample maybe we can look at 2017 and see where those complaints came in. **Commissioner Philbrook** said it might give us a little bit better idea of dealing with the last two and first two days other than just telling them don't do that. **Mr. Mikesic** said well, yes. We do what we can to mitigate that. **Commissioner Philbrook** said oh I know you do. **Mr. Mikesic** said a little bit about that, I am trying to process through this quickly so please

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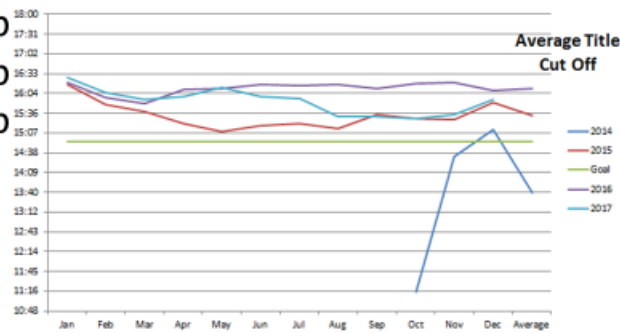
don't hesitate to stop me and ask the questions. We'll talk a little bit about that in just a moment. Check-in, what year was AwesomeQ brought in? **Andrea Parra, Deputy Treasurer** said 2014. **Mr. Mikesic** said it's our queueing system and it's been extremely popular and worked very well and it's helped out the office significantly. The complaints that we have that you see 21%, you know, wow that sounds kind of high. Mostly, it works well. Once in a while we have a problem where it's not working right and we had to shut it down so complaints came in because it wasn't working, but the other big factor of that was people—we found out and this was Andrea who realized this, people are having problems based upon the customer survey, they were having problems figuring out where to click online to get in line. You can actually get in line by just going to the website and people were having trouble figuring that out. In September a change was made to the website to try to clarify that. Since that point in time that 21% is down to only 13%. That kind of gives you a feel for how we're using this information once we get it and what we're trying to do to continue to make the improvements.

Customer service can often be a driver of training. We have a high turnover. Part of that is because it's a hard job, part of it is because there's a lot of great places in the Unified Government that our employees want to go work. I'm okay with that. If we're like the bench for the UG, that's fine with me. I support them going and trying to better their own careers, but that means we're in a constant state of trying to bring in new people, train them and get them up to speed on what our expectations are from customer service. We're trying to tackle those as well.

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Average Title Cut Off

- ▶ Goal- 2:54pm
- ▶ 2014- 1:40pm
- ▶ 2015- 3:32p
- ▶ 2016- 4:02p
- ▶ 2017- 3:53p



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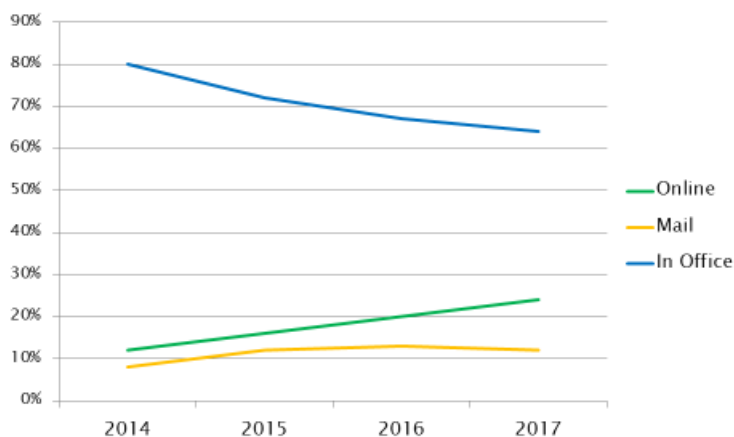
Title work is one of the more time-consuming functions that we have in the office. We have a goal that if somebody comes into the office and they get in line, we want to be sure that they are served before we close for the day. The only way we can do that with the volume that we have is to shutdown the title work in the afternoon, depending upon the workflow for that given day and not take new title work because they really do suck up a lot of time. **Commissioner Bynum** said I mean I've heard this, cutting off title work for a number of years now and I think it predates my time here, but it goes all the way back to the purchase of the state motor vehicle processing system that frankly didn't work and slowed everything down. You know we used to hear the horror stories of seven hours at the Motor Vehicle Department and I know a lot of those bugs are worked out of the system, but are you saying that it could still potentially take an hour to process a title transaction? **Mr. Mikesic** said it won't take an hour to process a title transaction. It will take, because of the number of titles that we have, it will take that long to get to that person to process the title work and what we're trying to do is process as many of the titles that we can before the day ends. So, if we've got a two-hour wait at 3 o'clock, we probably will be shutting down our titles because when we take the titles it pushes the entire timeline back. **Commissioner Bynum** said so you're shutting down the line for titles. **Mr. Mikesic** said line for titles. **Commissioner Bynum** said so if I'm in line at 3 o'clock—**Mr. Mikesic** said anyone

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who is in line with a ticket will be served before we close that day. **Commissioner Bynum** said I might be there until closing. **Mr. Mikesic** said you might be. **Commissioner Bynum** said not because the transaction took so long—**Mr. Mikesic** said because the line was out there. **Commissioner Bynum** said thank you. **Mr. Mikesic** asked are there any other questions on that.

What this graph illustrates, given the point and time the managing staff of the office look at what the queue currently has in line, considers the wait, which is established through our queueing system which takes into the account the number of people that are actually working on the line that day and they determine okay, we're going to cut off title work today starting at 3:30 p.m. Now, if somebody comes in with a renewal at 4 p.m., they can still get in line, they'll still get served before we close for the day. They might be waiting until 5 p.m., but they'll still get served by the end of the day. What this graph provides is the average time that the title work was cut off during the day. Some days we don't have to hardly cut it off at all. It just depends upon the workflow. I haven't been there long, but outside of the four days wrapped around the end of the month, there is not a lot of rhyme or reason why it gets busy one day and not the other. There have been several days I was like what happened today and then the next day is like nothing. It's really confusing but that's what this slide presents.

Renewals Breakdown



This slide presents the renewals. We talked about titles in the last slide. This is for renewals. Renewals may be done through the mail. They may be done in the office and they may now be done online. What this slide is presenting is the percentages of our breakdown. We would love for that blue line to drop and drop and drop. We'd love for the green line to keep going up and up and up because the green line is basically much less labor intensive. We want to try and do everything that we can to try to encourage the online renewals. Andrea and I are working through ideas, having discussions, what we can do. I think it's a matter of educating the public to let them know that they can just do this and hopefully we can get that word out. There is actually a limitation to how much progress we can do on this because of the requirements with regard to having insurance and some people because of how they buy their insurance and their insurance company it's not updated in the system which is a requirement for online. We can't really do much about those individuals, but for those that we can, we want to try to encourage the online renewals as much as possible.

Efforts to Enhance Customer Experience

Awesome Q (Online Check In):

Customers can now get their place in line online and receive a text message on their phone 30 minutes before their number is called. (Implemented: October, 2014) (Upgraded: February 2018)

Survey Initiative:

Customers can now fill out a survey regarding their experience via our website or our texting system through Motor Vehicle. (July, 2015)

Red Days:

Both Offices schedule all front line personnel around these days. Scheduling time off is limited on these days. (August, 2015)

Training:

- All Motor Vehicle new hires go through a formal two week training period. (October, 2014)
- Employees attend customer service trainings upon hire, during our annual training, and throughout the year. (October, 2015)
- MEMO (Meetings to Encourage Motivational Operations) Meetings (March, 2015)
- SHIP (See How I'm Progressing) Statements (February, 2015)

Morale Boosting Initiatives:

Initiatives include: Retirement Celebrations, Birthday Celebrations, Baby Showers, Spirit Weeks and Office Outings outside of Work Hours.



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I think I kind of talked about some of these, the AwesomeQ. We did actually just have an upgrade to that system which allowed for bilingual sign in before it was just English only. Now

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they can choose their language to sign in. That's an upgrade. The survey, it's everything we've been talking about here. The red days, we try to discourage and limit time off during the red days. We understand things come up, but we try to prevent that as much as we can. Simply put, the more people working, the more we can get through.

We have a formal two-week training period. We just had a few people finish that up last week and now they're on the line today for the first time on their own. We also have an annual training every Columbus Day, which the office gets together, tries to do various training as well as team building type things. We have the MEMO meetings, which are each month in each office. We have the meeting and at that meeting we start before the day starts where we basically cover everything that needs to be discussed whether it's a clarification of rules or a corrective action or just an informative action of something coming down the line. Whatever it is that we might need to talk about. All those sort of drive to making sure we have staff as trained and prepared as possible so that they are knowledgeable, they are giving good answers and doing their work as error free as possible; which is also the last thing.

SHIP reports, SHIP statements, See How I'm Progressing (SHIP.) It gives feedback to staff to let them know how well they are doing their work as far as how many errors they may have. If there is a noted item that they're not doing on a repetitive nature as opposed to just a one off, they just didn't that time, that allows for corrective action to be taken there.

Finally, moral boosting. It stands to reason; the happier employees are the better the smile they can put on their face for the public. We do try to do everything that we can with having birthday parties, celebrations, spirit weeks and all different kinds of stuff there. That's what we have there. I'm going to let Andrea discuss this slide.

Motor Vehicle Fee Recap

- ▶ A \$5.00 fee per vehicle will be charged for both locations for any walk-in renewals (in office).
- ▶ Web Payment Convenience fee of \$1.25 for an E-Check
- ▶ A processing fee of 2.5% of the total amount of the transaction will be charged for credit card payments.
 - This includes online and in-person.



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Ms. Parra said this is just a recap on most of the fees that customers will see throughout different business transactions. First thing is something we implemented in 2014 which is the \$5 per vehicle renewal fee. That is assessed at both offices in office only. If it's by mail, we will waive the fee and anything online they would not be assessed the \$5 fee. There are a few fees for processing online renewals such as the E-Check fee. It's a set fee of \$1.25 or if they're going to process with a debit or credit card they will be charged 2.5% of their total. That would be included in person if they're using a debit or credit card as well. **Mr. Mikesic** said so that's another reason why somebody might want to renew online. It actually has the potential to be cheaper because you're not charged that fee when you walk in.

