

CITY COUNCIL STUDY SESSION

TO: Mayor and City Council
FROM: Mari E. Macomber, City Manager ^{MEM}
SESSION DATE: May 2, 2011
TIME: 4:30 pm
PLACE: Second Floor Conference Room

The Council is invited to attend an Arbor Day celebration at Rotary Park on Monday afternoon when we will plant a tree in recognition of former Mayor and Councilmember Rowe's service to the City. Following this event, we will meet in the Second Floor Council Chambers of City Hall starting at 4:30 pm, followed by the City Council Meeting at 6:00 pm.

AGENDA:

- REVIEW SUMMER PROGRAM
- DESIGN STANDARDS FOR STREETS
- COMPLETE STREETS POLICY REPORT
- KDIC AND DOWNTOWN CID UPDATE
- REVIEW COUNCIL NEWSLETTER

SUMMER PROGRAMS REPORT

The Community Services Department has been gearing up for its busiest season of the year, summer. We wanted to take some time on Monday to visit with the Council about the programs that have been planned for this season.

Some of the programs continue to develop, like the Science Camp and the theater program.

Last year, the City entered into agreements with the Kirksville Baseball Softball Association (KBSA) and Kirksville RIII School District. The original agreements had been in place since the fall of 1989 and were set to expire on 2010 after a 20 year partnership. The new agreements are for five years.

Recommended Action:

Included is a flyer that has gone out and is available to citizens. We will review this with the Council, as well as give you an update on various park improvements and capital projects.

DESIGN STANDARDS FOR STREETS AND COMPLETE STREETS POLICY REPORT

At the last Study Session, the City Council was given information regarding The *Get Active Kirksville* project and the 2011 Street Program. The Get Active Kirksville project will address the lack of bicycle and pedestrian infrastructure in Kirksville by adding bike lanes, bike routes and walking trails. These additions and changes will be the first steps to move Kirksville closer to a complete streets program where streets are designed and constructed with all user groups receiving equal consideration instead of the traditional motorized vehicle focus.

The 2011 Street Program focused mainly on our forward efforts of maintenance of existing streets.

State and local governments across the country are adopting policies called “complete street” policies that expand transportation infrastructure to provide safe options for everyone using roadways and sidewalks. The policies assure that street design take into account not only the needs of motorists, but of pedestrians, bicyclists and bus services. A complete streets policy does not establish a cookie cutter design for each street.

There are approximately 23 states that have enacted a complete streets policy. The State of Missouri took up the measure this year with the House passing a complete streets Resolution. It was sent to the Senate and passed on to the Committee on Rules, Joint Rules, Resolutions and Ethics on April 13. Other Missouri cities that have adopted a complete streets policy include: Elsberry, Pevely, Herculaneum, Crystal City, Festus, DeSoto, Ferguson, Columbia, Lee’s Summit, Kansas City and St. Louis.

Included with this Packet are a copy of the State’s Resolution and a copy of the complete street policy of Crystal City, Missouri, which was rated as one of the top policies.

There are varying approaches to a complete street policy. For example a policy might include a checklist of required standards such as sidewalks, crosswalks, curb extensions, and bike lanes. The policy might also include pedestrian signals, median refuges and bus shelters. The checklist would focus on those things that make the roadway accessible to all taking into account the design of intersections, roadways, whether to allow parking, etc.

Other approached might be more specific and differentiate the standards based on the land use and zoning so that there were different standards between commercial, mixed-use and residential areas. These policies might differentiate between arterial, collector and residential streets, setting different standards for each.

If you would like to learn more about the complete streets program, the following website may be of interest. <http://www.completestreets.org/>

Included with this Packet are copies of existing City ordinances concerning the design of city streets. The first is found in Chapter 21. Streets and Sidewalks and the second are found in Chapter 22. Subdivision Regulations. In 1999, the City Council passed an ordinance requiring the construction of sidewalks.

Along with complete streets is the issue of the standard design of our roadways. With issues of storm drainage and snow removal, on street parking / off street parking, etc.

John Buckwalter will be in attendance at the Study Session to discuss complete streets and street design standards.

Recommended Action: The City Council should discuss the direction in which they wish to go toward street design standards. It is recommended that a community committee be established that would represent a cross section of the community, and who would be assigned with the responsibility of evaluating this issue and recommending a direction for to the City Council.

KDIC AND DOWNTOWN CID UPDATE

Kirksville was selected as a DREAM community in 2007. D·R·E·A·M stands for Downtown Revitalization and Economic Assistance for Missouri. It is a comprehensive, streamlined approach to downtown revitalization that provides a one-stop shop of technical and financial assistance for select communities to more efficiently and effectively engage in the downtown revitalization process. The DREAM contract was for three years. We are waiting for some final documents to be provided to the City to complete the DREAM program.

As part of that DREAM process, the City entered into an agreement with the KDIC to apply for a grant with the State of Missouri that would fund an executive director position for the downtown. The KDIC hired its first director who began work in April. This person worked for the KDIC until early August. At that time, both the City and KDIC were waiting to hear whether or not the State would allow the continuation of the grant and the hiring of a new director. The response from the State was yes, and a search process began. The KDIC then hired Nate Walker to serve as the Director. He has served in that capacity for about six (6) months.

In addition to the hiring of a director the KDIC, the grant required that the KDIC promote downtown Kirksville, organize healthy partnerships in downtown Kirksville, develop funding mechanisms to ensure sustainability, advance DREAM Initiative recommendations for continued revitalization, and work with developers, property owners, and other entities to rehabilitate/redevelop downtown properties. The grant will be ending in March of 2012.

The KDIC determined that their best funding option would be a Community Improvement District (CID), which would allow them if approved by a majority of the property owners to implement a ½ cent sales tax on all sales within a defined boundary of the downtown. They have been working with Howard Hickman who has provided some legal services to them.

So long as the KDIC is serious about pursuing this specific funding source, the City would enter into a second agreement with the KDIC that would have the City pay any legal fees incurred by the KDIC from the date of the agreement and that the KDIC would reimburse the City for these expenses with the revenues from the CID.

The funding issue for the KDIC will be discussed by the City Council on Monday. In addition, there is a second grant opportunity that would provide \$23,000 of funding for the downtown and would require a match of less than \$10,000. More information will be presented on Monday to discuss whether or not the City would want to pursue this grant in support of the downtown.

As a reminder, Councilmember Chrisman was recently appointed to serve as the City Council representative to the KDIC in the past six months and has been serving on their Finance Committee.

Included in your packet is the organizational recommendation for the City of Kirksville.

Recommended Action:

The City Council needs to be aware of the requirements of the grant received on behalf of the KDIC and the work that is currently being done by the KDIC.

NEWSLETTER – April 29, 2011

Attachments

Staff Report - Summer Programs
Summer Program Brochure
Staff Report – Complete Streets

KIRKSVILLE CITY COUNCIL STUDY SESSION ATTACHMENT

SUBJECT: Summer Programs Update

STUDY SESSION MEETING DATE: May 2, 2011

CITY DEPARTMENT: Community Services

PREPARED BY: Melanie Smith, Assistant City Manager

The summer season is rapidly approaching and the staff in the Community Services Department is working hard to ensure that everyone has a safe and fun filled season. The Summer Program Guide has been attached and includes information about all of our program offerings for summer 2011.

North Park: North Park will be hosting a variety of events and leagues this season. The high school baseball season will finish up in the next 2 weeks. We have a new North Park Supervisor this year, Travis Eagen, and he will be assisted by two returning groundskeepers. KBSA sign-ups are closed and practices are underway for all age groups except 9-10 boys. Opening Ceremonies will be held on Saturday, May 21st at 10:30 am.