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Ideas for the Future

- ▶ More Employees?
 - The Community Survey results
 - Unfunded vacant positions
- ▶ Consolidation of offices to one location
- ▶ Building Logistics of Annex
- ▶ *Pay/It* for Motor Vehicle Renewals



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We also want to talk about what can be done in addition to what we've already been doing. I've only been in the office for a couple of months, so I still have a lot I need to learn and pick up on. I think Andrea and I have a good working relationship and I think we have some ideas that we've already started bouncing around. Andrea, herself has only been in her position since September. **Ms. Parra** said September, yes. **Mr. Mikesic** said so there's a really big difference in leadership right now in the office and I think we're going to bring some new ideas to the table, not really in a position to discuss those yet, but well it's not a secret, they just haven't been formally vetted as they should be. **Chairman Markley** said okay, we'll wait. **Mr. Mikesic** said a couple of the things that are up here, if we really want to talk about the main driver of our complaints, the main driver of our complaints is the wait time. I did note when I went through some of the budgeting information that there are some unfunded positions in Motor Vehicle. I don't why they're unfunded. I don't know when they were unfunded or what the purpose is, but we as we stated before, we do have a lot of turnover and we do have a lot of situations where we don't have bodies in place. We have people that are on FMLA. We have people that leave and then go into other places for the Unified Government. I'm sure you all know when somebody leaves you're probably looking at a minimum by the time you put the position out, do your interviews, get the hiring, get them two weeks of training, probably two months is my guess. When we lose

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one person, we're down—a seat is empty for two months before we can get them. I just explained we had three people that we just brought on so prior to that we were down three people and actually in the short time I've been there we've had five new people start. So, if we wanted to do something, for me that's one place we could talk. **Commissioner Philbrook** asked what's your number on the unfunded vacancies, the unfunded ones. **Mr. Mikesic** said on what was provided to me, the unfunded vacancies we have are five full-time and one part-time. One of those five is on the Treasury side, full disclosure. That's the other side of the operation. That's what I have from what was provided to me. I believe we are at 37.5, is that right number. **Ms. Parra** said that is correct. **Mr. Mikesic** said Treasury and Motor Vehicle combined were at 37.5.

Commissioner Johnson said do you have any data that will tell us what kind of impact those 4.5 persons will make in terms of the turnaround time and other points? **Mr. Mikesic** said I haven't put any pen to paper to do the math. I'm not here asking for that at this time. I'm just providing that as a potential solution if the priority is there and the only reason brought it up is because I saw what the results were—the community survey, if they're talking about that, I know where the complaints are. They're in wait time and staffing. That's why I put it in there. Nothing's being requested today. **Commissioner Johnson** said I understand and I guess speaking, I think I'm speaking on behalf of this Commission, we're pretty much a data driven Commission and the more information and data that you give us, the more we dive into it and digest it. So, I'm all for that. **Mr. Mikesic** said I will be more than happy if we bring something for the Commission to consider in a formal presentation, I will be more than happy to bring some hard stats that we can provide that.

Commissioner Philbrook said so in the middle of that you can let us know how much one FTE (full time employee) is worth in money when you're doing that. **Mr. Mikesic** said sure. **Ms. VonAchen** said I would say on average with benefits it's around \$45,000 – \$50,000 a year. **Commissioner Philbrook** said \$45,000 – \$50,000 per year. **Ms. VonAchen** said with benefits and pension. **Commissioner Philbrook** said thanks Kathleen.

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Mr. Mikesic said the next bullet point is consolidation of offices to one location. This is an idea that was brought about before my tenure began. I don't feel that I fully encompass what all the discussion is, but I think there was discussion with relation to the court system and actually relocating the Treasury office completely, but I think that's a genesis of a discussion that may or may not go somewhere. I know we went over to Johnson County to examine their operations and I looked at how they were doing things and noted that they're doing some things a little bit differently than we do. Maybe there's some merit to it, maybe it doesn't work right for us but that visit just happened two weeks ago. So, a lot of ideas that are floating around but right now they are like balloons that we're just shooting up before we start trying to shoot them down and see where it goes.

I know that was one discussion and Building and Logistics at the Annex, there was just a couple of things there. Just a customer service trying to make the parking out there, it's kind of an issue because the entrance to our operation is on the lower level and there are like three spots there or very few spots with a few handicap and so I've been talking to Building and Logistics and some changes with regards to how the parking is going to be run as well as better access from the upper lot to the lower lot. We can't just create more lots down there, but we can make it a better access so the people aren't basically walking through a bunch of tree routes sticking up through the dirt, which is what it is right now. John Kelly's working on getting that done this year. That was that bullet point and I'll let Andrea address the last one.

Ms. Parra said the refer to it as the PayIt, I believe Treasury, we've all been through that process for making real estate payments. It's on hold as of now, but the Kansas Department of Revenue is issuing a similar version for renewals online. It was supposed to go live on February 5th. Due to reporting issues they put that on hold until the 12th and is now indefinitely on hold. As far as I understand, it's not going to communicate with our PayIt so that system would be something we would want to reach out to KDOR to merge into the Wyandotte County app so they can do their real estate, personal property, all taxes within one app. All we have right now is that it's supposed to be rolled out to all 105 counties, but it's on hold indefinitely.

Mr. Mikesic said that's basically what we brought for you tonight. If you have any other questions—**Commissioner Bynum** said first of all I just want to say thank you for the work that

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you do because it's thankless work. I don't know if you know that I'm an old Motor Vehicle Title Clerk and supervisor in that department. So, I feel you every day and I'm well familiar with your first two days and your last two days.

I want to have a conversation offline about the wait time thing because it still kind of bothers me but the first question I have is your very first slide. It's not really why you're here tonight, but I just want to make sure I understand the dollar figures. **Mr. Mikesic** said this one or—**Commissioner Bynum** said your slide says Purpose of Motor Vehicle Registration. You talk about \$11.7M annually. Are you saying that is the motor vehicle registration fees collected or the personal property tax fees or a combined total of both? **Ms. VonAchen** said no it's the motor vehicle. **Commissioner Bynum** said that's just motor vehicle fees. **Ms. VonAchen** said yes, commercial and—**Mr. Mikesic** said it's the taxes. It's not just the fee. No. **Commissioner Bynum** said the reason I was asking is because the motor vehicle fee, if I'm not mistaken, does not the bulk of that go to Topeka. We don't keep that money. **Ms. VonAchen** said this is the portion that we retain. **Mr. Mikesic** said we do keep a portion of fees. There are a number of fees, as most people realize, and there's a portion of it that we pay—**Commissioner Bynum** said that stays local. **Mr. Mikesic** said our portion is small and I think Kathleen's slide is presenting the taxes not the fees. **Commissioner Bynum** said that's what I want to know. **Mr. Mikesic** said the fees we receive are very small. **Commissioner Bynum** said so these are the taxes people pay on their vehicles in Wyandotte County, that total \$11.7M. **Ms. VonAchen** and **Mr. Mikesic** said yes. **Commissioner Bynum** asked do we know how many automobiles and commercial trucks, etc. that represents. **Ms. VonAchen** said we can look that up. **Mr. Mikesic** said we can get that for you. **Ms. VonAchen** said yes. We've got that. I've got that. **Commissioner Bynum** said I just wanted—from the beginning I just wanted that clarified. Those are two different fees. One of them stays here and one of them goes somewhere else. **Mr. Mikesic** said right. Thank you for your statement about me but it's really more for the staff. **Commissioner Bynum** said it is for you and the staff. **Mr. Mikesic** said they have a very, very tough job. They're dealing with people who generally don't want to be there, generally don't want to give you the money that they have to give you and when they walk out all they've gotten is the ability to quietly own what they already own. It can be tough for them. So, they've got it tough. **Commissioner Bynum** said I just wanted you to know I appreciate it. **Mr. Mikesic** said sure.

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Chairman Markley said anything else from Commissioners. **Commissioner Philbrook** said other than thank you, I'm happy you're doing it and I'm not. **Chairman Markley** said this is an item for information only. You know customer service has been a focus of this Commission as one of our goals countywide, but it's great to hear an update in a department where you guys are making some process. So, we appreciate it. Thank you very much.

Action: For information only.

Chairman Markley adjourned the meeting at 6:17 p.m.

Adjourn

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Staff Request for Commission Action

Tracking No. 18220

Full Commission Meeting Date: 5/31/18

Committee: Administration & Human Services

Date of Standing Committee Action: 5/21/18

(If none, please explain):

Publication Required: No

<u>Date:</u> 04/18/2018	<u>Contact Name:</u> Ryan Haga	<u>Contact Phone:</u> x5075	<u>Contact Email:</u> rhaga@wycokck.org	<u>Department/Division:</u> Legal
<u>Item Description:</u> An ordinance amending the Unified Government's anti-discrimination ordinances, relating to practices in employment, housing, and public accommodations to add gender identity and sexual orientation to the protected categories designated therein.				
<u>Action Requested:</u> To approve the ordinance.				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> UG Anti-DISCRIMINATION Ord (amended 4-18-18 final)				

Published _____

ORDINANCE NO. _____

An ordinance relating to the updating of the Unified Government's prohibition of discriminatory practices in employment, housing, and public accommodations, amending Sections 18-84, 18-114, 18-115, 18-117, 18-118, 18-137, 18-138, and repealing the original section.

BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS:

Section 1. That the following Section is hereby amended to read as follows:

Sec. 18-84. - Prohibited.

Discriminatory practices in places of public accommodation are hereby prohibited and declared unlawful. For the purpose of this section, it shall be a discriminatory practice:

- (1) For any person being the owner, operator, lessee, manager, agent or employee of any place of public accommodation to refuse, deny or make a distinction, directly or indirectly, in offering its goods, services, facilities, and accommodations to any person, as covered by this article, because of race, religion, color, sex, disability, sexual orientation, gender identity, national origin or ancestry, except where a distinction because of sex is necessary because of the intrinsic nature of such accommodation.
- (2) For any person, whether or not specifically enjoined from discriminating under any provisions of law, to aid, abet, incite, compel or coerce the doing of any of the acts forbidden under this section or to attempt to do so.
- (3) For any person to refuse, deny, make a distinction, directly or indirectly, or discriminate in any way against persons because of the race, religion, color, sex, disability, sexual orientation, gender identity, national origin or ancestry of such persons in the full and equal use and enjoyment of the services, facilities, privileges and advantages of any institution, department or agency of the state or any political subdivision or municipality thereof.

Sec. 18-114. - Powers, functions and duties of director of human resources.

With respect to his duties under division 2 of this article, the director of human services shall have the following powers, functions and duties:

- (1) To receive, initiate, investigate and pass upon complaints alleging discrimination in housing or real estate transactions because of race, religion, color, sex, disability handicap, national origin, sexual orientation, gender identity or ancestry and complaints alleging discrimination in housing because of familial status.
- (2) To subpoena witnesses, compel their appearance, to take and record the testimony or statements of such persons, to require the production of records, documents and other possible sources of evidence, and to examine, record and copy such materials. The director may issue subpoenas to compel access to such materials or the production of such materials, or the appearance of such persons. The director may serve interrogatories and requests for admission to a respondent. The director shall exercise the powers set out in this subsection to the same extent and subject to the same limitations as would apply if the subpoenas, interrogatories, requests for production, requests for admission or notices to take deposition were issued or served in aid of a chapter 60 civil action in the district courts of the state.
- (3) To hold public hearings, maintain formal records, and administer oaths.
- (4) In case of the refusal of any person to comply with any subpoena, interrogatory, notice to take deposition or request for production issued by the director, the director may make application to the district court to compel compliance pursuant to state law.
- (5) To act in concert with other parties in interest in order to eliminate and prevent discrimination and segregation, prohibited by this division, by including any term in a conciliation agreement as could be included in a final order under this division.
- (6) Apply to any court of competent jurisdiction through the unified government chief counsel after a complaint has been filed to enjoin any violation of this division.
- (7) To apply to any court of competent jurisdiction for enforcement of any conciliation agreement by seeking specific performance of such agreement.
- (8) To issue such final orders after a public hearing as may remedy any existing situation found to violate this division and prevent its recurrence, and, if necessary, to apply to any court of competent jurisdiction for enforcement of any final orders.
- (9) To endeavor to eliminate prejudice among the various ethnic groups and people with disabilities in the city and to further good will among such groups.
- (10) Too accept contributions from any person to assist in the effectuation of this chapter and to seek and enlist the cooperation of private, charitable, religious, labor, civic and benevolent organizations for the purposes of this chapter.
- (11) To issue such publications and such results of investigation and research as, in his judgment, will tend to promote good will and minimize or eliminate discrimination because of race, religion, color, sex, disability handicap, national origin, sexual orientation, gender identity, familial status, national origin or ancestry.
- (12) To render each year to the council administrator and to the unified government board of commissioners a full written report of all activities and of recommendations.
- (13) To receive and accept federal funds to effectuate the purposes of this chapter and to enter into agreements with any federal agency for such purpose.
- (14) To delegate the exercise of the powers granted by this section to the presiding officer of a formal administrative hearing held pursuant to this chapter.

Sec. 18-115. - Definitions.

The following words, terms and phrases, when used in this Article division, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Business means any person or entity, with four or more employees, conducting business within the City which is required to obtain a license or permit pursuant to the provisions of this Code, and all departments, boards and agencies of the Unified Government. For purposes of this article, no religious organization, private fraternal and benevolent association or society, non-profit private club, agency or department of the Unified Government, or school district, as defined in K.S.A. 72-8201 et seq., and amendments thereto, shall be considered to be a business (notwithstanding licensure by the Unified Government).

Chairperson means the person chairing the human relations commission created by this chapter.

Complainant means the person (including the chairman of the commission) who files a complaint under section 18-119(a).

Conciliation means the attempted resolution of issues by a complaint or by the investigation of such complaint through informal negotiations involving the aggrieved person, the respondent and the director.

Conciliation agreement means a written agreement setting forth the resolution of the issues in conciliation.

Director means the director of the human resources department.

Disability means, with respect to a person:

- (1) A physical or mental impairment that substantially limits one or more of such person's major life activities;
- (2) A record of having such an impairment; or
- (3) Being regarded as having such an impairment, but such term does not include current, illegal use of or addiction to a controlled substance as defined in 21 USC 802.

Discriminatory housing practice means any act that is unlawful under this division or any state or federal statute or regulation, including, but not limited to, the following: K.S.A. 44-1015a, 44-1016, 44-1017, title VII of the Civil Rights Act of 1968 as amended, title VIII of the Civil Rights Act of 1968, as amended, title VI of the Civil Rights Act of 1968, as amended, Executive Order 11063; and the Civil Rights Act of 1866.

Dwelling means any building, structure, or portion thereof which is occupied as or designed or intended for occupancy as a residence by one or more families, and any vacant land which is offered for sale or lease for the construction or location thereon of any such building, structure, or portion thereof.

Employee means any person authorized to perform services for any business within Wyandotte County, and includes an officer, employee or elected official of the United States, a state, territory, or any political subdivision thereof or any agency or instrumentality thereof, and

an officer of a corporation. Employee does not include any individual employed by such individual's parents, spouse or child or in the domestic service of any person.

Familial status means one or more individuals (who have not attained the age of 18 years) being domiciled with:

- (1) A parent or another person having legal custody of such individual or individuals; or
- (2) The designee of such parent or other person having such custody, with the written permission of such parent or other person.

Housing for older persons means housing:

- (1) Provided under any governmental program that the Secretary of Housing and Urban Development determines, in his sole discretion, is specifically designed and operated to assist elderly persons (as defined by the governmental program).
- (2) Intended for and solely occupied by persons 62 years of age or older; or
- (3) Intended and operated for occupancy by at least one person 55 years of age or older per unit. In determining whether housing qualifies as housing for older persons under this division, the director shall follow applicable regulations developed by the United States Secretary of Housing and Urban Development and 42 USC 3607(b), as amended.

Gender identity means consistently having and/or expressing a self-image or identity not traditionally associated with their biological sex.

Military status means a person who is serving or has served in the uniformed services, and who, if discharged or released under conditions other than dishonorable, as specified in 38 U.S.C. 101(2), or amendments thereto. Uniformed services is defined as set forth in 20 C.F.R. 1002.5(o), or amendments thereto.

Person aggrieved means any person claiming to have been injured by a discriminatory housing practice or who anticipates being injured by a discriminatory housing practice that is about to occur.

Real property means and includes:

- (1) All vacant or unimproved land.
- (2) Any building or structure which is occupied or designed or intended for occupancy, or any building or structure having a portion thereof which is occupied or designed or intended for occupancy.

Rent, when used as a verb, means to lease, sublease, let and otherwise grant for a consideration the right to occupy premises not owned by the occupant.

Rental housing means any real property, consisting of more than four dwelling units, which is required to obtain a license or permit pursuant to the provisions of this Code.

Respondent means:

- (1) The person or other entity accused in a complaint of an unfair housing practice; and
- (2) Any other person identified in the course of investigation and notified as required with respect to respondents so identified under section 18-119(b).

Sexual orientation means an individual's real orientation or orientation perceived by another as heterosexual, homosexual, bisexual or asexual.

Sec. 18-117. - Exemptions.

- (a) Nothing in this division shall prohibit a religious organization, association or society, or any nonprofit institution or organization operated, supervised or controlled by or in conjunction with a religious organization, association or society, from limiting the sale, rental or occupancy of a dwelling which it owns or operates for other than a commercial purpose to persons of the same religion, or from giving preference to such persons, unless membership in such religion is restricted on account of race, color, national origin, disability, sexual orientation, gender identity or ancestry. Nothing in this division prohibits a nonprofit private club in fact not open to the public, which as an incident to its primary purpose or purposes provides lodgings which it owns or operates for other than a commercial purpose, from limiting the rental or occupancy of such lodgings to its members or from giving preference to its members.
- (b) Section 18-118(a)(1), (a)(2), (a)(4) and (a)(5) shall not apply to rooms or units in a dwelling containing living quarters occupied or intended to be occupied by no more than four families living independently of each other, if the owner actually maintains and occupies one of such living quarters as such owner's residence.
- (c) Nothing in this division limits the applicability of any reasonable, local, state or federal restrictions regarding the maximum number of occupants permitted to occupy a dwelling. No provisions of this division regarding familial status apply with respect to housing for older persons.
- (d) Nothing in this division prohibits conduct against a person because such person has been convicted by any court of competent jurisdiction of the illegal manufacture or distribution of a controlled substance, as defined in 21 USC 802.

Sec. 18-118. - Discrimination in sale, rental, etc.

- (a) The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

Covered multifamily dwellings means:

- (1) Buildings consisting of four or more units if such buildings have one or more elevators; and
- (2) Ground floor units in other buildings consisting of four or more units.

Real estate related transaction means any of the following:

- (1) The making or purchasing of loans or providing other financial assistance:
 - a. For purchasing, constructing, improving, repairing or maintaining a dwelling; or
 - b. Secured by residential real estate.
- (2) The selling, brokering or appraising of residential dwellings.