Aquatic Center: The Aquatic Center is gearing up for another busy season. The Outdoor pool will be filled May 5th and it will open to the public on Saturday, May 28th. We changed the pass structure at the pool last year and will continue with that same system for 2011. We now offer Junior Day Passes for ages 3-8 at \$3; Day Passes for ages 9-54 at \$3.50; and Senior Day Passes for ages 55+ at \$3.00. This change was made to put our passes in line with our operating policies which currently allow anyone 9 or older to come to the pool without an adult. In an effort to increase our attendance figures and revenues from 2010, we have added several new programming options including a Dive In and Dine special each Friday evening that will include swimming and dinner from the concession stand.

Programming: The Parks and Recreation staff is always looking for ways to increase the programs that are offered to the public and this year is not different. We will offer two Broadway in the Park presentations and we will also offer the talent show again as part of the Red, White and Blue Festival. We have expanded our Movie in the Park program to include three movies this summer: Antz on June 25th, Hook on July 30th and The Neverending Story on August 27th. The Northeast Missouri Health Council will be our co-sponsor for these events. The final change to our schedule is the expansion of the Science Day Camp Program, we will offer two camps: Botany on the Banks of Steer Creek and CSI: Kirksville.



CONTACT US

Kirkville Aquatic Center
(660) 627-POOL

Kirkville Parks & Recreation Office
(660) 627-1485

Activity Cancellation Hotline
(660) 627-1480 *ball field updates made after 3pm*

Melanie Smith, Assistant City Manager
msmith@kirkvillecity.com

Robin Harden, Recreation Specialist II
rlharden@kirkvillecity.com

Heather Darrah, Recreation Specialist I
hdarrah@kirkvillecity.com

WEBSITE

Find more information

Visit the City's website, www.kirkvillecity.com, to find more information about any of our events and programs. You may also download registration forms and even sign up online!

TEXT CASTER

Make sure you keep up-to-date

The City has added TextCaster as an additional option for citizens to be notified by text message or email of weather warnings, pool closures, game cancellations and event announcements. To sign up for this free service, please visit the City's website, www.kirkvillecity.com.



RECREATION PROGRAMS & EVENTS

Movies in the Park

Join the Kirkville Parks and Recreation Department and the Northeast Missouri Health Council at the Rotary Park Amphitheatre for Movies in the Park. Admission is FREE! Concessions will be available. Be sure to bring a blanket.

Movie Schedule		
June 25 th	Antz	9:00pm
July 30 th	Hook	8:30pm
August 27 th	The Neverending Story	8:00pm

Botany on the Banks of Steer Creek

This Science Day Camp will meet Tuesday July 5th thru Friday July 8th. Choose to attend the Morning Camp that will meet from 8am to 12pm or the Afternoon Camp which will meet from 1pm to 5pm. Children entering 3rd-5th grade will explore the vast world of plants. Register at the Aquatic Center before June 19th. The cost is \$60 per camper and includes all supplies for camp and a t-shirt!

CSI Kirkville

This Science Day Camp will meet Monday July 11th thru Friday July 15th. Camp will meet from 8am to 5pm. Children entering 6th-8th grade will investigate how science can help solve the question of "whodunit". Register at the Aquatic Center before June 19th. The cost is \$125 per camper and includes all supplies for camp and a t-shirt!



Easily Distracted by Science— summer 2010
Photo courtesy of Brenda Linder

AQUATIC CENTER HOURS

Summer Hours • May 28 th -August 16 th	
Monday-Friday	6am-9am Indoor Only
Monday-Saturday	12pm-7pm Indoor & Outdoor
Sunday	1pm-5pm Indoor & Outdoor

ADMISSION FEES

Daily Passes	
Children 2 and Under	FREE
Junior Day Pass (3-8)	\$3.00
Day Pass (9-54)	\$3.50
Senior Day Pass (55+)	\$3.00
Punch Passes	
10 Punch Pass*	\$25
Unlimited Passes	
3 Month Individual Pass	\$75
1 Year Individual Pass	\$175
3 Month Family Pass**	\$150
1 Year Family Pass**	\$300

*All punch passes expire 1 year from date of purchase.

**Family Passes may be purchased as Household Passes with proof of residency and are limited to 5 passes without extra fees. With a Family Pass, ask if you qualify for a Caregiver Pass.



DIVING AND DINING SPECIAL

Want a great inexpensive evening full of quality family time? Join us every Friday night of the summer season for our Diving and Dining Special. From 5pm-7pm on Friday nights admission is only \$2 per person. For only \$10 you can have your choice of any extra large 1 topping pizza. Just place your order by 6pm in the Concession Stand. Pizzas will arrive at 6:30pm. An added bonus, all drinks are just \$1 when purchased with a pizza!



WATER AEROBICS CLASS SCHEDULE

All classes are the cost of admission.

Arthritis Water Exercise	
Mon-Fri	12:00pm
Friends Senior Aerobics	
Mon, Wed, Fri	1:30pm
Evening Aerobics	
Mon, Wed, Fri	5:30pm
Deep H2O • June & July	
Tue & Thur	7:00pm

AQUATIC CENTER SPECIAL EVENTS

Father's Day Swim

Kids, bring your dads to the pool on Sunday, June 19th. All fathers will get to swim for free! What a great way to celebrate!!!

Red, White and Blue Festival

Celebrate the 4th of July with a splash! Admission to the Aquatic Center will only be \$2.50. Be sure to check out all the other All American Red, White and Blue activities!

Teen Night

Dive into a night of fun on August 5th. If you are a teen ages 13-17 join us for a late night swim from 7-10pm.

Dollar Day

It's the perfect way to end the summer. Bring your entire family on August 13th, and spend the last Saturday of summer at the Aquatic Center. Admission and most snacks will only be \$1.

Doggie Luau

Dogs love to swim too! Join us at the Brashear Park Wading Pool on August 20th from 12-2pm, for the Doggie Luau. Sponsored by Pawsitive Animal Works, Studio 1004 and the City of Kirksville. Admission is \$5 per dog. Proceeds go to the Humane Society.

PRIVATE POOL RENTALS & BIRTHDAYS

The Kirksville Aquatic Center offers private pool rentals as well as birthday party packages.

Contact us or visit www.kirksvillecity.com to learn more.

WADING POOL HOURS

May 28 th -August 16 th • 2pm-6pm • FREE	
Brashear Park	Monday thru Saturday
PC Mills Park	Monday, Wednesday, Friday
Jaycee Park	Tuesday, Thursday, Saturday



AMERICAN RED CROSS LEARN-TO-SWIM

Learn-to-Swim Lessons are \$30 for unlimited pass holders, & \$45 for non pass holders. Lessons are 45 minutes long. To enroll in levels 1- 6 students must be at least 4 years of age. All students must sign up no later than the Friday before the session. Classes must have at least 2 students.

Mon & Wed • Levels 1 thru 6 • 7pm	
Session 1	June 6 th -June 22 nd
Session 2	June 27 th -July 13 th (meets 7/8)
Session 3	July 18 th -August 3 rd
Tue & Thur • Levels 1 thru 4 • 7pm	
Session 1	June 7 th -June 23 rd
Session 2	June 28 th -July 14 th
Session 3	July 19 th -August 4 th

PARENT & CHILD SWIM LESSONS

Parent & Child lessons are \$5 per session plus admission for the adult. All children are admitted for FREE. Lessons are 30 minutes long. An adult must accompany each child in the water. All students must sign up no later than the Friday before the session. Classes must have at least 2 students.



Mon & Wed • Parent Child 6mos-2yrs • 7pm
Mon & Wed • Parent Child 18mos-4yrs • 7pm
Tue & Thur • Parent Child 6mos-2yrs • 5:30pm
Tue & Thur • Parent Child 18mos-4yrs • 6pm
Session dates are the same as Learn-to-Swim dates above

PRIVATE SWIM LESSONS

Private swim lessons are available for both children and adults. You pick the days and times that fit your schedule. Contact us today to set up your specialized swim program.

AQUATIC SCHOOL

Aquatic School is \$45 to cover cost of class materials. In addition to our traditional swim lesson program, students will explore water safety through hands on activities.

GuardStart is being offered. This program is designed for swimmers age 12 to 14. They will learn skills that will prepare them for the American Red Cross Lifeguarding course at age 15. Sign up no later than the Friday before the session. Classes must have at least 4 students.

Mon thru Fri • Levels 1 thru 4 & GuardStart • 10:15am-11:45am	
Session 1	June 27 th -July 1 st
Session 2	July 18 th -July 22 nd

AMERICAN RED CROSS TRAINING SCHEDULE

The Aquatic Center now offers a full array of American Red Cross Training. A regular schedule of CPR classes is provided below. First Aid may be added to any course for \$15. Recertification courses are offered by appointment only, and require at least 1 weeks notice. All students must sign up no later than 2 days prior to the course and classes must have at least 2 students. Other classes may be scheduled by appointment if instructors are available. Additional fees may apply. Interested in becoming a Red Cross instructor? Contact the Aquatic Center to learn more.

Full CPR Courses • 9am		
CPR/AED for the Professional Rescuer	May 2 nd , June 6 th , July 11 th , August 1 st , August 20 th	\$70
CPR/AED Adult	May 6 th , June 3 rd , July 1 st , August 5 th	\$50
CPR/AED Adult, Infant & Child	May 20 th , June 17 th , July 15 th , August 19 th	\$60



FINE ARTS PROGRAMS

6th Annual Children's Theatre Camp

Monday-Friday, June 6th-June 24th, from 10am-12pm. Children ages 7-15 will learn elements of theatre to use towards a play performed June 24th at 7pm. Registration is May 2nd-June 3rd at the Aquatic Center and is \$45 per camper.

Broadway in the Park Presents:

100 Years of Broadway

Auditions for ages 14 and up will be held Sunday, June 5th at 6pm, in the Amphitheatre. Bring a 30 second a cappella song.

100 Years of Broadway will be performed July 15th and 16th at the Rotary Park Amphitheatre. The show starts at 8pm. Be sure to bring the entire family and your lawn chair for this trip down Broadway memory lane. Admission to the show is free.



Clue the Musical— fall 2010

The Star Spangled Talent Show

In conjunction with the All American Red, White and Blue Festival, the Parks and Recreation Department will be sponsoring a talent show for all ages on July 3rd at 7pm, at the Rotary Park Amphitheatre. To register an act visit the Aquatic Center June 1st-24th. Prizes will be awarded to all winners!

Art in the Park

Join us each day, July 5th-July 29th, for a FREE art activity. This summer program is sponsored by the Kirksville Parks and Recreation Dept. and the Kirksville Arts Association. No need to sign up, just come to the park from 1:00pm-2:30pm on the day you wish to participate.

Monday • PC Mills Park

Tuesday & Thursday • Brashear Park

Wednesday • Jaycee Park

Friday • Memorial Park

Broadway in the Park Presents:

I Love You, You're Perfect, Now Change.

Auditions for ages 16 and up will be held Sunday, August 7th at 7pm, in the Amphitheatre. Bring a 30 second a cappella song.



TENNIS LESSONS

We are a proud host of USA Tennis Lessons. Lessons are held at the High School tennis courts. Youth Lessons meet Monday-Thursday and Adult Lessons meet Monday and Wednesday. Sign up no later than the Friday before the start of the session. Class size is limited.

Session 1 • June 6 th -June 30 th		
Session 2 • July 5 th -July 28 th		
Youth Beginner	8:30am-9:15am (ages 7-11)	\$40
Youth Beginner	9:15am-10:00am (ages 9+)	\$40
Youth Intermediate	10:00am-10:45am 10:45am-11:30am	\$40
Youth Advanced	11:30am-1:00pm	\$60
Adult Beginner	6:15pm-7:15pm	\$40
Adult Intermediate	7:15pm-8:15pm	\$40

ADULT SOFTBALL

League size is limited. Registration will take place April 4th-April 29th. In addition to the league fee, a \$75 forfeit deposit is required.

Game Dates • May 17 th -July 31 st	
Tue Competitive Men's	\$350
Tue Competitive Coed	\$250
Thur Competitive Men's	\$350
Thur Recreational Men's	\$250
Sun Competitive Coed	\$250
Sun Recreational Coed	\$250



KIRKSVILLE CITY COUNCIL STUDY SESSION ATTACHMENT

SUBJECT: Complete Streets Policy

STUDY SESSION MEETING DATE: May 2, 2011

CITY DEPARTMENT: Public Works

PREPARED BY: John R. Buckwalter, PE, Public Works Director

The City of Kirksville was selected by the Missouri Foundation for Health as a participant in the Healthy and Active Communities Program for the project "Get Active Kirksville", and will receive grant funding of \$295,727. Under this program the City has committed to develop a "Complete Streets Policy". The policy should be adopted in fiscal year 2012 based on the three-year schedule outlined by the MFH grant.

What is a complete street policy? "Complete Streets" are also referred to as "Livable Streets". A complete street policy is based on the premise that streets must serve the entire population and community, not just cars and trucks. The most common elements of Complete or Livable Streets include: sidewalks and crosswalks, wheelchair ramps and curb cuts, bicycle lanes and mixed-use paths, bus stops and parking facilities for all vehicles, and of course driving lanes for cars, trucks, and buses. Guidance on development of such policies is offered by the Complete Streets Coalition on a national basis, and by Missouri Livable Streets program of the University of Missouri Extension on the state level.

A livable, comprehensive transportation plan for the City of Kirksville, as recommended by the Complete Streets Coalition, will require the integration of the City's street master plan as outlined in the Functional Classification map and report, the City's 5-year street improvement plan, the master trail plan, and a comprehensive sidewalk improvement plan. A comprehensive livable street program for the City will require development or improvement of four venues for non-vehicular traffic: Pedestrian Sidewalks, Multi-purpose Trails, Bicycle Lanes, and Bicycle Routes.

The University of Missouri Extension recently held a Missouri Livable Street advocacy training workshop at Kirksville. The City Engineer made a presentation on the City's transportation planning process and its interface with a livable street policy. That presentation, updated with lessons learned from that workshop, will be repeated for Council during the study session on May 2.

Following the presentation, it is recommended that Council agree to establishment of a working or stakeholders group to develop a Complete Streets Policy for the City of Kirksville. Members of this planning group would be drawn from the Airport and Transportation Commission, the Lakes Park and Recreation Commission, and citizen groups such as KMOTION and KACHI.