(b) It shall be unlawful for any person:

- (1) To refuse to sell or rent, after the making of a bona fide offer, to fail to transmit a bona fide offer or to refuse to negotiate in good faith for the sale or rental of or otherwise make unavailable or deny a dwelling to any person because of race, religion, color, sex, disability, national origin or ancestry, sexual orientation, gender identity, or familial status.
- (2) To discriminate against any person in the terms, conditions or privileges of sale or rental of a dwelling or in the provision of services or facilities in connection therewith because of race, religion, color, sex, disability, national origin or ancestry, sexual orientation, gender identity, or familial status.
- (3) To make, print, publish, disseminate, use, or cause to be made, printed, published, disseminated or used any notice, statement, advertisement or application, with respect to the sale or rental of a dwelling, that indicates any preference, limitation, specification or discrimination based on race, religion, color, sex, disability, national origin or ancestry, sexual orientation, gender identity or familial status, or an intention to make any such preference, limitation, specification or discrimination.
- (4) To represent to any person, because of race, religion, color, sex, disability, national origin or ancestry, sexual orientation, gender identity, or familial status, that any dwelling is not available for inspection, sale or rental when such dwelling is, in fact, available.
- (5) For profit, to induce or attempt to induce any person to sell or rent any dwelling by representation regarding the entry or prospective entry into the neighborhood of a person or persons of a particular race, religion, color, sex, disability, national origin or ancestry, sexual orientation, gender identity, or familial status.
- (6) To deny any person access to or membership or participation in any multi-listing service, real estate broker's organization or other service, organization or facility relating to the business of selling or renting a dwelling, or to discriminate against a person in the terms of conditions of such access, membership or participation because of race, religion, color, sex, disability, national origin or ancestry, sexual orientation, gender identity, or familial status.
- (7) To discriminate against any person in such person's use or occupancy of a dwelling because of the race, religion, color, sex, disability, familial status, sexual orientation, gender identity, national origin or ancestry of the people with whom such person associates.
- (8) To discriminate in the sale or rental, or to otherwise make unavailable or deny, a dwelling to any buyer or renter because of a disability of:
 - a. That buyer or renter;
 - b. A person residing in or intending to reside in that dwelling after it is sold, rented or made available; or
 - c. Any person associated with that buyer or renter.
- (9) To discriminate against any person in the terms, conditions or privileges of sale or rental of a dwelling or in the provision of services or facilities in connection with such dwelling because of a disability of:
 - a. That person;

- b. A person residing in or intending to reside in that dwelling after it is so sold, rented or made available; or
 - c. Any person associated with that person.
 - (10) Whose business includes engaging in real estate related transactions to discriminate against any person making available such a transaction or in the terms or conditions of such a transaction because of the race, religion, color, sex, disability, familial status, sexual orientation, gender identity, national origin or ancestry of such person or of any person associated with such person in connection with any real estate related transaction.
 - (11) Whose business includes engaging in real estate related transactions to discriminate against any person in making available such a transaction or in the terms or conditions of such a transaction because of the race, religion, color, sex, disability, familial status, or national origin or ancestry of such person or of any person associated with such person in connection with any real estate related transaction. Nothing in this subsection prohibits a person engaged in the business of furnishing appraisals of real property to take into consideration factors other than race, religion, color, sex, disability, familial status, sexual orientation, gender identity, national origin or ancestry. As used in this subsection, the term "real estate related transaction" means any of the following:
 - a. The making or purchasing of loans or providing other financial assistance for purchasing, constructing, improving, repairing or maintaining a dwelling, or secured by real property.
 - b. The selling, brokering or appraising of real property.
 - (12) To coerce, intimidate, threaten or interfere with any person in the exercise or enjoyment of, on account of such person's having exercised or enjoyed, or on account of such person's having aided or encouraged any other person in the exercise or enjoyment of, any right granted or protected in this chapter.
- (c) For purposes of this section, discrimination includes:
- (1) A refusal to permit, at the expense of the person with a disability, reasonable modifications of existing premises occupied or to be occupied by such person if such modifications may be necessary to afford such person full enjoyment of the premises, except that, in the case of a rental, the landlord may, where it is reasonable to do so, condition permission for a modification on the renter agreeing to restore the interior of the premises to the condition that existed before the modification, reasonable wear and tear excepted;
 - (2) A refusal to make reasonable accommodations in rules, policies, practices or services when such accommodations may be necessary to afford such person equal opportunity to use and enjoy a dwelling; or
 - (3) In connection with the design and construction of covered multifamily dwellings for first occupancy on and after March 13, 1991, a failure to design and construct such dwelling in such a manner that the dwellings have at least one building entrance on an accessible route, unless it is impractical to do so because of the terrain or unusual characteristics of the site. With respect to dwellings with the building entrance on an accessible route, the following are required:
 - a. The public use and common use portions of such dwellings are readily accessible to and usable by persons with disabilities;

- b. All the doors designed to allow passage into and within all premises within such dwellings are sufficiently wide to allow passage by disabled persons who are in wheelchairs; and
- c. All premises within such dwellings contain the following features of adaptive design:
 - 1. An accessible route into and through the dwelling;
 - 2. Light switches, electrical outlets, thermostats and other environmental controls in accessible locations;
 - 3. Reinforcements in bathroom walls to allow later installation of grab bars; and
 - 4. Usable kitchen and bathrooms such that an individual in a wheelchair can maneuver about the space.

Compliance with the appropriate requirements of the American National Standard for buildings and facilities providing accessibility and usability for physically disabled people, commonly cited as "ANSI 117.1," suffices to satisfy the requirements of subsection (b)(3)b. of this section.

- (d) Nothing in this section prohibits a person engaged in the business of furnishing appraisals of dwellings to take into consideration factors other than race, religion, color, sex, disability, sexual orientation, gender identity, familial status, national origin or ancestry.

Sec. 18-137. - Equal opportunity in employment.

It shall be the policy of the unified government to assure equal opportunity and encouragement to every citizen, regardless of race, religion, color, sex, age, ~~physical handicap~~ disability, sexual orientation, gender identity, national origin or ancestry, in securing and holding, without discrimination, employment in any field or work or labor for which the individual is properly qualified. The opportunity to secure and hold employment is the civil right of every citizen.

Sec. 18-138. - Unlawful employment practices.

- (a) It shall be an unlawful employment practice and unlawful:
 - (1) For an employer, because of the race, religion, color, sex, disability, sexual orientation, gender identity, national origin or ancestry of any person to refuse to hire or employ such person, to bar or discharge such person from employment, or to otherwise discriminate against such person in compensation or in terms, conditions or privileges of employment, to limit, segregate, separate, classify or make any distinction in regards to employees, or to follow any employment procedure or practice which, in fact, results in discrimination, segregation or separation without a valid business necessity.
 - (2) For a labor organization, because of the race, religion, color, sex, disability, sexual orientation, gender identity, national origin or ancestry of any person, to exclude or to expel from its membership such person or to discriminate in any way against any of its members or against any employer or any person employed by an employer.

- (3) For any employer, employment agency or labor organization to print or circulate or cause to be printed or circulated any statement, advertisement or publication, to use any form of application for employment or membership, or to make any inquiry in connection with prospective employment or membership which expresses, directly or indirectly, any limitation, specification or discrimination as to race, religion, color, sex, disability, sexual orientation, gender identity, national origin or ancestry, or any intent to make any such limitation, specification or discrimination, unless based on a bona fide occupational qualification.
- (4) For any employer, employment agency or labor organization to discharge, expel or otherwise discriminate against any person because such person has opposed any practices or sections forbidden under this section or because such person has filed a complaint, testified or assisted in any proceeding under this section.
- (5) For an employment agency to refuse to list and properly classify for employment, to refuse to refer any person for employment, or to otherwise discriminate against any person because of such person's race, religion, color, sex, disability, sexual orientation, gender identity, national origin or ancestry, or to comply with a request from an employer for a referral of applicants for employment if the request expresses, either directly or indirectly, any limitation, specification or discrimination as to race, religion, color, sex, disability, sexual orientation, gender identity, national origin or ancestry.
- (6) For an employer, labor organization, employment agency, or school which provides, coordinates or controls apprenticeship, on-the-job or other training, or retraining program to maintain a practice of discrimination, segregation or separation because of race, religion, color, sex, disability, sexual orientation, gender identity, national origin or ancestry in admission, hiring, assignments, upgrading, transfers, promotion, layoff, dismissal, apprenticeship or other training or retraining program, or in any other terms, conditions or privileges of employment, membership, apprenticeship or training, or to follow any policy or procedure which, in fact, results in such practices without a valid business motive.
- (7) For any person, whether an employer, an employee, or neither, to aid, abet, incite, compel or coerce the doing of any of the actions forbidden under this section or to attempt to do so.
- (8) For an employer, labor organization, employment agency or joint labor-management committee to:
 - a. Limit, segregate or classify a job applicant or employee in a way that adversely affects the opportunities or status of such applicant or employee because of the disability of such applicant or employee;
 - b. Participate in a contractual or other arrangement or relationship, including a relationship with an employment or referral agency, labor union, organization providing fringe benefits to an employee, or organization providing training and apprenticeship programs that has the effect of subjecting a qualified applicant or employee with a disability to the discrimination prohibited by this section;
 - c. Utilize standards, criteria, or methods of administration that have the effect of discrimination on the basis of disability or that perpetuate the discrimination of others who are subject to common administrative control;

- d. Exclude or otherwise deny equal jobs or benefits to a qualified individual because of the known disability of an individual with whom the qualified individual is known to have a relationship or association;
 - e. Not make reasonable accommodations to the known physical or mental limitations of an otherwise qualified individual with a disability who is an applicant or employee, unless such employer, labor organization, employment agency or joint labor-management committee can demonstrate that the accommodation would impose an undue hardship on the operation of the business thereof;
 - f. Deny employment opportunities to a job applicant or employee who is an otherwise qualified individual with a disability if such denial is based on the need to make reasonable accommodation to the physical or mental impairments of the employee or applicant;
 - g. Use qualification standards, employment tests or other selection criteria that screen out or tend to screen out an individual with a disability or a class of individuals with disabilities, unless the standard, test or other selection criteria, as used, is shown to be job-related for the position in question and is consistent with business necessity; or
 - h. Fail to select and administer tests concerning employment in the most effective manner to ensure that, when such test is administered to a job applicant or employee who has a disability that impairs sensory, manual or speaking skills, the test results accurately reflect the skills, aptitude or whatever other factor of such applicant or employee that such test purports to measure, rather than reflecting the impaired sensory, manual or speaking skills of such employee or applicant (except where such skills are the factors that the test purports to measure).
- (9) For any employer to:
- a. Seek to obtain, obtain or use genetic screening or testing information of an employee or a prospective employee to distinguish between or discriminate against or restrict any right or benefit otherwise due or available to an employee or a prospective employee;
 - b. Subject, directly or indirectly, any employee or prospective employee to any genetic screening or test.
- (b) It shall not be an unlawful employment practice to fill vacancies in such way as to eliminate or reduce imbalance with respect to race, religion, color, sex, disability, sexual orientation, gender identity, national origin or ancestry.