FIRST REGULAR SESSION
HOUSE COMMITTEE SUBSTITUTE FOR

House Concurrent Resolution No. 23

96TH GENERAL ASSEMBLY

1269L.02C

2 **WHEREAS**, bicycling and walking are essential to millions of Missourians as basic
3 transportation and enjoyed by millions of Missourians as healthful recreation and as part of a
4 healthy lifestyle; and

4

5 **WHEREAS**, encouraging and promoting a complete network of safe bicycle and
6 pedestrian ways and routes is essential for those Missourians who rely on bicycling and walking
7 for transportation, recreation, and health; and

8

9 **WHEREAS**, a safe and complete bicycle and pedestrian system is important for
10 Missouri's economy and economic development; and

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12 **WHEREAS**, world-class bicycling and walking facilities help promote Missouri as a
13 leading tourist and recreation destination; and

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15 **WHEREAS**, walking and bicycling improve the public health and reduce treatment costs
16 for conditions associated with reduced physical activity, including obesity, heart disease, lung
17 disease, and diabetes; and

18

19 **WHEREAS**, the United Health Foundation estimates direct medical costs associated
20 with physical inactivity in Missouri at \$1.9 billion in 2008, and projects an annual cost for
21 Missouri of over \$8 billion per year by 2018 if current trends continue; and

22

23 **WHEREAS**, the annual per capita cost of obesity is \$450 per Missourian, among the
24 highest per capita costs of any state in the United States; and

25

26 **WHEREAS**, promoting walking and bicycling for transportation improves Missouri's
27 environment, reduces congestion, reduces the need for expensive expansion of our road and
28 highway systems, and reduces our dependence on foreign energy supplies; and

29

30 **WHEREAS**, creating healthy, walkable, bicycleable, and livable communities helps keep
31 Missouri competitive in the global competition for high quality businesses and motivated,
32 creative workers who consider transportation and recreation options an essential part of a healthy
33 community; and

34

35 **WHEREAS**, Missourians who reach retirement age choose more often to walk and
36 bicycle for fitness, recreation, enjoyment, and transportation; and

37

38 **WHEREAS**, citizens with disabilities often rely on walking, bicycling, and transit to
39 meet basic transportation needs and to make connections with the transit system, face great
40 obstacles within our current transportation system, and benefit greatly from complete and well
41 designed accommodations for bicycling and walking; and

42

43 **WHEREAS**, all transit users depend on walking and bicycling to complete at least part
44 of each transit trip; and

45

46 **WHEREAS**, the number of Missouri students who walk and bicycle to school has
47 dropped dramatically over the past forty years, with 50% of students walking or bicycling in
48 1975 but only 15% in 2005. In the same period, the percentage of children clinically defined as
49 overweight has increased from 8% to 25%; and

50

51 **WHEREAS**, the principles of Complete Streets are designed to create a transportation
52 network that meets the needs of all users of the state's transportation system: pedestrians of all
53 ages and abilities, bicyclists, disabled persons, public transportation vehicles and patrons, and
54 those who travel in trucks, buses, and automobiles; and

55

56 **WHEREAS**, the term "Complete Streets" means creating roads, streets, and communities
57 where all road users can feel safe, secure, and welcome on our roads and streets and throughout
58 our communities; and

59

60 **WHEREAS**, the terms "livable streets" and "comprehensive street design" are also used
61 to identify these same concepts; and

62

63 **WHEREAS**, coordination and cooperation among many different agencies and
64 municipalities is required to fully implement Complete Streets and create a complete, connected,
65 and safe transportation network for walking and bicycling; and

66

67 **WHEREAS**, the cities of Elsberry, Pevely, Herculaneum, Crystal City, Festus, De Soto,
68 Ferguson, Columbia, Lee's Summit, Kansas City, and St. Louis City have adopted Complete
69 Streets or Livable Streets policies; and

70

71 **WHEREAS**, metropolitan planning organizations in the St. Joseph area, the Kansas City
72 area, and the St. Louis area have adopted Complete Streets policies as part of the long-range
73 planning process:

74

75 **NOW, THEREFORE, BE IT RESOLVED** that the members of the House of
76 Representatives of the Ninety-sixth General Assembly, First Regular Session, the Senate
77 concurring therein, hereby declare our support for Complete Streets policies and urge their
78 adoption at the local, metropolitan, regional, state, and national levels; and

79

80 **BE IT FURTHER RESOLVED** that the General Assembly encourages and urges the
81 United States Department of Transportation, the Missouri Department of Transportation, the
82 governing bodies of Metropolitan Planning Organizations, and Regional Planning Commissions,
83 municipalities, and other organizations and agencies that build, control, maintain, or fund roads,
84 highways, and bridges in Missouri to adopt Complete Streets policies and to plan, design, build,
85 and maintain their road and street system to provide complete, safe access to all road users; and
86

87 **BE IT FURTHER RESOLVED** that the Chief Clerk of the Missouri House of
88 Representatives be instructed to prepare properly inscribed copies of this resolution for Ray
89 LaHood, Secretary of the United States Department of Transportation; members of the Missouri
90 Highway and Transportation Commission; the director of each Metropolitan Planning Agency
91 and Regional Planning Commission in the State of Missouri; and the Missouri Municipal
92 League.

Sec. 21-27. - New streets.

The pavement on any new residential street shall be at least six (6) inches of class A concrete or five (5) inches of class A concrete with welded six-inch wire mesh in the center thereof. All other streets shall be at least six (6) inches of class A concrete with welded six-inch wire mesh in the center thereof. An alternate design of asphalt will be accepted for residential streets. The new residential street shall be at least six (6) inches of rolled stone base plus either four and one-half (4½) inches of asphaltic concrete or three (3) inches of asphaltic base course plus one and one-half (1½) inches of asphaltic concrete, unless otherwise specified by the city engineer. All other streets shall be six (6) inches of rolled stone base plus at least either six (6) inches of asphaltic concrete or four and one-half (4½) inches of asphaltic base course plus one and one-half (1½) inches of asphaltic concrete, unless otherwise specified by the city engineer. The width of any residential street shall be at least fourteen (14) feet per lane or a total width of twenty-eight (28) feet. All other new streets, avenues or boulevards shall be a minimum of thirty-six (36) feet, unless otherwise specified by the city council.

Sec. 22-22. - Streets.

The course, width, grade and location of all streets shall conform to the comprehensive plan and shall be considered in their relation to existing and planned streets, to topographic conditions, to public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such street and shall conform to the following design standards:

(1)

Street rights-of-way shall be a minimum of sixty (60) feet to accommodate public and private utilities, sidewalks, and tree planting.

Street pavement depth shall be a minimum of six (6) inch Portland cement concrete. The asphaltic concrete equivalencies contained in this ordinance may be substituted for Portland cement concrete.

Street pavement width shall be a minimum of twenty-eight (28) feet. Variances to this requirement may be made to accommodate affordable housing or other public interest projects. In these cases, no on-street parking on streets of lesser widths, shall be permitted and suitable off-street parking shall be required. In these cases, certain standards for street widths, parking spaces, lot sizes, etc., may be permitted, but shall be determined under the regulatory discretion of the planning and zoning commission and city council.

(2)

The arrangement of streets in a subdivision shall:

(a)

Provide for the continuation of existing principal streets in surrounding areas, or

(b)

Conform to the major thoroughfare plan where applicable, or

(c)

Conform to topographic or other conditions where continuance of projection of existing streets does not control.

(3)

Local streets shall be laid out so that their use by through traffic will be discouraged. Streets and lots shall be designed to conform to the natural topography with streets following valleys wherever possible, requiring minimal grading, and keep surface water in storm drainage systems as opposed to crossing private property wherever possible.

(4)

Street intersections with centerline offsets of less than one hundred fifty (150) feet shall be prohibited.

(5)

A tangent shall be introduced between reverse curves on streets.

(6)

The following street standards shall prevail in the design and construction of subdivisions in the city:

Type of Street	R.O.W. Width	Initial Pavement Width	Minimum Radius of Horizontal Curves	Minimum Sight Distance
Principal Arterial	80 ft.	36 ft.	350 ft.	500 ft.
Minor Arterial	60 ft.	36 ft.	250 ft.	300 ft.
Collector	60 ft.	36 ft.	250 ft.	300 ft.
Local Commercial Or industrial	60 ft.	36 ft.	150 ft.	200 ft.
Local residential	60 ft.	28 ft.	150 ft.	200 ft.

(7)

Streets shall be laid out to intersect as nearly as possible at right angles and no street shall intersect any other street at less than seventy-five (75) degrees.

(8)

Alleys shall not be permitted in residential districts, nor shall reserve strips controlling access to streets be permitted except under conditions approved by the plan commission.