Section 2. That said original Sections 18-84, 18-114, 18-115, 18-117, 18-118, 18-137, 18-138 is hereby repealed.

Section 3. This ordinance shall take effect and be in full force from and after its passage, approval, and publication in the Wyandotte Echo.

PASSED BY THE BOARD OF COMMISSIONERS OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS,

THIS _____ DAY OF _____, 2018.

David Alvey, Mayor/CEO

Attest:

Unified Government Clerk

Approved As To Form:

Ryan Haga, Assistant Counsel



Staff Request for Commission Action

Tracking No. 18244

Full Commission Meeting Date: 5/31/18

Committee: Administration & Human Services

Date of Standing Committee Action: 5/21/2018

(If none, please explain):

Publication Required: No

<u>Date:</u> 04/30/2018	<u>Contact Name:</u> Robin H. Richardson	<u>Contact Phone:</u> x5774	<u>Contact Email:</u> rrichardson@wycokck.org	<u>Department/Division:</u> Urban Planning & Land Use
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Item Description:

Steve Wood is working to redevelop the west side of College Parkway/Turner Diagonal south of State Avenue. The site includes the Redwood Gardens Townhomes. The attached map and legal descriptions indicate the areas intended for redevelopment. The northern portion is proposed to be rezoned CP-2 Planned General Business District. The southern portion is proposed to be RP-5 Planned Apartment District. Mr. Wood is requesting that the Unified Government Board of Commissioners initiate the rezoning process as they are still in the process of acquiring a few of the parcels. The State of Kansas authorizes a land owner, city planning commission or a governing body to initiate a zoning request. Because there are some unacquired properties, the applicant has requested this action to help move the project forward. This is obviously a huge property acquisition process and the developer is still in the process of acquiring the last few parcels.

Action Requested:

Budget Impact: (if applicable)

Amount:

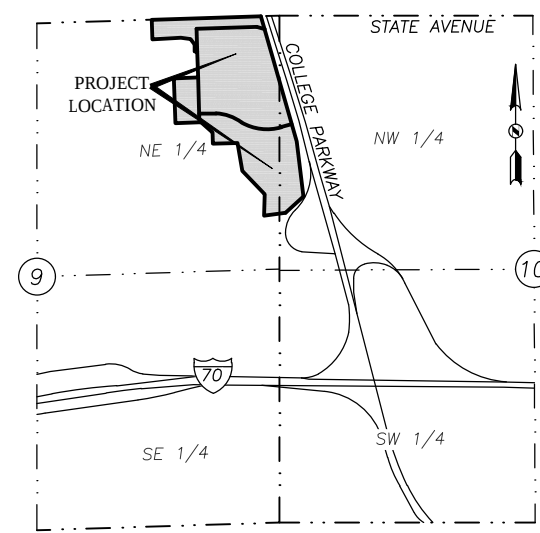
Source:

Included In Budget:

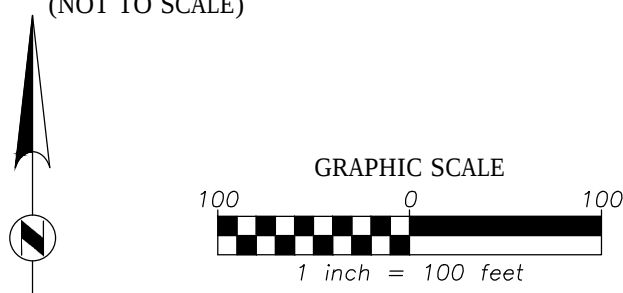
Other (explain):

Attachments List:

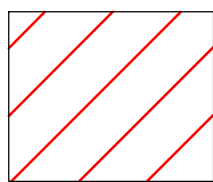
Proposed-Site-Plan, TURNER BUSINESS WEST RESOLUTION APRIL 4TH, TmrVsta_Prop-CP2_Description, TmrVsta_Prop-RP5_Description



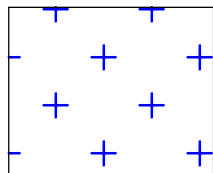
SECTION MAP
EAST-HALF SECTION 9
& WEST-HALF SECTION 10,
T11S-R24E
(NOT TO SCALE)



LEGEND



Denotes Proposed Commercial Zoning



Denotes Proposed RP-5 (Residential) Zoning

SURVEYOR'S DESCRIPTION (PROPOSED COMMERCIAL ZONE)

A Tract of land being a part of the Northeast Quarter of Section 9 and the Northwest Quarter of Section 10, all in Township 11 South, Range 24 East of the Sixth Principal Meridian, in Kansas City, Wyandotte County, Kansas, said Tract being more particularly described as follows:

(Note: For course orientation the bearings in this description are based on the North line of said Northeast Quarter of Section 9 having an assumed bearing of North 88° 06' 10" East.)

Commencing at the Northeast corner of said Northeast Quarter of Section 9;

Thence South 88° 06' 10" West, 192.10 feet, on the North line of said Northeast Quarter, to its intersection with the prolongation of the West Right-of-Way line of College Parkway;

Thence South 16° 00' 53" East, 137.29 feet, on said prolongation, to its intersection with the South Right-of-Way line of State Avenue, and the POINT OF BEGINNING of said Tract herein described;

Thence continuing South 16° 00' 53" East, 1030.86 feet, on said West Right-of-Way line of College Parkway;

Thence departing said West Right-of-Way line South 73° 44' 50" West, 114.16 feet, to the beginning of a tangent curve concave to the North-Northeast, having a radius of 500.00 feet;

Thence West-Northwesterly on said curve an arc length of 425.68 feet, a chord bearing of North 82° 38' 45" West and a chord distance of 412.94 feet, to the beginning of a reverse curve concave to the Southwest, having a radius 609.60 feet;

Thence Northwesterly on said curve an arc length of 285.37 feet, a chord bearing of North 71° 40' 01" West, and a chord distance of 282.77 feet;

Thence South 88° 57' 42" West, 176.03 feet;

Thence North 01° 59' 02" West, 884.37 feet, to the South Right-of-Way line of State Avenue;

Thence North 88° 06' 10" East, 629.78 feet, on said South Right-of-Way line;

Thence South 75° 41' 11" East, 82.92 feet, on said South Right-of-Way line, to the POINT OF BEGINNING, said Tract containing 811,216 square feet or 18.6230 acres.

Subject to survey.

SURVEYOR'S DESCRIPTION (PROPOSED RESIDENTIAL ZONE)

A Tract of land being a part of the Northeast Quarter of Section 9 and the Northwest Quarter of Section 10, all in Township 11 South, Range 24 East of the Sixth Principal Meridian, in Kansas City, Wyandotte County, Kansas, said Tract being more particularly described as follows:

(Note: For course orientation the bearings in this description are based on the North line of said Northeast Quarter of Section 9 having an assumed bearing of North 88° 06' 10" East.)

Commencing at the Northeast corner of said Northeast Quarter of Section 9;

Thence South 88° 06' 10" West, 192.10 feet, on the North line of said Northeast Quarter, to its intersection with the prolongation of the West Right-of-Way line of College Parkway;

Thence South 16° 00' 53" East, 137.29 feet, on said prolongation, to its intersection with the South Right-of-Way line of State Avenue;

Thence continuing South 16° 00' 53" East, 1030.86 feet, on said West Right-of-Way line of College Parkway, to the POINT OF BEGINNING of said Tract herein described;

Thence continuing South 16° 00' 53" East, 187.48 feet, on said West Right-of-Way line;

Thence South 07° 12' 00" East, 576.80 feet, on said West Right-of-Way line;

Thence South 47° 30' 30" West, 251.51 feet, on said West Right-of-Way line;

Thence departing said West Right-of-Way line South 81° 56' 30" West, 227.39 feet;

Thence North 02° 08' 58" East, 224.87 feet;

Thence North 44° 11' 04" West, 337.82 feet;

Thence North 09° 58' 45" West, 293.21 feet;

Thence South 88° 29' 16" West, 257.88 feet;

Thence North 01° 30' 44" West, 117.92 feet;

Thence North 48° 33' 24" West, 158.42 feet;

Thence South 88° 13' 13" West, 16.39 feet;

Thence North 01° 59' 02" West, 89.78 feet;

Thence North 88° 57' 42" East, 176.03 feet, to the beginning of a non-tangent curve concave to the Southwest, having a radius of 609.60 feet;

Thence Southeast on said curve an arc length of 285.31 feet, said curve having a chord bearing of South 71° 40' 01" East, and a chord distance of 282.77 feet, to the beginning of a reverse curve concave to the North-Northeast, having a radius of 500.00 feet;

Thence Southeasterly and East on said curve an arc length of 425.68 feet, said curve having a chord bearing of South 82° 38' 45" East, and a chord distance of 412.94 feet, to a point of tangency;

Thence North 73° 44' 50" East, 114.16 feet, to the POINT OF BEGINNING, said Tract containing 561,255 square feet or 12.8846 acres.

Subject to survey.



Sheet: 1 OF 1	Issue Date: 3/26/2018 Drawn By: JDS Field Date: N/A Field Crew: N/A Project No: N/A				Project: TURNER VISTA DEVELOPMENT PROPOSED SITE PLAN NE 1/4, SEC. 9-T11S-R24E SW QUAD, STATE & COLLEGE PKWY KANSAS CITY, WYANDOTTE COUNTY, KANSAS				Client: WOOD DEVELOPMENT GROUP 9270 GLENWOOD STREET, SUITE C OVERLAND PARK, KS 66219				BHCRHODES Civil Engineering • Surveying • Utilities 712 State Avenue Kansas City, Kansas 66101 p. (913) 371-5300 f. (913) 371-2677 BHCRHODES is a trademark of Brungardt-Honisch & Company, P.A.											
	Rev.		Date										Description										Drawn	



Business West, Inc.

PO Box 12905
Kansas City, KS 66112
Phone (913) 766-4300
Mobile (913) 406-6266
Email: murrel@mcbconsultinginc.com

Mayor David Alvey
City Hall
Kansas City, KS 66101

Mayor Alvey,

The following is a resolution that the Business West Board of Directors approved. Thank you for your attention to this matter.

Resolution for Turner Vista Development

Whereas Business West Inc., is a voluntary organization with more than 80 members. Mostly small businesses;

And whereas quality residential development has and continues to be an objective that Business West supports;

And whereas the investors of the Turner Vista development near the intersection of 72nd Street and State Avenue will provide a market-rate apartment complex that will help meet a growing demand for quality housing;

Therefore, the Board of Directors of Business West encourages the Unified Government of Wyandotte County and Kansas City, Kansas, to move promptly to assure that the Turner Vista project comes about.

Please note that two members of the Business West Board of Directors, Dr. Jane Winkler Philbrook and Melissa Brune Bynum, abstained from voting on this resolution.

Approved March 21, 2018

Chuck Stites
President, Business West

C: Doug Bach

Turner Vista Development
Southwest Corner of
State Avenue & College Parkway
Kansas City, KS 66112

Description – Proposed Commercial Zone (CP-2)

A Tract of land being a part of the Northeast Quarter of Section 9 and the Northwest Quarter of Section 10, all in Township 11 South, Range 24 East of the Sixth Principal Meridian, in Kansas City, Wyandotte County, Kansas, said Tract being more particularly described as follows:

(Note: For course orientation the bearings in this description are based on the North line of said Northeast Quarter of Section 9 having an assumed bearing of North 88° 06' 10" East.)

Commencing at the Northeast corner of said Northeast Quarter of Section 9;

Thence South 88° 06' 10" West, 192.10 feet, on the North line of said Northeast Quarter, to its intersection with the prolongation of the West Right-of-Way line of College Parkway;

Thence South 16° 00' 53" East, 137.29 feet, on said prolongation, to its intersection with the South Right-of-Way line of State Avenue, and the POINT OF BEGINNING of said Tract herein described;

Thence continuing South 16° 00' 53" East, 1030.86 feet, on said West Right-of-Way line of College Parkway;

Thence departing said West Right-of-Way line South 73° 44' 50" West, 114.16 feet, to the beginning of a tangent curve concave to the North-Northeast, having a radius of 500.00 feet;

Thence West-Northwesterly on said curve an arc length of 425.68 feet, a chord bearing of North 82° 38' 45" West and a chord distance of 412.94 feet, to the beginning of a reverse curve concave to the Southwest, having a radius 609.60 feet;

Thence Northwesterly on said curve an arc length of 285.37 feet, a chord bearing of North 71° 40' 01" West, and a chord distance of 282.77 feet;

Thence South 88° 57' 42" West, 176.03 feet;

Thence North 01° 59' 02" West, 884.37 feet, to the South Right-of-Way line of State Avenue;

Thence North 88° 06' 10" East, 629.78 feet, on said South Right-of-Way line;

Thence South 75° 41' 11" East, 82.92 feet, on said South Right-of-Way line, to the POINT OF BEGINNING, said Tract containing 811,216 square feet or 18.6230 acres.

Subject to survey.

Turner Vista Development
Southwest Corner of
State Avenue & College Parkway
Kansas City, KS 66112

Description – Proposed Residential Zone (RP-5)

A Tract of land being a part of the Northeast Quarter of Section 9 and the Northwest Quarter of Section 10, all in Township 11 South, Range 24 East of the Sixth Principal Meridian, in Kansas City, Wyandotte County, Kansas, said Tract being more particularly described as follows:

(Note: For course orientation the bearings in this description are based on the North line of said Northeast Quarter of Section 9 having an assumed bearing of North 88° 06' 10" East.)

Commencing at the Northeast corner of said Northeast Quarter of Section 9;

Thence South 88° 06' 10" West, 192.10 feet, on the North line of said Northeast Quarter, to its intersection with the prolongation of the West Right-of-Way line of College Parkway;

Thence South 16° 00' 53" East, 137.29 feet, on said prolongation, to its intersection with the South Right-of-Way line of State Avenue;

Thence continuing South 16° 00' 53" East, 1030.86 feet, on said West Right-of-Way line of College Parkway, to the POINT OF BEGINNING of said Tract herein described;

Thence continuing South 16° 00' 53" East, 187.48 feet, on said West Right-of-Way line;

Thence South 07° 12' 00" East, 576.80 feet, on said West Right-of-Way line;

Thence South 47° 30' 30" West, 251.51 feet, on said West Right-of-Way line;

Thence departing said West Right-of-Way line South 81° 56' 30" West, 227.39 feet;

Thence North 02° 08' 58" East, 224.87 feet;

Thence North 44° 11' 04" West, 337.82 feet;

Thence North 09° 58' 45" West, 293.21 feet;

Thence South 88° 29' 16" West, 257.88 feet;

Thence North 01° 30' 44" West, 117.92 feet;

Thence North 48° 33' 24" West, 158.42 feet;

Thence South $88^{\circ} 13' 13''$ West, 16.39 feet;

Thence North $01^{\circ} 59' 02''$ West, 89.78 feet;

Thence North $88^{\circ} 57' 42''$ East, 176.03 feet, to the beginning of a non-tangent curve concave to the Southwest, having a radius of 609.60 feet;

Thence Southeast on said curve an arc length of 285.31 feet, said curve having a chord bearing of South $71^{\circ} 40' 01''$ East, and a chord distance of 282.77 feet, to the beginning of a reverse curve concave to the North-Northeast, having a radius of 500.00 feet;

Thence Southeasterly and East on said curve an arc length of 425.68 feet, said curve having a chord bearing of South $82^{\circ} 38' 45''$ East, and a chord distance of 412.94 feet, to a point of tangency;

Thence North $73^{\circ} 44' 50''$ East, 114.16 feet, to the POINT OF BEGINNING, said Tract containing 561,255 square feet or 12.8846 acres.

Subject to survey.



Staff Request for Commission Action

Tracking No. 18248

Full Commission Meeting Date: 5/31/18

Committee: Administration & Human Services

Date of Standing Committee Action: 5/21/18

(If none, please explain):

Publication Required: No

<u>Date:</u> 05/04/2018	<u>Contact Name:</u> Justus Welker	<u>Contact Phone:</u> x6798	<u>Contact Email:</u> jwelker@wycokck.org	<u>Department/Division:</u> Transportation
<u>Item Description:</u> Creation of a permanent transit route to serve the Amazon fulfillment center.				
<u>Action Requested:</u> Seeking approval of a permanent Amazon Route through the combination of two existing transit routes.				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> Amazon				



UNIFIED GOVERNMENT TRANSIT

**5033 State Avenue
Kansas City, KS 66102
913-573-8351**

AMAZON TRANSIT ROUTE

- Began service on July 30, 2017
- Was designed as a temporary solution
- 7-day service (limited AM & PM trips)
- Includes KCKCC stop (1 average daily boarding)
- Upgraded route to a higher capacity bus in November 2017
- Current cost - \$279,580

AMAZON TRANSIT SERVICE

- By combining the 106 Quindaro & 114 Amazon, we can save over \$200,000 annually.
- Combined route would include all existing trips to Amazon (no loss in service).
- All service would originate from 10th & Main (Amazon request).
- KCKCC stop would be removed.

CURRENT 106 QUINDARO

- 6 day service
 - 5 AM – 11 PM each weekday
 - 6 AM – 8 PM on Saturday
- Current cost - \$1,329,858
- Route has a disproportionate amount of layover time at 47th Street Transit Center

COMBINED ROUTE



Seeking approval of a permanent Amazon Route. Route would start on Oct. 1st.



UNIFIED GOVERNMENT TRANSIT

Justus Welker, Director

jwelker@wycokck.org

913-573-6798



Staff Request for Commission Action

Tracking No. 18250

Full Commission Meeting Date: 5/31/18

Committee: Administration & Human Services

Date of Standing Committee Action: 5/21/18

(If none, please explain):

Publication Required: No

<u>Date:</u> 05/07/2018	<u>Contact Name:</u> Justus Welker	<u>Contact Phone:</u> x6798	<u>Contact Email:</u> jwelker@wycokck.org	<u>Department/Division:</u> Transportation
<u>Item Description:</u> 18th Street Fixed Transit Route				
<u>Action Requested:</u> Seeking approval to use the Amazon route savings to fund the 18th Street Transit Route.				
<u>Budget Impact: (if applicable)</u> Amount: Source: Included In Budget: Other (explain):				
<u>Attachments List:</u> 18th Street				

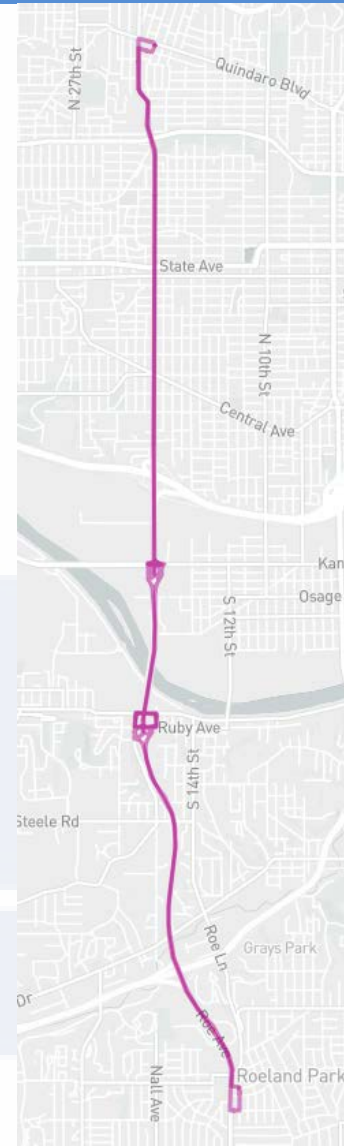


UNIFIED GOVERNMENT TRANSIT

**5033 State Avenue
Kansas City, KS 66102
913-573-8351**

18TH STREET TRANSIT ROUTE

- Weekday Service
- Miles – 275.65/day
 - Kansas Ave. loop
 - Metropolitan loop
- Hours – 13.92/ day
- 60 minute headway
- \$237,800/ yr.