(9)

Whenever a subdivision will contain a street that is designated on the major street plan as an existing or proposed arterial or collector street, or a commercial, or industrial street, then the subdivider shall dedicate the right-of-way, follow the geometric standards, and install improvements as set out in item (6) in this section.

The city shall pay the cost for the additional width of pavement required for arterial and collector streets. This cost shall be computed on the additional expense involved in placing the extra width required beyond twenty-eight (28) feet and shall include grading.

(10)

All streets which are designated as permanent dead end shall be terminated by a cul-de-sac having a street line radius of sixty (60) feet and pavement radius of forty-nine (49) feet, unless permitted by the city's planning and zoning commission and the city council. In R-1 residential zones, cul-de-sac length should be limited to twenty (20) houses. In all other zones, cul-de-sac length shall be limited to five hundred (500) feet.

Street stubs shall be platted and paved at intervals along the boundaries of the subdivision in order that vehicle and pedestrian access will be provided to future subdivisions adjacent. The spacing and location of the street stubs shall be determined by topography, maximum block length requirement of section 22-104, the logical future street patterns of the adjacent property and the street and lot pattern of the subject subdivision.

(Ord. No. 11367, 2-1-99; Ord. No. 11813, 11-6-2007)

Sec. 22-27. - Sidewalks.

(a)

When subdivisions are developed within the city limits or when large projects cover a block or more of land the following standards for sidewalks shall be required: Major subdivisions: Principal streets shall have sidewalks constructed on one side of the street. In addition, streets that have over three (3) streets connecting shall have sidewalks on one (1) side. The determination of which side of the street the sidewalk is to be constructed shall be made at the preliminary plat approval stage. Sidewalks shall be constructed and accepted by the city at the time of final construction of the street servicing the lots under development. Sidewalks shall be completed in block length fashion. The sole costs for sidewalk construction shall be borne by the owner/developer of the subdivided tract. In determining where new subdivision sidewalks should be located, the planning and zoning commission shall consider where they will connect to planned or existing hiking and biking trails and other arterial sidewalks. Variances to this requirement shall only be issued where connection to a planned or existing hiking and biking trail or other arterial sidewalk is not possible, or where the subdivision includes no principal interior street.

(b)

Sidewalk specifications:

(1)

Sidewalks shall be a minimum of four (4) feet wide and four (4) inches thick. Sidewalks shall have control joints every four (4) lineal feet. Where sidewalks intersect with a street, they shall conform to the A.D.A. standards for handicapped accessibility. Sidewalks will be constructed on a subgrade compacted to the same specified density of the applicable subgrade standards for street construction. Large rocks and boulders found in the subgrade shall be removed to a minimum of six (6) inches below the bottom of the proposed concrete and the space filled with suitable materials. All sidewalks shall be required to have reinforcements installed in all concrete. Reinforcements shall be a minimum of #3 rebar (three-eighths ($\frac{3}{8}$) inch diameter bar) on no more than twenty-four (24) inch centers. If using fiber mesh in the concrete mix, the rebar reinforcement can be placed at no more than forty-two (42) inch centers. Sidewalks shall have the option of using a six (6) inches by six (6) inches welded wire mesh of ten gauge steel, minimum, for its reinforcement.

(2)

Sidewalks shall be constructed of Class B concrete (six (6) bag mix). Concrete for sidewalks shall have a maximum slump of four (4) inches. Concrete shall have a minimum compressive strength of 3,000 psi within twenty-eight (28) days of placement.

(3)

Sidewalks shall be placed approximately within one (1) foot of the street right-of-way line (private sector's property line), unless determined otherwise by the city planning and zoning commission or the city engineer.

(c)

Large projects/developments and subdivisions other than residential subdivisions: Where large projects involve a great amount of land (one (1) block or more of street frontage) the city may require that sidewalks be constructed, if the expected volume of pedestrian traffic so warrants.

(1)

If sidewalks are required, they shall be located on the side of the street fronting the development unless otherwise determined by the city.

(2)

If the city determines that sidewalks are necessary for a large project, the requirements and standards for construction shall be the same as aforementioned for subdivisions. However, the developer need not meet with the planning and zoning commission; locations of large project sidewalks shall be determined by the city code administrator or city engineer.

(Ord. No. 11367, 2-1-99; Ord. No. 11813, 11-6-2007)

ARTICLE III. COMPLETE STREETS POLICY*

*Editor's note: Ord. No. 1521, §§ I-V, adopted Aug. 23, 2010, did not specifically amend the Code; therefore, these provisions have been added as Art. III, §§ 23-50--23-54, at the editor's discretion.

Sec. 23-50. Purpose.

The purpose of this policy is to set forth guiding principles and practices to be considered in all transportation projects, where practicable, economically feasible, and otherwise in accordance with applicable law, so as to encourage walking, bicycling, and other non-motorized forms of transit, in addition to normal motorized transit, including personal, freight, and public transit vehicles. All uses must be designed to allow safe operations for all users regardless of age or ability. The ultimate goal of this policy is the creation of an interconnected network of complete streets that balances the needs of all users in pleasant and appealing ways in order to achieve maximum functionality and use.

(Ord. No. 1521, § I, 8-23-10)

Sec. 23-51. Application and scope.

(a) While this policy does not require certain designs or construction standards and does not require specific improvements, this policy does require the city administrator to consider complete street elements in the design, construction and maintenance of public transportation projects, improvements and facilities in addition to other considerations including, but not limited to cost of improvements, budget for the project, space and area requirements and limitations and legal requirements and limitations. This policy further requires consideration of complete street elements by the planning and zoning commission in appropriate circumstances. Finally, the city strongly encourages all developers and builders to obtain and comply with, as appropriate and feasible, these standards.

(b) This policy is intended to cover all development and redevelopment in the public domain within Crystal City. This includes all public transportation projects such as, but not limited to, new road construction, reconstruction retrofits, upgrades, resurfacing, and rehabilitation. Routine maintenance may be excluded from these requirements by the city administrator on a case-by-case basis. This also includes privately built roads intended for public use. As such, compliance with these principles may be factored into decisions related to the city's participation in private projects and whether the city will accept possession of privately built roads constructed after the passage of this article.

(c) The city understands that special considerations and designs are necessary to accommodate older adults or disabled citizens and will ensure that those needs are met in all complete street designs. All public transportation projects involving complete street elements, where practicable, shall be ADA compliant to help meet those special considerations.

(Ord. No. 1521, § II, 8-23-10)

Sec. 23-52. Guiding principles and practices.

(a) *Complete street* defined. A complete street is designed to be a transportation corridor for all users: pedestrians, cyclists, transit users, and motorists. Complete streets are designed and operated to enable safe continuous travel networks for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move from destination to destination along and across a network of complete streets. Transportation improvements, facilities and amenities that may contribute to complete streets and that are considered as elements of a "complete street" include: street and sidewalk lighting; pedestrian and bicycle safety improvements; access improvements, including compliance with the Americans with Disabilities Act; public transit facilities accommodation including, but not limited, to pedestrian access improvement to transit stops and stations; street trees and landscaping; drainage; and street amenities.

(b) The city will strive, where practicable and economically feasible, to incorporate one (1) or more "complete street" elements into public transportation projects in order to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities, while promoting safe operation for all users, in comprehensive and connected networks in a manner consistent with, and supportive of, the surrounding community.

(c) The city will strive to incorporate complete streets principles into all public strategic plans, upon subsequent updates. The principles, where practicable, shall be incorporated into other public works plans, manuals, rules, regulations, operational standards, and programs as appropriate and directed by the city administrator. The principles shall be incorporated into appropriate materials and resources no later than two (2) years after the adoption of this article.

(d) It shall be a goal of the city to foster partnerships with the State of Missouri, Jefferson County, neighboring communities, and Crystal City Business Districts in consideration of functional facilities and accommodations in furtherance of the city's complete streets policy and the continuation of such facilities and accommodations beyond the city's borders.

(e) The city recognizes that complete streets may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time. The city will attempt to draw upon all possible funding sources to plan and implement this policy and shall investigate grants that may be available to make complete streets elements more economically feasible.

(f) The city recognizes that the elements comprising a complete street are only effective when appealing and pleasant to use and will ensure improvements meet those standards.

(Ord. No. 1521, § III, 8-23-10)

Sec. 23-53. Study/analysis to be undertaken as part of public transportation project.

During the planning phase of any public improvement project, a designee of the city administrator (which may be the street superintendent, the city's design engineer, or other person or firm deemed appropriate by the city administrator) shall conduct a study and analysis relating to the addition and incorporation of one (1) or more complete streets elements into the public transportation project.

The study and analysis shall include cost estimates, whether the elements could be incorporated in a safe manner, the degree that such improvements or facilities may be utilized, the benefit of such improvements or facilities to other public transportation improvements, whether additional property is required, physical or area requirements or limitations and any other factors deemed relevant.

Such study and analysis shall be submitted to the city administrator for consideration in the design and planning of the public transportation project. The city administrator shall consider the incorporation of one (1) or more complete streets elements in each public transportation project to the extent that such is economically and physically feasible.

(Ord. No. 1521, § IV, 8-23-10)

Sec. 23-54. Administration.

- (a) The city administrator shall be responsible for the overall implementation and execution of the complete streets principles and practices.
- (b) The city administrator shall collaborate with appropriate staff to adopt a complete streets checklist for use on all public transportation projects.
- (c) When available, appropriate, and monetarily feasible, the city shall support staff professional development and training on nonmotorized transportation issues through attending conferences, classes, seminars, and workshops.

(Ord. No. 1521, § V, 8-23-10)

DOWNTOWN KIRKSVILLE PLANNING PROJECT
AGREEMENT

This Agreement is made and entered into this _____ day of _____, 20____, by and between the City of Kirksville, hereinafter called the "Applicant," and the Kirksville Downtown Improvement Committee, Inc., hereinafter called the "Sub-applicant."

WHEREAS, the Applicant is applying for a Community Development Block Grant from the State of Missouri, and it is the Applicant's desire to relinquish certain responsibilities as allowed by the program and the State statutes;

WHEREAS, the Sub-applicant will benefit from the grant proceeds and finds it in the best interest of both parties to assume these responsibilities;

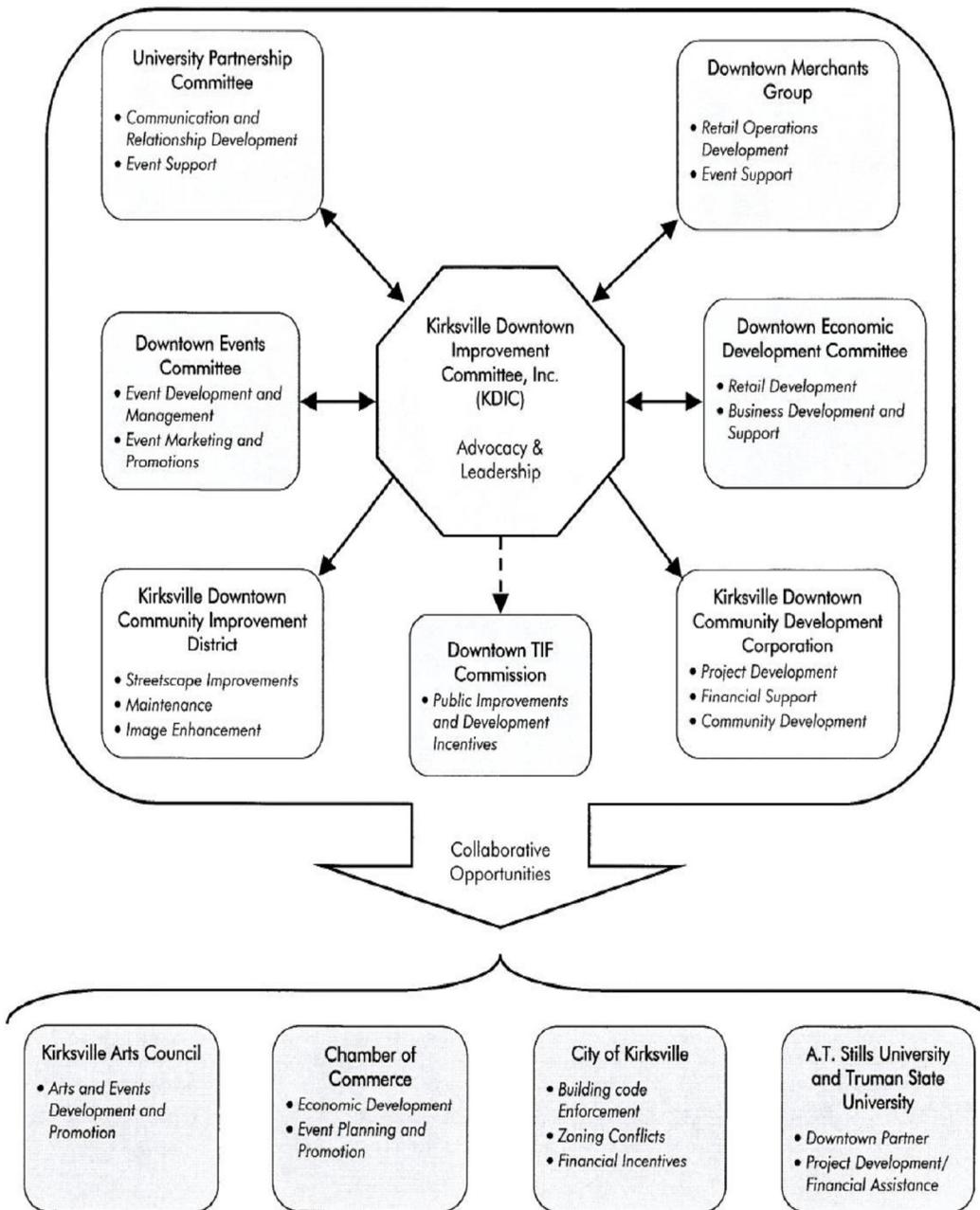
Now, therefore, the parties hereto agree as follows:

1. The Sub-applicant shall assume all grant responsibilities listed with the exception of #2 below, which both parties understand cannot be assumed by the Sub-applicant;
2. In addition to the above, the Applicant agrees to retain all financial responsibilities of the grant program, with the understanding that all invoices (financial indebtedness) must be paid through the Applicant's established method;
3. Responsibilities not listed on the attached Grant Agreement, but which the Sub-applicant agrees to carry out on behalf of the Applicant, are as follows:
 - a. KDIC shall hire and employ a suitably qualified director who shall be an executive employee of KDIC. Said executive employee shall perform such duties as are provided for in this Agreement together with other downtown activities as may be assigned and required by KDIC. The KDIC Board shall evaluate the performance of said executive employee on a semiannual basis during the first two years of employment;
 - b. KDIC shall provide office space for said executive employee. KDIC shall be responsible for purchasing or otherwise providing necessary office equipment and furnishings for said executive employee;
 - c. KDIC shall submit a progress report to the City on a quarterly basis;
 - d. KDIC shall adopt an annual budget and approve funding for programs implementing the Downtown Kirksville Planning Project;
 - e. KDIC shall use its best efforts to obtain annual cash contributions during the term of this Agreement in an amount not less than Five Thousand Dollars (\$5,000.00) per year.

The Applicant also acknowledges, as part of this Agreement, that liability for the grant is wholly within its realm and the Sub-applicant hereby assumes responsibility to see that all terms listed herein are met, with the above exceptions. This Agreement shall be valid until successful project completion and grant close-out.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as the day and year indicated above.

EXHIBIT II
RECOMMENDED ORGANIZATIONAL STRUCTURE



EXISTING ORGANIZATION ENHANCEMENTS

E. City of Kirksville

The City of Kirksville's involvement in Downtown Revitalization is critical to its success. Many of the Downtown successes to date have occurred mainly due to the City's leadership and financial participation. Additionally, City involvement demonstrates local government commitment and increases the likelihood of broad citizen participation. The City should assist in the development of all necessary political subdivisions and districts as well as participate in the appropriate boards. However, efforts should be made to avoid politicizing the Revitalization Program.

City services are one of the essential elements for a successful Downtown Revitalization Program. The financial commitment by the City to support capital improvement projects should continue and exceed the current level of activity, as appropriate. The City can help with leveraging other resources by providing a local match investment. This practice is the most effective means for accomplishing large-scale capital and infrastructure projects. However, the local resources of the City must be distributed throughout the community and other financial resources should always be considered. The City will have an important role to play in all aspects of revitalization and has already maintained a steady effort for downtown. The City should take the lead in the tough decisions that lie ahead.

- The City will need to provide attention to downtown code enforcement, historic preservation establishment, design guidelines adherence, and preparing wayfinding and signage, not only in the DREAM Study Area, but throughout the City. Building codes should be pursued aggressively and fairly.
- The City should continue to beautify Downtown. This includes pursuing the removal of the "slip covers" or metal skin covering the façades of downtown buildings and continuing to persuade building owners of the benefits of canopy removal and historic district qualification.
- It is recommended that the City take a supporting role, in partnership with KDIC, in educating and informing the downtown community about the benefits of establishing the Downtown Kirksville Community Improvement District (KDCID) By using the economic activity created by businesses to generate special tax revenue in the Downtown Area, this financing tool will provide a much needed resource that will strengthen KDC's programming and sustainability and stimulate increased private reinvestment in buildings throughout Downtown. These "small-scale" projects are not easily funded by State and Federal resources, therefore the KDCID can provide much needed revenue gap financing to make sure Downtown not only "leaps forward" with "big projects" but also makes incremental improvements on a recurring basis.
- The City should also be a leader in the development of the relationship among the Downtown Business Owners and student body of Truman State University

and A.T. Still University. This relationship and understanding will need to be improved if Downtown is to reach its full potential.

F. Kirksville Downtown Improvement Committee, Inc.

The Kirksville Downtown Improvement Committee, Inc. should continue to establish itself as a private, non-profit corporation designed to unify Downtown interests, encourage broad community support as well as lead the Downtown Revitalization Program (the "Program").

The KDIC will be responsible for advocacy on behalf of the downtown community and the promotion of its members' interests. It will act as the leader of the Program, rallying volunteers, gathering resources, and pressing for progress. In order for the organization to function as intended it will require a full-time manager to oversee operations and if possible a support person to handle administrative duties. The manager of this organization is instrumental to the Program as they will be the point person, community liaison, and motivating force of the Program.

The membership of the KDIC is designed to consist of seven categories of "Downtown-Centric" business and property owners, in order to fairly represent those with an interest in Downtown. However, it is important to the success of the Downtown Revitalization Strategy that the KDIC develop an avenue for the Kirksville Community to become involved in Downtown Revitalization Efforts. Currently this opportunity does not exist. While at this point there are not a large number of members of the community who wish to be involved, that may change as momentum builds. Providing an opportunity for community involvement gives the community a sense of ownership in the resulting improvements. There are a number of ways to provide the opportunity for involvement to the community; such as through a committee of community volunteers (with a goal of increasing community support), or it can be an additional membership category, but limit the representative Board membership for that category to retain control in the Downtown.

In addition to the surrounding community greater involvement of the student body of the local universities is vital to achieving Downtown Revitalization. Following the same ideas detailed above the KDIC should consider an opportunity to more greatly involve the students of the local Educational Institutions, particularly Truman State University and A. T. Stills University. However, an additional membership category will probably not be necessary, due to the students' instability relative to permanent residents. This group of partners can best be served through a University Partnership Committee, whose sole purpose is to encourage communication between KDIC and the student body.

As stated above, the KDIC should work very closely with the City to establish a Community Improvement District that would support the KDIC financially and provide funding for other downtown improvements that the Downtown TIF cannot. At the outset the organization can share office space and services with another organization or government entity, but should eventually be self-reliant

G. Kirksville Arts Council



Kirksville Downtown Improvement Committee, Inc.

Post Office Box 13
212 North Franklin Street
Kirksville, Missouri 63501
660-988-9656

March 22, 2011

A Special Letter to Property Owners of a proposed Kirksville Downtown Community Improvement District:

As you may probably know, the Kirksville Downtown Improvement Committee, Inc. (KDIC) has been considering the option of the establishment of a Community Improvement District (CID) for downtown Kirksville. The KDIC Board hosted an informational meeting for Downtown Business Owners on Tuesday, February 22nd at the Adair County Annex Building. The meeting was well attended and discussion was centered on the pros and cons of a CID for the Downtown.

The purpose of establishing a CID would be to provide funds to host events and make improvements to the downtown area and have someone to direct it. You may wonder just what a CID is. By definition, a Community Improvement District (CID) may be either a political subdivision or a not-for-profit corporation. CID's are organized for the purpose of financing a wide range of public-use facilities and establishing and managing policies and public services relative to the needs of the district.

Presently, the KDIC Board of Directors and the KDIC Fund Raising Committee have been working on the five year plan and other specific details for a CID. Language contained in the petition narrative must include a five year plan, describing the purposes of the proposed district, the services it will provide, the improvements it will make and an estimate of the costs of those services and improvements, and the maximum rates of property taxes and special assessments that may be imposed within the proposed district.

For a CID to be established, several steps would need to be followed which include the following. It would require a request petition, signed by property owners owning at least 50% of the assessed value of the real property, and more than 50% per capita of all owners of real property within the proposed CID. An authorizing ordinance would need to be approved by the Kirksville City Council to authorize the establishment of a CID. Other information must state how the CID would be organized and governed, and whether the governing board would be elected or appointed. There are specific rules that provide the required elements of a CID petition, and the procedures for publication, public hearings, etc. KDIC will be happy to provide details of these rules upon your request.

Also, during the next few days someone from the KDIC will be contacting you to set up a time to personally answer any concerns and/or questions that you may have relating to establishing a CID for downtown Kirksville.

Fact sheets are enclosed for your information relating to a CID and the KDIC mission and purpose. Also, should you have questions, please feel free to contact Nate Walker, KDIC Executive Director or any member of the KDIC Board of Directors.

Together we can make a difference! Thanks and best wishes.

Sherry Stacey
KDIC Board President

(Representing the various members thereof the KDIC Board of Directors)

Kirksville Downtown Improvement Committee, Inc.



CID FOR THE DOWNTOWN

Kirksville Downtown Community Improvement District

Facts for Property Owners

Purpose of the CID: Provide funds to host events and make improvements to the downtown area and have someone to direct it.

Why a ½ cent sales tax: This would be enough for improvements to be made without raising the tax to the maximum amount. (The maximum amount allowed is 1%.)

The sales tax:

- ½ cent increase would make the rate 8.35% in the downtown CID. Present rate is 7.85%.
- The rest of Kirksville would be at 7.85% except for that area from Orscheln to Stage which has a CID and a tax rate of 8.85%.
- A purchase made of \$10 would add \$.05
- A purchase of \$50 would add \$.25.
- A purchase of \$100 would add \$.50.

Services/Improvements: (see back of sheet)

Boundary: It was made using a combination of the TIF/DREAM boundary, Central Business District, Historic Preservation District, and to include university bookstores and eating establishments.

Process followed for making a CID: **Petition** is signed by 50% of property owners and 50% of owners of assessed value. **Vote** is taken by the owners. **City Council** then considers making it an ordinance (after a series of public meetings and input).

How the CID will work:

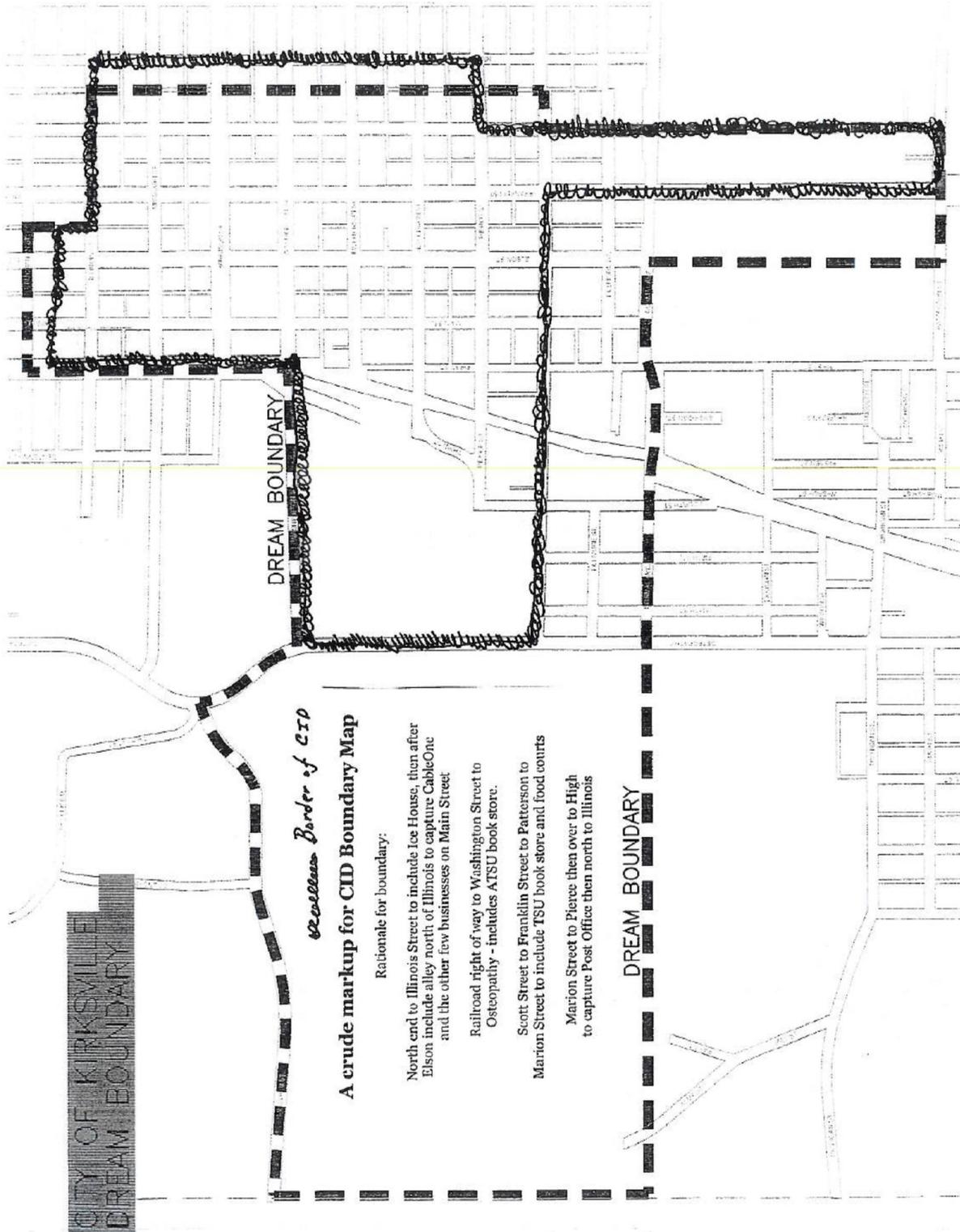
Use of funds: for the services and improvements on the back. Continue to have an Executive Director to direct all of this.

Term of CID: 20 Years

Governing Board: 5 people are chosen. 3 will be business owners who own their property and 2 will be business owners who lease their property.

Events and Services/Improvements

- Keep, continue and develop new Downtown Events with a funding source from KDCID:
 - January: Festival of the Snow (to be developed).
 - February: (Valentine's for restaurants and jewelry places)
 - March: St. Patrick's Day Parade & Celebration.
 - April: Veteran's Appreciation Day at Rieger Armory. Easter Event.
 - May: Opening of Farmer's Market. Memorial Day.
 - June: Summer on the Square June/August. Flag Day Celebration (to be developed). Farmer's Market each Saturday.
 - July: Red, White and Blue Festival. Farmer's Market each Saturday.
 - August: Battle of Kirksville Commemoration. Farmer's Market each Saturday.
 - September: Red Barn Arts & Crafts Festival. Annual Bacon Festival. Farmer's Market each Saturday.
 - October: Homecoming Weekends & Parades for TSU and KHS. Halloween in the Downtown. Farmer's Market each Saturday, concluding last week in October.
 - November: Small Business Saturday and Christmas
 - December: Christmas Events and Santa Downtown
 - Marketing and Co-Op Advertising focused on the Downtown
 - Thirty (30) Banners made for events to be up in downtown
-
- Increased District Communication/Newsletter
 - Enhanced Infrastructure Planning and Improvements
 - Gateways to the Downtown at various locations
 - Begin program to assist with Awning Replacement Help (in form of mini-grants)
 - Replacing/Improving Sidewalks
 - Snow Cleaning/Sidewalk Sweepers
 - Begin plans to improve parking (handicap/sticker set for owners of businesses, another lot)
 - Begin plans on how to improve alleyways
 - Begin plans on mid-block pedestrian crossings and enhanced intersections
 - Strategic Planning on Business Attraction and Retention
 - Begin and Implement Master Plan on Landscaping and Streetscaping Designs (trees, benches lighting, bike racks, planters, hanging baskets, trash cans, etc)
 - Develop Downtown Retail Strategy (targets leasing plan, recruitment, collaboration)
 - Implement Retail Marketing Strategy
 - Begin plans for Residential Marketing (website: sale and rental)
 - New Business Development in the downtown/Begin plans for Incentives for new/expanding businesses
 - Creating a Downtown Resource Center for marketing, recruiting, sponsoring guest speakers and workshops for business owners
 - Courthouse Square Improvements
 - Data Collection:
 - Track leases/space inventory, buildings and businesses, workers and residents
 - Multipurpose trail and green space
 - Lobbying government on behalf of business interests
 - Security help with extra events



DREAM BOUNDARY

DREAM BOUNDARY

CITY OF KIRKSVILE
DREAM BOUNDARY

excess **Border of CID**

A crude markup for CID Boundary Map

Rationale for boundary:

- North end to Illinois Street to include Ice House, then after Elson include alley north of Illinois to capture CableOne and the other few businesses on Main Street
- Railroad right of way to Washington Street to Osteopathy - includes ATSU book store.
- Scott Street to Franklin Street to Patterson to Marion Street to include TSU book store and food courts
- Marion Street to Pierce then over to High to capture Post Office then north to Illinois

Reference:

Kaid Benfield's Blog, Complete Streets Policy are Gaining Popularity Across the County date 4/27/2011.

http://switchboard.nrdc.org/blogs/kbenfield/complete_streets_policies_are.html