18TH STREET TRANSIT ROUTE

- Over 5K jobs within ¼ mile of proposed route
- Over 14K people reside within ¼ mile of proposed route
- Proposed route would connect to 11 other RideKC fixed transit routes (101, 102, 104, 106, 107, 401, 402, 403, 405, 435, 519)
- 1st all-day connection from KCK to Johnson County
- Access to grocery providers (Fast Fred's Market, Sun Fresh, Price Chopper, Sav-A-Lot, Wal-Mart Neighborhood Market)

18TH STREET TRANSIT ROUTE

- Access to education (NW Middle School, Ward HS, Donnelly College, Argentine Middle School)
- Access to manufacturing jobs (P&G, VVF, PQ Corp)
- Proposed route is comprised of 4 Commission Districts
- Proposed route would serve UG NRSA (census tract 422)
- Proposed route corridor is identified in region's long range transit plan

18TH STREET TRANSIT ROUTE

118 - 18th Street

Southbound

18th & Quindaro	18th & Parallel Pkwy	Donnelly College	18th & Central	18th & Kansas Avenue	18th & Metropolitan	Roe Avenue & W. 48th Terrace	Roe Avenue & W. 52nd Terrace
5:30 AM	5:33 AM	5:37 AM	5:39 AM	5:44 AM	5:49 AM	5:56 AM	5:58 AM
6:30 AM	6:33 AM	6:37 AM	6:39 AM	6:44 AM	6:49 AM	6:56 AM	6:58 AM
7:30 AM	7:33 AM	7:37 AM	7:39 AM	7:44 AM	7:49 AM	7:56 AM	7:58 AM
8:30 AM	8:33 AM	8:37 AM	8:39 AM	8:44 AM	8:49 AM	8:56 AM	8:58 AM
9:30 AM	9:33 AM	9:37 AM	9:39 AM	9:44 AM	9:49 AM	9:56 AM	9:58 AM
10:30 AM	10:33 AM	10:37 AM	10:39 AM	10:44 AM	10:49 AM	10:56 AM	10:58 AM
11:30 AM	11:33 AM	11:37 AM	11:39 AM	11:44 AM	11:49 AM	11:56 AM	11:58 AM
12:30 PM	12:33 PM	12:37 PM	12:39 PM	12:44 PM	12:49 PM	12:56 PM	12:58 PM
1:30 PM	1:33 PM	1:37 PM	1:39 PM	1:44 PM	1:49 PM	1:56 PM	1:58 PM
2:30 PM	2:33 PM	2:37 PM	2:39 PM	2:44 PM	2:49 PM	2:56 PM	2:58 PM
3:30 PM	3:33 PM	3:37 PM	3:39 PM	3:44 PM	3:49 PM	3:56 PM	3:58 PM
4:30 PM	4:33 PM	4:37 PM	4:39 PM	4:44 PM	4:49 PM	4:56 PM	4:58 PM
5:30 PM	5:33 PM	5:37 PM	5:39 PM	5:44 PM	5:49 PM	5:56 PM	5:58 PM
6:30 PM	6:33 PM	6:37 PM	6:39 PM	6:44 PM	6:49 PM	6:56 PM	6:58 PM

Northbound

Roe Avenue & W. 52nd Terrace	Roe Avenue & W. 48th Terrace	18th & Metropolitan	18th & Kansas Avenue	18th & Central	Donnelly College	18th & Parallel Pkwy	18th & Quindaro
6:03 AM	6:05 AM	6:12 AM	6:17 AM	6:21 AM	6:23 AM	6:27 AM	6:30 AM
7:03 AM	7:05 AM	7:12 AM	7:17 AM	7:21 AM	7:23 AM	7:27 AM	7:30 AM
8:03 AM	8:05 AM	8:12 AM	8:17 AM	8:21 AM	8:23 AM	8:27 AM	8:30 AM
9:03 AM	9:05 AM	9:12 AM	9:17 AM	9:21 AM	9:23 AM	9:27 AM	9:30 AM
10:03 AM	10:05 AM	10:12 AM	10:17 AM	10:21 AM	10:23 AM	10:27 AM	10:30 AM
11:03 AM	11:05 AM	11:12 AM	11:17 AM	11:21 AM	11:23 AM	11:27 AM	11:30 AM
12:03 PM	12:05 PM	12:12 PM	12:17 PM	12:21 PM	12:23 PM	12:27 PM	12:30 PM
1:03 PM	1:05 PM	1:12 PM	1:17 PM	1:21 PM	1:23 PM	1:27 PM	1:30 PM
2:03 PM	2:05 PM	2:12 PM	2:17 PM	2:21 PM	2:23 PM	2:27 PM	2:30 PM
3:03 PM	3:05 PM	3:12 PM	3:17 PM	3:21 PM	3:23 PM	3:27 PM	3:30 PM
4:03 PM	4:05 PM	4:12 PM	4:17 PM	4:21 PM	4:23 PM	4:27 PM	4:30 PM
5:03 PM	5:05 PM	5:12 PM	5:17 PM	5:21 PM	5:23 PM	5:27 PM	5:30 PM
6:03 PM	6:05 PM	6:12 PM	6:17 PM	6:21 PM	6:23 PM	6:27 PM	6:30 PM
7:03 PM	7:05 PM	7:12 PM	7:17 PM	7:21 PM	7:23 PM	7:27 PM	7:30 PM

Seeking approval to use the Amazon route savings to fund the 18th Street transit route. Route would start on Jan. 1, 2018.



UNIFIED GOVERNMENT TRANSIT

Justus Welker, Director

jwelker@wycokck.org

913-573-6798



Staff Request for Commission Action

Tracking No. 18253

Full Commission Meeting Date: 5/31/18

Committee: Administration & Human Services

Date of Standing Committee Action: 5/21/18

(If none, please explain):

Publication Required: No

<u>Date:</u>	<u>Contact Name:</u>	<u>Contact Phone:</u>	<u>Contact Email:</u>	<u>Department/Division:</u>
05/08/2018	Robin H. Richardson	x5774	rrichardson@wycokck.org	Urban Planning & Land Use

Item Description:

Proposed Planning Sustainable Places Grant application proposals to the Mid-America Regional Council. Staff would propose 3 potential grant Applications. The first is the study of autonomous vehicle transit for downtown, Village West, and KU Med Area. The second is a study of urban bike linkages to create a viable bike network in the urban core. The final study would be a complete street study for the area near 47th and Georgia near West Middle School and William Allen White grade School

Action Requested:

Approve the grant applications to MARC and potential future match of up to \$65,000 if we were to be successful on all three grants.

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List:

47th and Georgia Complete Street _Description, KCK Greenway Urban Trail System Description, Autonomous Vehicle Transit Study

47th Street/Georgia Avenue From Parallel Parkway to I-635

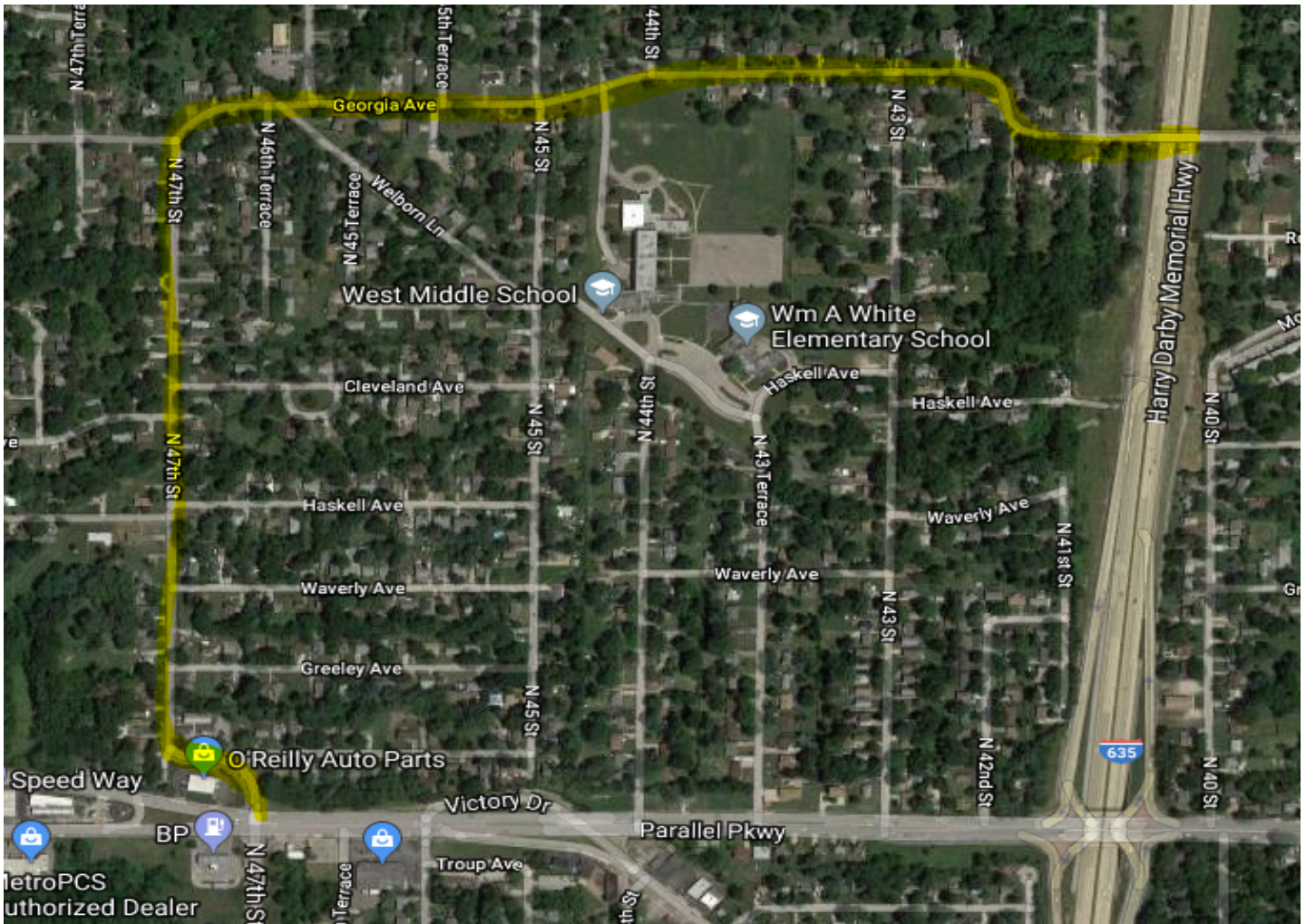
Complete Street Concept Study

Project Limits: Parallel Parkway to I-635

Need: In 2007, when the first round of Safe Route to School evaluation started, the residents of the area along this corridor brought concerns about the unsafe condition for pedestrians. At that time, there had been at least two fatal pedestrian accidents on this corridor. Since then, the neighborhood association Neighbors Who Cares, has advocated for sidewalk and safety improvements along the corridor. Along the corridor, there are limited sight lines at intersections and no sidewalk for pedestrians. Transit route 107 runs along this corridor, however there is not adequate space for pedestrians to access the bus. In addition, this corridor is adjacent to two schools William Allen White and West Middle, however students need to walk on the street to access the schools.

Purpose of the Project: The purpose of the project is to develop preliminary plans for the reconstruction of the corridor. The reconstruction will change the section of the road from a rural roadway with open ditch road to a full complete street corridor with sidewalk, bus stops, and bicycle space. The project will include intersection improvements to improve safety for both vehicles and pedestrians. This project will provide create a new livable space for all users and encourage healthy living and improve safety. The project will include a large public involved to identify the needs of the people, engagement of the community, and education about healthy living. The cost estimate will be developed along with the plan to help incorporate into the CMIP budget.

Estimated Cost of Conceptual Study: \$150,000

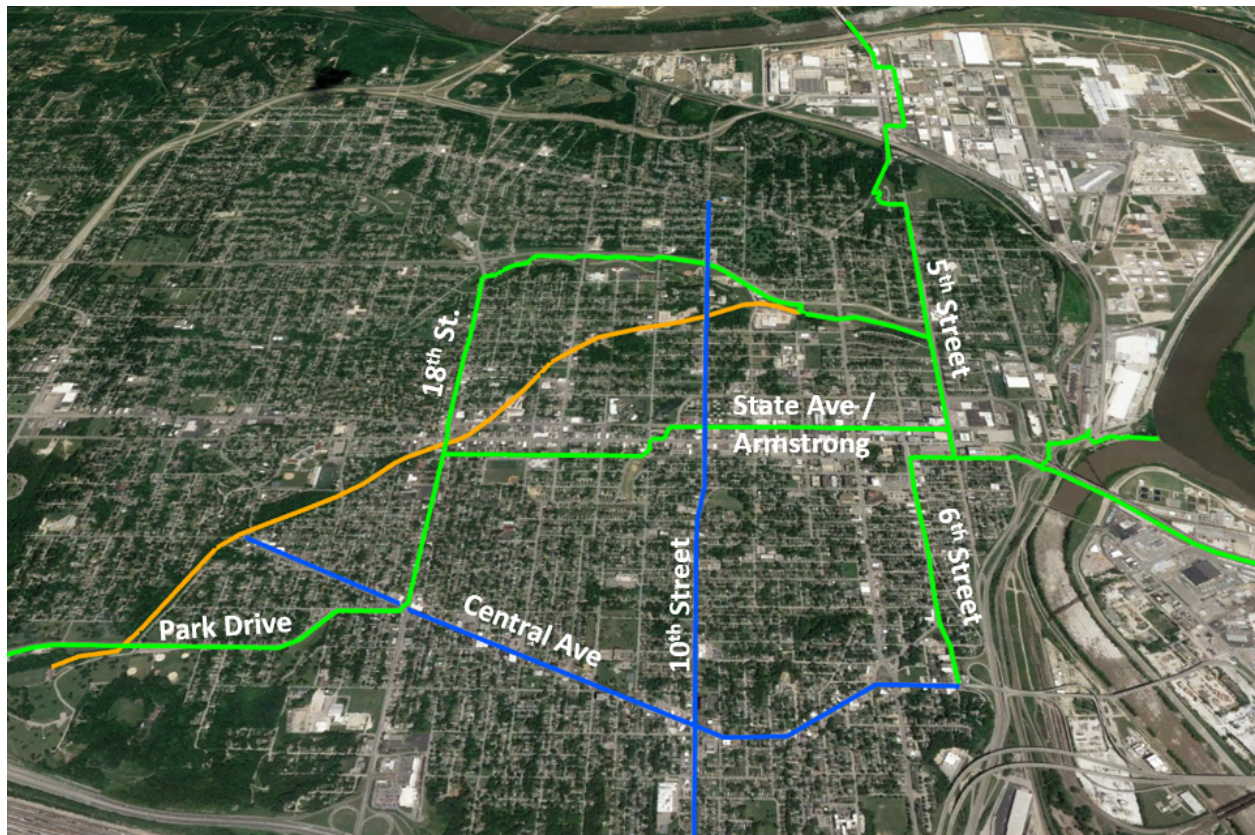


KCK Greenway Urban Trail System

Project Description:

This project would create a detailed plan for a complete urban trail network serving the urban core of Kansas City, Kansas. The network would connect neighborhoods, parks, schools, retail areas, office areas, and the Fairfax district. The trail would connect to the new US 169 bridge, which includes a trail connection to Riverside, Missouri. It also includes the Lewis and Clark viaduct trail, which connects to Kansas City, Missouri. Much of this network is already complete: The Lewis and Clark viaduct trail, the Jersey Creek trails, off street trails on 5th Street, the 10th Street bike lanes, and the Central Avenue sharrows are all completed. This plan would create a consistent signage and wayfinding system, identify and link gaps in the existing network, and propose new connections to complete the network. The goals of the project are to:

- Provide a new recreational amenity for neighborhoods in the urban core
- Increase safety for all road users by reducing speeding and providing space for pedestrian and cyclists
- Increase access to parks
- Increase access to jobs in Fairfax, Downtown KCK, Riverside, MO, and Downtown KCMO
- Attract residents and new businesses, promote new development
- Improving equity by providing transportation options for those without vehicles



Green = Two way Trail, Blue = On street bike lane/sharrow, Orange = Off Street Trail



Consistent signage, wayfinding, intersection treatments, and striping will make the trail more intuitive and encourage use.



Autonomous Vehicle Transit Study

Small scale Autonomous Transit is currently being tested in limited markets in the United States. It has significant potential in small areas that need better headways and more flexible service than a standard transit system could provide. The proposal would be to study three areas to determine if this new technology is viable for KCK. The three areas to study would be:

1. Downtown
2. Village West; and
3. The University of Kansas Medical Center.

Staff feels the three areas are compact enough and have enough population and visitor traffic that the autonomous vehicles could be of significant benefit to the areas. We will study the scope of the area, flexible routes based on time of day or special events, cost comparison to standard transit service, cost savings over our current service if any, how well they services can meet our community goals including serving mobility challenged populations and potential funding sources. We will also complete a public engagement process in the 3 study areas to determine potential usage and utilization.

The cost for a first-year pilot program for 5 autonomous vehicles is \$600,000 to \$750,000 with a lower ongoing cost. This includes a turn key operation with vehicles, garage facilities and 100 percent of necessary staffing.

The autonomous vehicle concepts have the potential to provide intrigue and attraction to the community. We are not aware of any similar proposals in any metro city.

The cost of the study should be \$75,000 with a city match of \$15,000.



Staff Request for Commission Action

Tracking No. 18257

Full Commission Meeting Date: 5/31/18

Committee: Administration & Human Services

Date of Standing Committee Action: 5/21/18

(If none, please explain):

Publication Required: No

<u>Date:</u> 05/10/2018	<u>Contact Name:</u> Robin H. Richardson, Melissa Sieben, Wilba Miller	<u>Contact Phone:</u> x5774, x5017, x5112	<u>Contact Email:</u> rrichardson@wycokck.org, msieben@wycokck.org, wmiller@wycokck.org	<u>Department/Division:</u> Urban Planning & Land Use
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Item Description:

In 2016, the Unified Government (UG) submitted for a Planning and Action Grant through the Choice Neighborhoods program of HUD. At that time, the UG had not completed intensive community engagement in the area around Wyandotte Towers. Today, staff has been working with the community and Commissioners on an intensive community engagement process as part of the Northeast Master Plan. Due to this work over the last two years and selection of the planning partner Camiros, the UG is in a place to apply again. This time detail engagement will be able to be shared with HUD as well as in depth planning work. This grant, if awarded, will help develop a plan for the resident of Juniper Gardens. The UG is fortunate to have partnered with Camiros, who has been successful in receiving six of these grants in other communities in the US.

The Kansas City Kansas Housing Authority is in full support of the work to look intensely at the future of Juniper Gardens, which has been a source of concern for their board as well as HUD.

Action Requested:

Approve entering into a Memorandum of Understanding with the Kansas City Kansas Housing Authority for submission of a Choice Neighborhoods Planning and Action Grant for Juniper Gardens. Approve use of existing budget for grant preparation fees with Camiros.

Budget Impact: (if applicable)

Amount:

Source:

Included In Budget:

Other (explain):

Attachments List: