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*** Revised to include items "b", "c" and "d" under "Consider the Following"**

CITY OF PITTSBURG, KANSAS

COMMISSION AGENDA

Tuesday, September 22, 2015

5:30 PM

CALL TO ORDER BY THE MAYOR:

- a. Invocation
- b. Flag Salute Led by the Mayor
- c. Proclamation - Project Warmth Day - Received by LouAnn Colyer
- d. Proclamation - Constitution Week - Received by Frances Smith
- e. Public Input

CONSENT AGENDA:

- a. Approval of the September 8th, 2015, City Commission Meeting minutes.
- b. Approval of Ordinance No. G-1230, amending Section 78-116 of the Pittsburg City Code to prohibit parking on both sides of East 10th Street between Locust and Joplin Streets, the south side of West Cleveland Street between Broadway and Olive Streets and the east side of South Olive Street between Cleveland and Walnut Streets, first and only reading.
- c. Approval of staff recommendation to adopt the Bicycle & Pedestrian Master Plan, prepared by PedNet of Columbia, MO., as the official resource document for the City of Pittsburg as the City moves forward in expanding the active transportation network throughout the City.
- d. Approval of the application submitted by Natveena Boonruang for a 2015 Cereal Malt Beverage License for Thai Ocha located at 1014 South Broadway and, if approved, authorize the City Clerk to issue the license.
- e. Approval of the Appropriation Ordinance for the period ending September 22, 2015, subject to the release of HUD expenditures when funds are received. **ROLL CALL VOTE.**

CONSIDER THE FOLLOWING:

- a. RESOLUTION NO. 1176 - Consider Resolution No. 1176, determining the advisability of amending the Trust Indenture and Lease entered into in connection with the issuance of the City's Taxable Industrial Revenue Bonds, Series 2008 (Holiday Inn Express Project) and issuing additional bonds to finance the acquisition of the leasehold interest in the bond financed project by Pittsburg Hospitality, LLC. **Approve or disapprove Resolution No. 1176 and, if approved, authorize the Mayor to sign the Resolution on behalf of the City of Pittsburg**

*** Revised to include items "b", "c" and "d" under "Consider the Following"**

CITY OF PITTSBURG, KANSAS

COMMISSION AGENDA

Tuesday, September 22, 2015

5:30 PM

- b. NEW WORLD SYSTEMS - ADDITIONAL SOFTWARE LICENSE AGREEMENT - Staff is requesting authorization to enter into an Additional Software License Agreement with New World Systems for the purchase of Aegis/MSP Corrections Management Software in the amount of \$252,480. **Approve or disapprove staff request and, if approved, authorize the Mayor to sign the Additional Software License Agreement on behalf of the City.**

- c. INTERAGENCY SERVICES CONTRACT - CRAWFORD COUNTY SHERIFF'S DEPARTMENT - Staff is requesting authorization to enter into an Interagency Services Contract with the Crawford County Sheriff's Department in which the City of Pittsburg will allow the Crawford County Sheriff's Department access and use of the City's licensed New World Systems Law Enforcement/Fire/EMS Computer Aided Dispatch, Law Enforcement/Fire Records Management System, Corrections Management System, Aegis Mobile Unit Software, and Law Enforcement Field Reporting software. **Approve or disapprove staff request and, if approved, authorize the Mayor to sign the Interagency Services Contract on behalf of the City.**

- d. REPAYMENT AGREEMENT - CRAWFORD COUNTY - Staff is requesting authorization to enter into a Repayment Agreement with Crawford County in the amount of \$252,480 to be repaid in five equal annual payments in the amount of \$50,496 beginning on January 10th, 2016, for the purchase of the New World Systems Aegis/MSP Corrections Management Software to also include a portion of the on-going annual fee for maintenance of the software. **Approve or disapprove staff request and, if approved, authorize the Mayor to sign the Repayment Agreement on behalf of the City.**

NON-AGENDA REPORTS & REQUESTS:

ADJOURNMENT

Office of the Mayor
CITY OF PITTSBURG, KANSAS

Proclamation

Whereas: Project Warmth is a community effort that has been in existence for 28 years; and

Whereas: On Thursday, October 8th, 2015, from 11:00 a.m. to 2:00 p.m. and from 4:00 p.m. to 6:00 p.m., citizens may visit the lower level of the Memorial Auditorium & Convention Center and enjoy a bowl of chili or soup and a slice of homemade pie to support this worthy cause; and

Whereas: Reaching the annual goal would not be possible without the generous support of local businesses who donate their time and products to make this event successful; and

Whereas: We ask our community to support this effort and assist our neighbors in Crawford County with utility payments during the winter months.

Now, Therefore, I, Chuck Munsell, Mayor of the City of Pittsburg, Kansas, do hereby proclaim Thursday, October 8th, 2015, as

PROJECT WARMTH DAY IN PITTSBURG

and urge all citizens to attend this important fundraiser to help our fellow citizens.

Dated this 22nd day of September, 2015.

ATTEST:

CITY CLERK

MAYOR

Office of the Mayor

CITY OF PITTSBURG, KANSAS

Proclamation

Whereas: September 17th, 2015, marks the two hundred twenty-eighth anniversary of the drafting of the Constitution of the United States of America by the Constitutional Convention; and

Whereas: It is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary; and to the patriotic celebrations which will commemorate the occasion; and

Whereas: Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17th through 23rd, as Constitution Week.

Now, Therefore, I, Chuck Munsell, Mayor of the City of Pittsburg, Kansas, do hereby proclaim the week of September 17 – 23, 2015, as

CONSTITUTION WEEK IN PITTSBURG

and ask our citizens to reaffirm the ideals the Framers of the Constitution had in 1787 by vigilantly protecting the freedoms guaranteed to us through this guardian of our liberties, remembering that lost rights may never be regained.

Dated this 22nd day of September, 2015.

ATTEST:

CITY CLERK

MAYOR

OFFICIAL MINUTES
OF THE MEETING OF THE
GOVERNING BODY OF THE
CITY OF PITTSBURG, KANSAS
September 8th, 2015

A Regular Session of the Board of Commissioners was held at 5:30 p.m. on Tuesday, September 8th, 2015, in the City Commission Room, located in the Law Enforcement Center, 201 North Pine, with Mayor Chuck Munsell presiding and the following members present: Michael Gray, Jeremy Johnson, John Ketterman and Monica Murnan.

Jim Sukraw of the First Church of the Nazarene provided the invocation.

Mayor Munsell led the flag salute.

PROCLAMATION – DIRECT SUPPORT PROFESSIONAL RECOGNITION WEEK – Mayor Munsell proclaimed the week of September 13th, 2015, as Direct Support Professional Recognition Week in Pittsburg.

PUBLIC INPUT – Frank R. Smardo, 716 West 2nd Street, encouraged the City to support police officers and first responders in Pittsburg. He challenged the City to create a new committee named “Volunteers in Pittsburg” to provide expert volunteer services to the City. Mayor Munsell requested Mr. Smardo make an appointment with City Manager Daron Hall to further discuss the possibility of forming the committee.

APPROVAL OF MINUTES – AUGUST 25th, 2015 - On motion of Gray, seconded by Johnson, the Governing Body approved the August 25th, 2015, City Commission Meeting minutes as submitted. Motion carried.

ORDINANCE NO. G-1228 – On motion of Gray, seconded by Johnson, the Governing Body adopted Ordinance No. G-1228, amending Section 78-31 of the Code of the City of Pittsburg, Kansas, and providing for the protection and health, property and safety, and the regulation of traffic by adopting by reference the 2015 Edition of the "Standard Traffic Ordinances for Kansas Cities" as published by The League of Kansas Municipalities, save and except such parts or portions as supplemented, deleted or changed; and repealing Ordinance No. G-1209. Motion carried.

ORDINANCE NO. G-1229 – On motion of Gray, seconded by Johnson, the Governing Body adopted Ordinance No. G-1229 amending Section 54-41 of the Code of the City of Pittsburg, Kansas, regulating certain public offenses within the corporate limits of the City of Pittsburg, Kansas, by adopting by reference the 2015 Edition of the "Uniform Public Offense Code for Kansas Cities" as published by the League of Kansas Municipalities, save and except such parts or portions as supplemented, deleted or changed; and repealing Ordinance No. G-1210. Motion carried.

OFFICIAL MINUTES
OF THE MEETING OF THE
GOVERNING BODY OF THE
CITY OF PITTSBURG, KANSAS
September 8th, 2015

LEAGUE OF KANSAS MUNICIPALITIES VOTING DELEGATES – On motion of Gray, seconded by Johnson, the Governing Body appointed Chuck Munsell, Michael Gray, John Ketterman and Monica Murnan as voting delegates and Daron Hall, Jay Byers and Tammy Nagel as alternate voting delegates to represent the City at the League of Kansas Municipalities Annual Meeting scheduled for October 10th through 12th, 2015, in Topeka, Kansas. Motion carried.

APPROPRIATION ORDINANCE – On motion of Gray, seconded by Johnson, the Governing Body approved the Appropriation Ordinance for the period ending September 8th, 2015, subject to the release of HUD expenditures when funds are received, with the following roll call vote: Yea: Gray, Johnson, Ketterman, Munsell, and Murnan. Motion carried.

ELECTION - STREET QUARTER CENT SALES TAX CONTINUATION - Director of Public Works William Beasley provided information regarding the Street Quarter Cent Sales Tax Continuation Election to be held on Thursday, September 24th, 2015.

BI-MONTHLY BUDGET REVIEW – Director of Finance Jamie Clarkson provided the August 31st, 2015, bi-monthly budget review.

NON-AGENDA REPORTS AND REQUESTS –

EXECUTIVE SESSION - On motion of Ketterman, seconded by Gray, the Governing Body recessed into Executive Session not to exceed 30 minutes for discussion regarding personnel matters of nonelected personnel. Motion carried.

The Governing Body recessed into Executive Session at 6:02 p.m.

The Governing Body reconvened into Regular Session at 6:30 p.m.

Mayor Munsell announced that no decisions were made and no votes were taken during the Executive Session.

EXECUTIVE SESSION - On motion of Johnson, seconded by Ketterman, the Governing Body recessed into Executive Session not to exceed 30 minutes for discussion regarding personnel matters of nonelected personnel. Motion carried.

The Governing Body recessed into Executive Session at 6:30 p.m.

The Governing Body reconvened into Regular Session at 6:58 p.m.

Mayor Munsell announced that no decisions were made and no votes were taken during the Executive Session.

OFFICIAL MINUTES
OF THE MEETING OF THE
GOVERNING BODY OF THE
CITY OF PITTSBURG, KANSAS
September 8th, 2015

ADJOURNMENT: On motion of Johnson, seconded by Gray, the Governing Body adjourned the meeting at 6:58 p.m. Motion carried.

Chuck Munsell, Mayor

ATTEST:

Tammy Nagel, City Clerk

(Published in The Morning Sun on _____, 2015)

ORDINANCE NO. G-1230

AN ORDINANCE amending Section 78-116 of the Pittsburg City Code to prohibit parking on both sides of East 10th Street between Locust and Joplin Streets, the south side of West Cleveland Street between Broadway and Olive Streets and the east side of South Olive Street between Cleveland and Walnut Streets.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF PITTSBURG, KANSAS:

Section 1. Section 78-116 of the Pittsburg City Code is amended to read as follows:

Sec. 78-116. No parking zone.

Except when necessary to momentarily avoid conflict with other traffic or in compliance with the direction of a police officer, it shall be unlawful for the driver of a vehicle to stop, stand or park any vehicle on:

Alleys

West side of alley lying between North Broadway Street and North Pine Street from 14th to 15th.

Abby Lane

The west and south side of Abby Lane, an "L" shaped street, from Amber Drive to the west line of lot 20, Amber Meadows subdivision.

Amber Drive

The north side of Amber Drive from Rouse Avenue west to the west line of lot 9, Amber Meadows subdivision.

Broadway

Both sides of South Broadway from Kansas Avenue to Centennial Drive.
Both sides of North Broadway Street from 20th Street to the north city limits.

Cedar Crest Circle

The west side of Cedar Crest Circle from Cedar Crest Drive south, including the west half of the cul-de-sac, Cedar Crest Estates.

Cedar Crest Drive

The southern and west side of Cedar Crest Drive from Rouse Avenue east and south to the south line of lot 17, Cedar Crest Estates.

Cedar Lane

South side of Cedar Lane from 144 feet west of the intersection of Cedar Lane and Woodgate Terrace to 156 feet east of the intersection of Cedar Lane and Woodgate Terrace.

Centennial Drive

Both sides of Centennial Drive from South Broadway to Rouse.

Cleveland Street

South side of West Cleveland Street between Broadway and Olive Streets.

College Avenue

On the west side of South College Avenue between Forest Avenue and Martin Avenue.

College Street

The west side of College Street from its intersection with Jefferson Street to its intersection with Adams Street, during school days from 7:30 a.m. to 4:30 p.m.

East Park Street

On the south side of East Park Street from its intersection with the east edge of South Smelter Street east to the end of East Park Street.

Elm Street

West side of Elm Street between Lindburg and Ford.

West side of Elm Street from 14th to 15th.

East side of South Elm between East Washington and East Park.

East side of Elm Street between 13th Street and 14th Street.

East side of Elm Street from Ford Avenue to Hudson Street.

English Street

East side of English Street from its intersection with Ford Avenue south to its intersection with Union Street.

Fairview Street

East side of North Fairview Street between 9th and 10th Streets.

Ford Circle

Both sides of Ford Circle.

Ford Avenue

On both sides of Ford Avenue from Rouse to Broadway.

Forest Street

South side of Forest Street from Broadway to Walnut.

Grand Oaks Court

Both sides of Grand Oaks Court from Grand Oaks Drive north, including the cul-de-sac, Grand Oaks Estates 2nd Addition.

Grand Oaks Drive

Both sides of Grand Oaks Drive from Rouse Avenue west and north, including the cul-de-sac, Grand Oaks Estates Replat and Grand Oaks Estates 2nd Addition.

Hobson Drive

On both sides of Hobson Drive from its intersection with the south curb of Ford Avenue south a distance of 155 feet.

Homer Street

East side of Homer Street from Ford Street to Quincy Street.

West side of Homer Street from Twin Lakes Drive to Ford Street.

Both sides of the 1000 block of South Homer from its intersection with the 500 block of East Monroe south to its intersection with the 600 block of East Monroe.

West side of Homer Street from the pedestrian crosswalk at the intersection of Homer and Normal south 130 feet to the entrance of the parent drop off to George Nettels Elementary School.

Industrial Street

West side of Industrial Street from 13th Street to 14th Street.

Jefferson Avenue

On both sides of Jefferson Avenue a distance of 100 feet west from the west line of Broadway, and a distance of 100 feet east from the east line of Broadway.

On the south side of Jefferson between South Walnut Street and South Olive Street.

Joplin Street

Both sides of South Joplin from Lindburg Street to Centennial Drive.

East side of Joplin, commencing 100 feet south of the intersection of East Carlton and South Joplin, then north to the south line of the intersection of East Belleville and South Joplin.

Both sides of Joplin Street from 4th Street to Park Avenue.

West side of North Joplin Street from 4th Street to 20th Street.

Both sides of North Joplin from 20th Street to Atkinson Avenue.

J.F. Kennedy Street

On the west side of J.F. Kennedy Street from Ford Street to Hudson Street.

Lincoln Park

On the north side of the road extending from the east end of the parking lot adjacent to Jim Kelly ball diamond to Memorial Drive.

On the south side of ball park access road from the east end of the parking lot adjacent to Jim Kelly ball diamond to Memorial Drive.

Lindburg Street

North side of West Lindburg Street from its intersection with South Walnut Street to the first alley west of South Walnut Street.

Locust Street

West side of South Locust between East Lindburg Street and East Ford Street.

East side of South Locust Street from 2nd Street to Park Avenue.

West side of North Locust Street from its intersection with East 6th Street south to the northern entrance to City Parking Lot No. 7.

Both sides of North Locust Street between East 29th Street and the Wal-Mart parking lot.

West side of South Locust between East Lindburg Street and East Hudson Street.

West side of South Locust from the intersection of Lindburg Street south 180 feet.

Mallory Court

East side of Mallory Court from the intersection of 14th Street south 483 feet including the east half of the cul-de-sac.

Martin Street

South side of West Martin between Olive and College Streets.

Memorial Drive

South side of Memorial Drive (West 12th Street) from U.S. Highway 69 bypass to Georgia Street.

North side of Memorial Drive from Miles Street to the west entrance of the ball park access road.

South side of Memorial Drive from Catalpa Street to the band dome parking lot.

Michigan Street

East side of Michigan Street from 15th Street to 16th Street.

Mill Road

North side from 147 feet west of the intersection of Mill Road and Woodgate Terrace to 157 feet east of the intersection of Mill Road and Woodgate Terrace.

Monroe

On both sides of the 500 block of East Monroe from its intersection with Smelter Street east to its intersection with Homer Street.

South side of Monroe Street from Stilwell Street east to the dead end.

North Highland Street

On both sides of North Highland Street from its intersection with the south curb of East Fourth Street south a distance of 100 feet.

Oak Ridge Circle

Both sides of Oak Ridge Circle.

Oak Ridge Road

South side of Oak Ridge Road from the west side of the intersection of South Tucker Terrace and Oak Ridge Road west to the east side of the intersection of South Tucker Avenue and Oak Ridge Road.

Both sides of Oak Ridge Road from the intersection of Tucker Terrace east 115 feet.

Olive Street

East side of South Olive Street from the intersection of Olive Street and Quincy Street south 165 feet.

East side of South Olive Street between Cleveland and Walnut Streets.

West side of South Olive Street from Jefferson Street to Webster Street.

Pine Street

East side of North Pine between 7th and 8th Streets.

Both sides of North Pine Street from 11th Street to 15th Street.

Both sides of Pine Street from the intersection of Quincy Street south 535 feet to a point 200 feet north of Carlton Street.

Quincy Street

On the north side of West Quincy Street from College Street to Catalpa Street.

On the south side of West Quincy Street from Catalpa to the U.S. 69 Highway bypass.

On both sides of West Quincy Street for a distance of 450 feet from the west right-of-way of Broadway.

On both sides of East Quincy Street from the east right-of-way of Broadway to the Rouse Street intersection.

Rouse Street

Rouse Street from 4th Street to Centennial Drive.

On both sides of North Rouse Street from East 4th Street north to north City limits.

Scotty Drive

The east side of Scotty Drive from 31st Street north, including the east half of the cul-de-sac, replat of lots 1, 2, 3, 4, 19, 20 and 21 Radell's Second Addition.

Tanglewood Drive

Both sides of Tanglewood Drive from the north intersection with Rouse Avenue south to the south intersections with Rouse Avenue, first replat of Tanglewoods.

Tucker Avenue

The east side of South Tucker Avenue from the south side of the intersection of Oakridge Road and South Tucker Avenue south a distance of 143 feet.

Tucker Terrace

The west side of South Tucker Terrace from the north side of the intersection of South Tucker Terrace and Oak Ridge Circle to the north side of the intersection of South Tucker Terrace and Oak Ridge Road.

Both sides of South Tucker Terrace from the south side of its intersection with Ford Street south to the north side of the intersection with South Tucker Terrace and Oak Ridge Circle.

West side of South Tucker Terrace from the north side of its intersection with Oak Ridge Circle to the north side of its intersection with Oak Ridge Road.

Victorian Drive

On the west side of Victorian Drive and on the south side of Victorian Drive.

Villa Drive

South side from the west side of the intersection of Villa Drive and Victoria Drive west a distance of 271 feet.

Walnut Street

West side of North Walnut between 3rd Street and 9th Street.

West side of South Walnut for a distance of 30 feet North of South Walnut Street intersection with West Lindburg Street.

On the east side of South Walnut Street from Jefferson Street to Quincy Street.

Both sides of North Walnut Street from 15th Street to 20th Street.

On both sides of Walnut Street from Kansas Avenue, northwesterly to the fast alley running east and west thereof.

On the west side of Walnut Street from Euclid Avenue south to the east-west alley.

On the west side of Walnut Street from Kansas Avenue south to the first alley running east and west.

On the west side of former Walnut Street from Kansas Avenue north to the east-west alley.

Warren Street

On the west side of North Warren between 3rd Street and 4th Street.

Washington Avenue

On the south side of Washington Avenue beginning at the intersection of College Avenue and Washington Avenue and continuing for a distance of 280 feet to the east end of the Lakeside Elementary School drive-thru island.

South side of East Washington Street from Rouse Street west to the K.C.S. Railroad tracks.

Windsor Circle

On the east side of Windsor Circle and on the south side of Windsor Circle.

Windsor Court

The east side of Windsor Court from Windsor Drive south, including the east half of the cul-de-sac, Balkans' Addition.

Woodgate Terrace

The east side of Woodgate Terrace from the north side of the intersection of Mill Road and Woodgate Terrace north to the south side of the intersection of Cedar Lane and Woodgate Terrace.

1st Street

South side of 1st Street from Broadway Street to Pine Street.

North side of 1st Street from Broadway to Locust.

3rd Street

South side of 3rd Street from Pine Street to Walnut Street.

On both sides of West 3rd Street between North Olive Street and North College Street.

The north side of 3rd Street beginning at the alley lying between North Walnut and Olive Streets thence west to Olive Street.

South side of 3rd Street between Walnut Street west to the north-south alley.

The north side of 3rd Street between Georgia Street and Warren Street.

4th Street

On the outside perimeter of the street designated as 4th Street Circle.

On the north side of East 4th Street for a distance of 150 feet east of such East 4th Street's intersection with North Grand Avenue.

On both sides of East 4th Street between Lapham Street and Water Street.

5th Street

On the north side of east 5th Street from the southwest corner of lot 16, block 13, original town addition to the city east to Joplin Street.

6th Street

The north side of 6th Street between Elm Street and Locust Street.

9th Street

South side of 9th Street from Locust to first alley west of Locust.

10th Street

South side of East 10th Street between Broadway and Locust.

Both sides of East 10th Street between Locust and Joplin Streets.

Both sides of West 10th Street between Walnut and Catalpa Streets.

14th Street

South side of East 14th Street from Elm to Grand Streets.

Within 100 feet of the intersection of Broadway and 14th Street on the east side of Broadway or the south side of 14th Street.

18th Street

North side of East 18th Street between Locust Street and Elm Street.

19th Street

North side of West 19th Street between Broadway Avenue and Walnut Street.

North side of East 19th Street between Grand Street and Joplin Street.

20th Street

South side of East 20th Street from Locust Street which extends south of 20th Street to Michigan Street.

On both sides of East and West 20th Street from a point 356 feet east of the east right-of-way line of Broadway Street west to the U.S. 69 Bypass.

22nd Street

On the north side of East 22nd Street from its intersection with the east edge of North Tucker Street to the west curb of North Rouse Street.

23rd Street

South side of West 23rd Street from North Pine (Walnut) Street west to the railroad right-of-way.

Both sides of East 23rd Street from Broadway Street to Michigan Street.

24th Street

Both sides of the 100 Block of West 24th Street.

27th Street

Both sides of 27th Street from the east side of its intersection with Broadway Avenue to the west side of the intersection of 27th Street and Joplin Avenue.

29th Street

On either side of East 29th Street between North Joplin Street and North Broadway Street.

(Code 1975, § 21-1507; Ord. No. G-861, § 1, 10-10-2000; Ord. No. G-874, § 1, 6-12-2001; Ord. No. G-875, § 1, 6-26-2001; Ord. No. G-885, § 1, 8-28-2001; Ord. No. G-904, §§ 1, 2, 7-9-2002; Ord. No. G-908, § 1, 7-23-2002; Ord. No. G-935, § 1, 3-23-2004; Ord. No. G-963, § 1, 1-11-2005; Ord. No. G-967, § 1, 3-22-2005; Ord. No. G-980, § 1, 9-27-2005; Ord. No. G-983, § 1, 12-13-2005; Ord. No. G-986, § 1, 3-14-2006; Ord. No. G-1014, § 1, 1-23-2007; Ord. No. G-1031, § 1, 10-23-2007; Ord. No. G-1048, § 1, 9-9-2008; Ord. No. G-1055, § 1, 12-23-2008; Ord. No. 1058, § 1, 1-27-2009; Ord. No. G-1101, § 1, 10-26-2010, Ord. No G-1144 § 1, 6-14-2011, Ord. G-1162 § 1, 5-8-2012, Ord. No. G-1166 § 1, 7-10-2012, Ord. No. G-1184 § 1, 10-8-2013, Ord. No. G-1220 § 1, 3-10-2015)

Section 2. This Ordinance shall take effect upon publication in the official City paper.

PASSED AND APPROVED this 22nd day of September, 2015.

Mayor- Chuck Munsell

ATTEST:

Tammy Nagel - City Clerk

INTEROFFICE MEMORANDUM

To: Daron Hall, City Manager
From: Kim Vogel, Director of Parks and Recreation
CC: Tammy Nagel, City Clerk
Date: September 11, 2015
Subject: September 22, 2015 Commission Meeting Agenda Item
Bicycle & Pedestrian Master Plan

PedNet, of Columbia, MO, has completed a Bicycle & Pedestrian Master Plan for the City of Pittsburg. This project originated at the request and expense of Live Well Crawford County and was overseen by members of Live Well Crawford County, the Active Transportation Advisory Board and City staff. These entities, along with City staff are now requesting that this master plan become an official resource document for the City of Pittsburg as we move forward in expanding the active transportation network throughout the City.

In this regard would you please place an item on the September 22, 2015 City Commission agenda? Action necessary would be to accept or deny PedNet's Bicycle & Pedestrian Master Plan for the City of Pittsburg as an official resource document for the expansion of active transportation.

If you have any questions please do not hesitate to contact me.



Bicycle & Pedestrian Master Plan City of Pittsburg, Kansas

Prepared by:
PedNet

Prepared for:
city of Pittsburg, KS

In Cooperation With:
Live Well Crawford County



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Chapter 1: Why Plan for Non-Motorized Transportation?



Why Plan for Non-Motorized Transportation?

Many, if not most, residents of Pittsburg will welcome this Bicycle and Pedestrian Master Plan. Their excitement will be sincere, as they intuitively understand how the projects and policies listed in these pages will improve the quality of life for themselves and their neighbors.



A Pittsburg couple traverses a narrow highway during their daily walk.

However, in this age of financial awareness, there will be others who will react to the plan with skepticism, asking tough questions about the wisdom of spending money on bicycle and pedestrian facilities when the community has so many other needs. Those questions are reasonable and will be addressed in this section.

Spending money on bicycle and pedestrian facilities is a wise investment by the City of Pittsburg and the Kansas Department of Transportation (KDOT) because:

- It is the right thing to do;
- It will improve the health of Pittsburg citizens and reduce health care costs; and
- It can decrease the demand on the automobile infrastructure, diminishing transportation costs and congestion.

The development of the Pittsburg Bicycle and Pedestrian Plan has been funded by the City of Pittsburg and Live Well Crawford County. Live Well's vision is "Making the healthy choice the easy choice for Crawford County." The main goal of the Pittsburg Bicycle and Pedestrian Plan also is to make the healthy choice easy for the citizens of Pittsburg.

Bicycling and walking are great exercise, and creating opportunities for people to be more active will help Live Well reach its goal of improving the health of the people of Pittsburg. However, there is a more fundamental reason for building and maintaining bicycle and pedestrian facilities; thus, it will be discussed first. This is simply the right thing to do.

CHAPTER 1. WHY PLAN FOR NON-MOTORIZED TRANSPORTATION?

Transportation policy across the United States once focused on moving people. For the past 60-70 years, the focus has changed from moving people to moving automobiles. Reducing congestion and increasing the ease of driving took precedence, and bicyclists and pedestrians were marginalized. Today, in most American communities, it is difficult and dangerous to travel outside of an automobile.

This change can be seen in Pittsburg, Kansas. In the older neighborhoods of Pittsburg, sidewalks are a part of nearly every streetscape. In the newer neighborhoods on the outskirts of Pittsburg, there is often a lack of sidewalk. The same can be seen on roadways that have been “improved” over the years via widening. This intentional widening of roadways, like Broadway, has allowed automobiles to move quickly across Pittsburg; but, at the same time, much of the new roadway was built without sidewalk—a testament to the changing views on transportation over time and its affect on pedestrians and bicyclists.

Whereas 100 years ago a government never would have built a street, or allowed a private developer to build one, without meeting the needs of pedestrians, today it is commonplace. However, walking for transportation is not an option for many Kansans, and their needs are not being met by the status quo.

In today’s environment of bumper-to-bumper traffic, it can be hard to imagine that many Kansans are unable to drive, because they are too young, cannot afford to drive, have a physical or mental disability that prevents driving, or have lost their ability to drive due to complications of aging.

Those residents either must depend upon others for transportation (if that help is available) or negotiate streets that are not as friendly to non-drivers as they could be. The evidence is visible on the streets of Pittsburg with pedestrians and wheelchair users walking and rolling along heavily trafficked automobile lanes and the trails through the grass that desperate pedestrians leave alongside major arterials.



Pedestrians walking over the remnants of brick sidewalk built during a time when sidewalks were “common sense” in Pittsburg.



When sidewalk infrastructure exists, but is narrow, dilapidated, or intermittent, pedestrians often will just choose to walk in the roadway.

CHAPTER 1. WHY PLAN FOR NON-MOTORIZED TRANSPORTATION?

Building a bicycle and pedestrian network is simply the right thing to do. As long as federal, state, and local governments are in the business of providing a transportation network for their citizens, pedestrians, wheelchair users, and bicyclists should be accommodated.

Improved Health and Reduced Health Care Costs

Beyond the fundamental question of mobility, more people who do drive would like to drive less. Many people want to replace a portion of their driving trips with bicycling or walking, when it is safe and convenient to do so. Some people are motivated out of a concern for their health, the environment, the need to save money, or because they just think it is fun. No matter what their motivation, their health will improve by driving less, walking and bicycling more.

The United States is facing a public health crisis caused by a population that increasingly is sedentary. Much of that sedentary behavior can be linked to the overuse of the private automobile, and it starts with children being driven to school.

In 1969, about 50% of American children walked or rode a bicycle to school, but by 2001 that number had dropped to just 13% (Safe Routes to School National Partnership, 2012). Even worse, half of children who live within ½ of a mile (10-minute walk or less) are driven to school! (Safe Routes to School National Partnership, 2012) It is not only children; many residents now drive distances that otherwise would be a quick and easy walking or bicycle trip. Of trips that are less than one-mile, over 2/3rds are taken by private automobile (League of American Bicyclists, 2010). The automobile is a wonderful device, but it is overused and is responsible for severe health consequences.

Obesity truly has become an epidemic in the United States. Currently, the obesity rate in the State of Kansas is 30.0%, making it the 19th most obese state (Trust for America's Health, 2014). Regrettably, 34.5% was the 2013 obesity rate for Crawford County. The good news is that rate is down from 37% in 2011. Nevertheless, the Healthy People 2020 national health target seeks to reduce that rate to 30.6% for

As long as federal, state and local governments are in the business of providing a transportation network for their citizens: pedestrians, wheelchair users, and bicyclists should be accommodated.

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adults that are aged 20 and older (Environment, 2015).

Being obese increases the risks of diabetes, heart disease, hypertension, blood lipid disorders, and some types of cancers (Centers for Disease Control, 2012). All of these effects of obesity raise the already staggering cost of health care in the State of Kansas. In fact, total health care costs to treat obesity related disease in Kansas were over 5 billion dollars in 2010 (Health, 2012). If the obesity trends continue unabated, the costs could be as much as 5.6 billion dollars, crippling the Kansas economy (Health, 2012). These figures reflect the true medical expenses and not other costs, like the loss of productivity at work by unhealthy employees. The health complications of obesity are tremendous, and the amount of preventable human suffering is heart breaking. There is little doubt that automobile dependence and an increasingly sedentary lifestyle have contributed to this problem, and that designing streets to make physically active transportation safe, enjoyable, and convenient, would help to address it.

Thus, public health groups now are pointing out the return on investment that our society receives when we build facilities that allow people to walk or bicycle. The American Heart Association has researched the issue and found that for every \$1.00 spent on a walking and bicycling trail, the community saves over \$3.00 in health care costs. Figures like these are powerful. Nonetheless, it sometimes can be hard for policy makers (like City Council members) to incorporate them into the development of city budgets. While everyone wants people to be healthy, those health care costs are borne by the individual, their insurance company, their employer, or the federal or state government--not usually the government entity paying to build the trails.

However, more and more employers are considering the average health of the citizens in determining where to place a new facility. If the average citizen in Pittsburg is less healthy than the average citizen elsewhere, then employers will face increased health care costs and decreased productivity if they build in Pittsburg. In fact, estimates indicate that an obese employee costs his or her employer

*Every \$1.00 spent on bicycling and walking trails results in a savings of \$3.00 in health care costs –
American Heart Association*

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approximately an additional \$2,500 per year (Graham, 2005).

Per the 2010 census, Crawford County boasted a population of 20,233. As aforementioned, 34.5% of Crawford County's adult population was found to be obese during the 2013 measurement period. Given that obese employees are projected to cost their employers an extra \$2,500 annually over that of other employees, Crawford County employers are spending approximately \$174,500 in additional costs annually. Given these obesity statistics and the fact that that only 16.4% of Crawford County adults participate in some kind of moderately intense aerobic physical exercise or perform muscle-strengthening activities weekly, increasing the health of the people in Pittsburg is everyone's responsibility and should be on everyone's list of concerns.

Government subsidizes every form of transportation in the United States, including driving.

Statistics are a meaningful, although very impersonal, way to view health. To appreciate fully the effect that an increase in bicycling and pedestrian infrastructure can have on the health of Pittsburg residents, let us imagine a resident who uses the new bicycle and pedestrian facilities to change their life.

Imagine a Pittsburg resident who lives near the Walmart and works at the hospital. For years, this employee has driven to work every day and never considered using their bicycle for transportation. Suddenly, they begin using a new trail in town, and it rekindles the love of bicycling that they remembered from their childhood. Sometime later, on their drive to work, they begin to notice new bicycle lanes and sharrows along the street. Soon the idea hits them that they could enjoy their new favorite recreational activity on the way to work, and they begin bicycling the 4.5 miles (9 miles roundtrip) to work most days of the week.

This individual typically drives to and from work in approximately 25 minutes, but after beginning to bicycle it, the trip length increases to 45 minutes. Therefore, their new vehicle choice has added 20 minutes to their daily commute, but they have gained 45 minutes a day of cardiovascular exercise. Forty (40) minutes of daily exercise

CHAPTER 1. WHY PLAN FOR NON-MOTORIZED TRANSPORTATION?

will reduce their risk of heart disease, stroke, diabetes, certain types of cancer and other ailments. In addition, it is helping them maintain a healthy weight by burning as many as 360 calories per day. Assuming their caloric intake remains the same, they could lose over 20-pounds in the first year of bicycling.

Reduced Costs for Transportation

Simply put, anytime someone in Pittsburg decides to leave their automobile at home and walk or bicycle instead, it saves the City of Pittsburg and its taxpayers money. Every time a driver in Kansas purchases a gallon of gasoline, he or she pays two types of tax: a state tax (24 cents per gallon) and a federal tax (18.4 cents per gallon). In addition to these fuel taxes, drivers also pay license and registration fees and personal property taxes on their automobiles. Those taxes have built and repaired thousands of miles of roads and bridges over the years, but they do not come close to actually paying for the road network in its entirety.

Every time someone drives an automobile, he or she is participating in a heavily subsidized activity. For every dollar in user fees that someone pays, society pays another dollar to operate the road system. That is because, even though the fees might seem expensive to the motorist, the cost to move and store automobiles is enormous. A nonpartisan initiative of the Pew Charitable Trust called "Subsidyscope" examined the extent to which driving an automobile is subsidized. It took all user fees and all of the non-user fees that also fund roads, such as sales taxes, income taxes, and property taxes, and it found user fees fund only 51 percent of road and highway costs.

Some trips are more "expensive" to a community than others. Trips with pronounced peak demand times (like school pick-up and drop-off) are more expensive than others that have more varied time demands on the road network. Constructing roads to meet the peak traffic demand is the principle force behind road expansion and other congestion mitigation efforts. For those reasons, this Bicycle and Pedestrian Master Plan has focused heavily on the area around the public schools.



A Pittsburg resident bicycling along Fourth Street approaching Locust.

Reducing the strain on the road system by allowing people to replace automobile trips with bicycle and walking trips will result in substantial long-term savings to the taxpayers of Pittsburg.

CHAPTER 1. WHY PLAN FOR NON-MOTORIZED TRANSPORTATION?

Reducing the strain on the road system by allowing people to replace automobile trips with bicycle and walking trips will result in substantial long-term savings to the taxpayers of Pittsburg.

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**CHAPTER 1. WHY PLAN FOR NON-MOTORIZED
TRANSPORTATION?**

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Chapter 2: Methodology and the Pittsburg Community



Methodology

The development of the Pittsburg Bicycle and Pedestrian Master Plan primarily was guided by the citizens of Pittsburg. A 15-person Bicycle and Pedestrian Plan Advisory Committee was created to directly oversee the plan's development, and to offer suggestions and feedback during development. In addition, the public's suggestions were collected during two public meetings and via a website that was online throughout the project length.

Advisory Committee

Martha Murphy, the Chairperson for Live Well Crawford County, headed up the Bicycle and Pedestrian Plan Advisory Committee. These individuals provided the key guidance, recommendations, and edits to the plan. The Committee met five times with PedNet staff during the project's length: September 2014, December 2014, March 2015, June 2015, and July 2015. During each meeting, specific sections of the plan were discussed and feedback received.

The General Public

The general public's input was collected via two public meetings; one held on 9-15-2014, and a second meeting held after the plan's completion. During the first meeting, the Bicycle and Pedestrian Plan Advisory Committee assisted the PedNet team in facilitating tabletop discussions during which the public could offer their project ideas by drawing directly on a map. At the final public meeting, the draft plan was unveiled and final comments collected. In addition to the public input meetings, a project website was created where 154 comments were collected and analyzed during the project period.

Data Collection

Information was collected from a variety of sources. The City of Pittsburg Police Department provided crash data. The Kansas Department of Transportation (KDOT) provided local traffic counts. The City of Pittsburg, KDOT, and the



Pittsburg community members provide their project ideas during the September 15, 2014 public meeting on the Pittsburg Bicycle and Pedestrian Master Plan.

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State of Kansas provided digital mapping resources and aerial photography.

Field reconnaissance and surveys were used to map the following information:

- Location, design, building material, and ADA condition of existing sidewalks along selected arterial streets;
- Location of schools, parks and other attractors for bicycle and pedestrian traffic;
- Location of areas with non-residential land uses;
- Location of public lands, streams, railways, and flood plain areas for potential trail sites; and
- Location of future sidewalk and trail projects.



Road width, sidewalk condition, and location, as well as the gathering of speed data from several key roads in Pittsburg rounded out the data gathered for completion of the plan herein.

The Pittsburg Community

Pittsburg is the largest town in Crawford County, Kansas, and serves as a regional hub of education, health care, and manufacturing.

The City of Pittsburg, Kansas grew from early settlements associated with coal mining, which was the primary commercial activity. Founded in 1879 along a railroad line serving the mining activity, Pittsburg was incorporated in 1880. Its location in a mineral-rich area of coal, oil, and zinc created a stable economic base for the community's growth. Mining and associated industries remain an important sector of Pittsburg's economy.

The U.S. Census of 2010 shows there were 20,233 people, 8,142 households, and 4,087 families residing in Pittsburg. The population density was 1,580.7 inhabitants per square mile. 9,210 housing units existed at an average density of 719.5 per square mile.

The 2010 Census shows that there were 20,233 people living in Pittsburg. The median age for residents was 26.2 years old.

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The racial composition of the population of Pittsburg was 87.1% White, 3.3% African American, 0.9% Native American, 2.0% Asian, 0.3% Pacific Islander, 3.0% from other races, and 3.4% from two or more races. Hispanic or Latino of any race accounted for 6.7% of the total population.

Of the 8,142 households; 27.1% had children under the age of 18 living with them; 33.3% were married couples living together; 12.2% had a female householder with no husband present; 4.8% had a male householder with no wife present; and 49.8% were non-families. 32.8% of all households were made up of individuals, and 10.8% had someone living alone who was 65 years of age or older. The average household size was 2.31, and the average family size was 2.97 persons.

The median age in the city was 26.2 years. 20.7% of residents were under the age of 18; 27% were between the ages of 18 and 24; 23.3% were from 25 to 44; 17.3% were from 45 to 64; and 11.7% were 65 years of age or older.

The gender makeup of the city was 49.9% male and 50.1% female.

For the measurement period of 2009 - 2013, the Healthy Communities Institute has maintained poverty data obtained by the American Community Survey, which indicates that 20.6% of people in Crawford County live below the poverty level, while 21.6% of Crawford County's children live below the poverty level. Further, within that same five-year period, the American Community Survey shows that 3.9% of Pittsburg's households had no vehicle available, and 3.6% of the community's workers over the age of 16 walked to work; facts which may have some correlation for Pittsburg's lower income sector.

Education: Schools and Colleges

Schools and colleges are significant attractors for pedestrian and bicycle traffic. There are four elementary schools, a middle school, and a high school serving the City of Pittsburg.

The arrangement of land uses in a community relate directly to the transportation networks available and the suitability of the land to support those uses.

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Pittsburg is also home to Pittsburg State University. Founded in 1903, Pittsburg State University is a public institution with a total enrollment of 7,398, comprised of 6,236 undergraduate and 1162 graduate students.

Parks, and Government Owned Land

Parks and recreation facilities, community centers, libraries, along with city, state, and federal offices also are locations that attract bicycle and pedestrian activity. Vacant government land may be a site for future trails, because it is undeveloped, and because its potential development is likely to be unopposed. Locating and mapping these community resources was completed using digital tax parcels, field investigation, and data provided by the City of Pittsburg.

Topography, Creeks, and Flood Plains

Digital resources from the City of Pittsburg and the State of Kansas were used to map the streams, flood plains, and topography in the Pittsburg area. A digital elevation model (DEM) provided the base data for the examination of the elevations and slopes.

The numerous tributaries of Cow Creek are the defining drainage features for Pittsburg. The flood plain of First Cow Creek restricts development to the west. East Cow Creek drains the eastern Pittsburg area and enters First Cow Creek south of the city limits to form Cow Creek.

The confluence of Cow Creek and East Cow Creek in the southern area of Pittsburg and the associated flood plain is a significant natural feature in the community. The watershed boundaries serve as rail corridor. To the east of East Cow Creek are a number of bodies of water, which are the former sites where surface mining of coal was conducted. (Please see Map One: Natural Features on the following page.)



A view of the abandoned, undeveloped section of railroad, which is the extension of the Watco Trail to Highway 69.



Southwest Pittsburg at the intersection of Cow Creek (not pictured), East 530 Avenue, and the active railway line.

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Map One: Natural Features

Streets and Highways

The City of Pittsburg provided a digital map of the streets in and around Pittsburg. Attributed with the functional classification of the roadway along with the agency responsible for maintenance, other information such as traffic counts and the location of signalized intersections were included on the map to give a complete inventory of the area's roadway system.

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Patterns of Land Uses

The arrangement of land uses in a community relate directly to the transportation networks available and the suitability of the land to support those uses. Residential, commercial, and industrial uses have location preferences based on the need for access or other qualities.

Residential uses make up the majority of the land area in most communities. Residential areas are less land intensive, consume more land, avoid flood plains, and tend to be located in areas separated from major roadways and the associated traffic noise. Within the residential district are the neighborhoods, schools, churches, parks, and businesses that directly support the residential neighborhoods.

Commercial uses prefer locations with immediate access to high-capacity roadways with significant traffic volumes and good visibility to appeal to passing motorists.

Industrial uses frequently require access to a regional or interstate highway or rail service to distribute manufactured goods, and to receive the materials needed for manufacturing processes. Pittsburg shows a strong trend linking industrial development with rail access.

Pittsburg has developed as a linear pattern organized along the north/south axis of U.S. 63, and contained between the flood plains of First Cow Creek and East Cow Creek. The great majority of its residential neighborhoods are concentrated west of Broadway (U.S. Hwy 64) and south of Quincy Street, organized by a traditional grid network of streets.

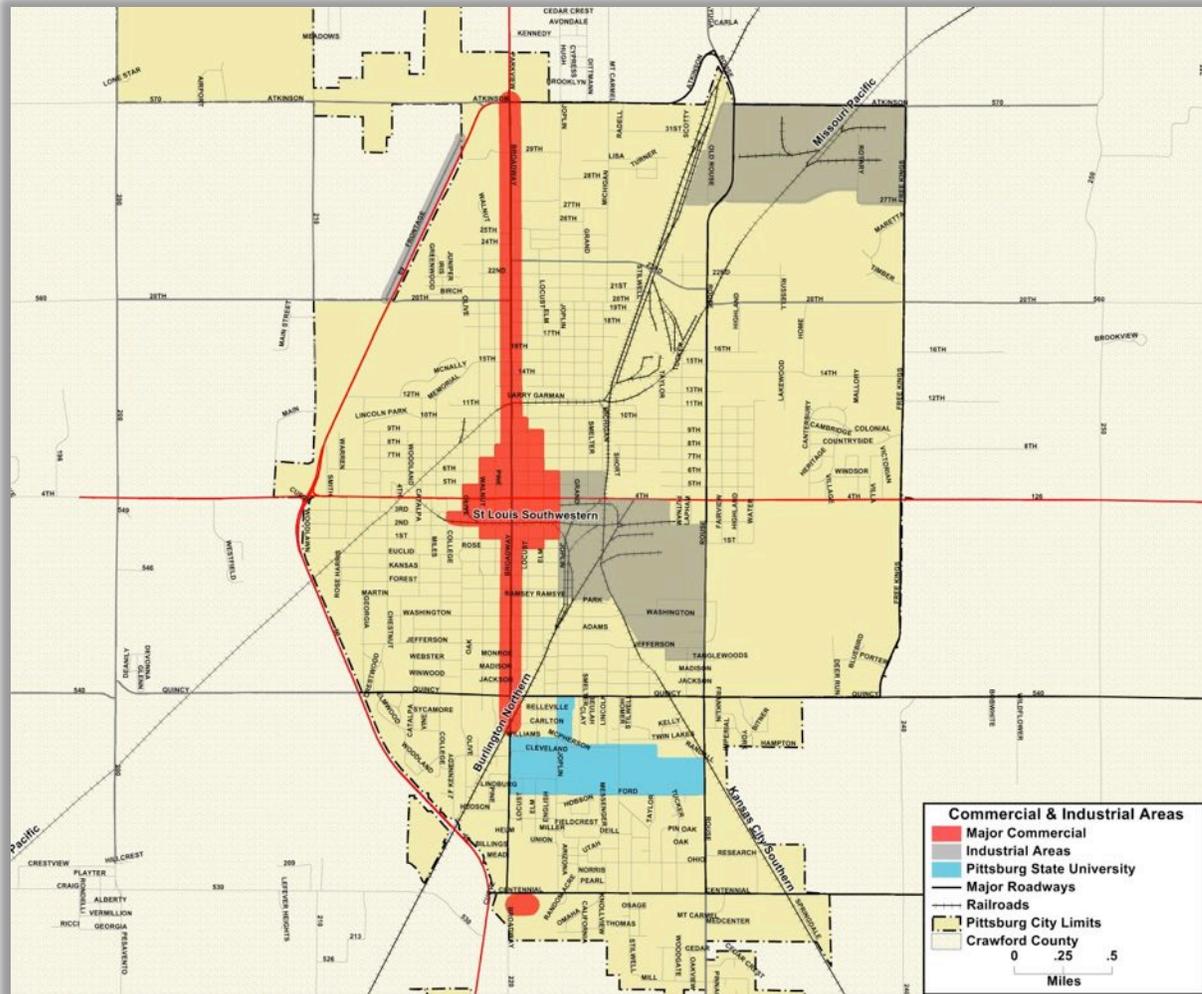
Pittsburg has few examples of new residential development following the post-war system of “T” intersections, long block lengths, and collector streets with cul-de-sacs. The grid street system creates multiple four-way intersections that support pedestrian and bicycle travel by maintaining relatively short (<400 foot) distances between intersections. This provides for more direct routes and shortens both distance and travel times.



The intersection at Broadway and 23rd Street, where a mix of residential and commercial uses come together.

The grid street system in Pittsburg provides multiple four-way intersections that support pedestrian and bicycle travel by maintaining relatively short (<400 foot) distances between intersections.

CHAPTER 2. METHODOLOGY AND THE PITTSBURG COMMUNITY



Map Two: Commercial and Industrial Areas

Map Two illustrates the relationship of the industrial and commercial areas of Pittsburg to the highway corridors.

U.S. Highway 69 is the major regional highway in Pittsburg connecting with Kansas City, Missouri to the north, Joplin, Missouri and Tulsa, Oklahoma to the south. Broadway (Business 69) affords access to the downtown area and older business locations developed prior to the U.S. Highway 69 bypass.

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The commercial activity in Pittsburg is located along and adjacent to 4th Street (Highway 126), the major east/west roadway, and north along Broadway (Business 69). The blocks immediately adjacent to the intersection of 4th Street and Broadway form the core of the central city business district. The downtown is home to federal, state, and local government services, offices, small retail shops, and restaurants. South along Broadway at Centennial Street is a community-shopping center with a department store, movie complex, restaurants, and retail shops.

Located in Pittsburg's south-central area, Pittsburg State University (PSU) is a defining feature in the community. PSU is the largest employer in Pittsburg with an estimated 1,869 employees. With addition of the 7,398 undergraduate and graduate students, PSU represents the most significant traffic generator in the community.

The industrial areas of Pittsburg are primarily along the nearby rail lines concentrated in the central and northeast parts of the community. The U.S. Highway 69 corridor has a modest level of industrial uses serviced by a frontage road in the northwest.



Some Preliminary Conclusions Based on the Above Demographics

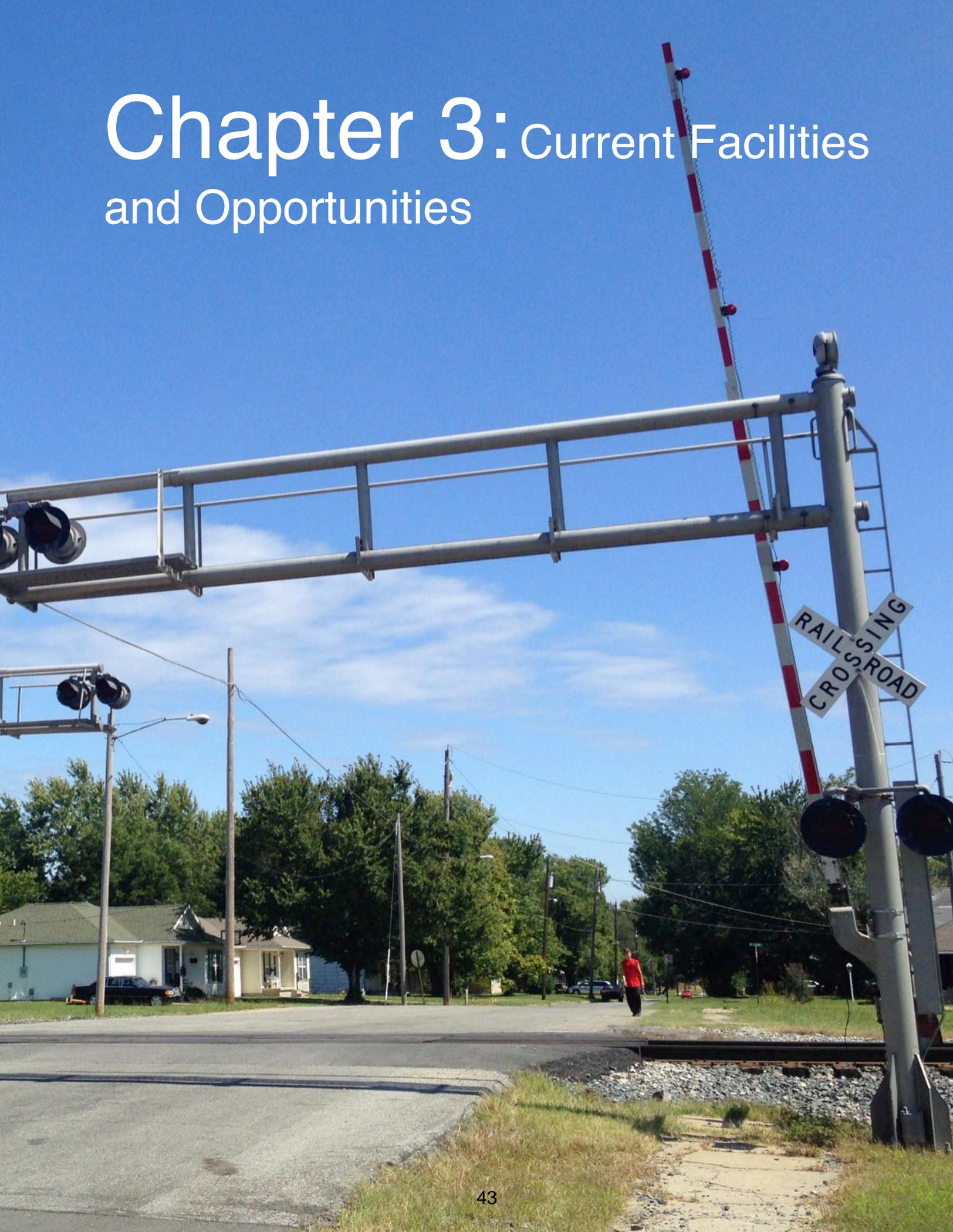
- Crawford County has 6.9% more people living below the federal poverty level than the State of Kansas.
- Since 3.6% of Pittsburg's adult population had no vehicle available to them from 2009 - 2013, improvements to Pittsburg's walkability and bikeability will provide those individuals with increased access to healthy grocers, employment, education, and opportunities to lead healthy, active lives.
- Attention to Pittsburg's pedestrian and bicycle infrastructure needs will provide PSU students with more transportation options at a time when most university students are striving to minimize their transportation and other expenses, so they can pay

for their education.

- The American Community Survey's 5-year Estimates for 2009 - 2013 established that a mere 1.3% of Pittsburg's workforce over the age of 16 bicycled to work, although the mean travel time to work is just 13.8 minutes. Thus, the city has a real opportunity to encourage its local population via provision of additional walking and bicycling amenities.

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Chapter 3: Current Facilities and Opportunities



Classification and Definition of Infrastructure

The language within this plan aligns with the most commonly used national definitions and classifications.

Sidewalk: a paved path for pedestrians that parallels a roadway, and usually exists in the roadway's right-of-way. The sidewalk's width does not influence its designation.

Sidepath/Pedway: a type of non-motorized transportation facility that, like a sidewalk, typically parallels a roadway and exists in the roadway's right-of-way. In Pittsburg, the difference between a sidepath/pedway and a sidewalk is generally width.

Trail: a path that is open to the public for use by non-motorized transportation users. Trails generally exist outside of the roadway right-of-way. Trail width does not influence its definition.

Bicycle Lane: a roadway section designated exclusively for bicyclists' use via striping and marking. Bicycle lanes normally exist on the outer edges of a roadway.

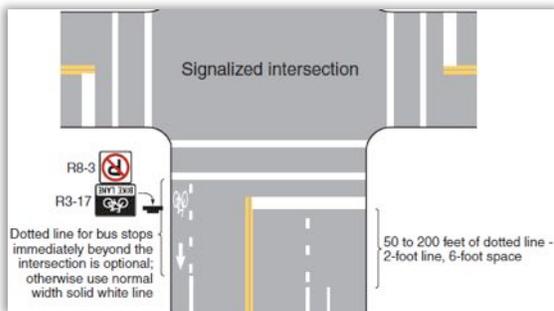
Sharrow: a painted symbol placed in existing traffic lanes to alert motorists that bicyclists may be using the full lane. A sharrow by itself does not indicate a bicycle boulevard.

Bicycle Boulevard: a low speed, typically residential street, which gives priority to bicyclists by allowing through bicycle traffic and local automobile traffic only. Many bicycle physical barrier, which directs motorists off the roadway, while allowing bicyclists' access.

Note about Sidepaths/Pedways: There are serious safety considerations with providing bicyclists' facilities along an existing roadway's right-of-way. The "Guide for the Development of Bicycle Facilities, 4th Edition" by the American Association of State Highway Transportation Officials (AASHTO) lists 14 ways that pathways of this type may increase the risk of bicycle/automobile crashes.



Section 9C.04 in the **2009 Manual of Uniform Traffic Control Devices (MUTCD)** details "Markings For Bicycle Lanes", and indicates 50 - 200' of dotted line should be painted as the bike lane approaches an intersection where there is a bus stop or heavy right-turn volume--like the one pictured above at Jefferson and Joplin.



"Figure 9C-6. Example of Pavement Markings for Bicycle Lanes on a Two-Way Street" (Credit: **2009 MUTCD**, p.813.)

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES

In summary, sidepaths and pedways only are appropriate along long stretches of roadways with infrequent driveways and intersections, like a rural highway. In most cases, they are not appropriate for city streets. Sidewalk widening only increases the potential danger to bicyclists by allowing them to achieve increased bicycling speeds. For those reasons, this type of facility is not included in this plan, and the PedNet team tends to discourage the use of wide sidewalks as substitutes for actual trails.

The situation surrounding this issue is even more serious in Kansas as the state has an antiquated law typically referred to as a “sidepath law.” This law, 8-1589 (b), states that “wherever a usable path for bicyclists has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway.”

There are ways to create safer infrastructure for bicyclists that exist in the roadway right-of-way. For example, “protected bicycle lanes” are being built across the United States. These are bicycle lanes that are protected from adjacent traffic by bollards, concrete barriers, floating parking, or other means. However, these protected bicycle lanes require extensive planning and specialized signals at every intersection in order to work properly.

Note About Estimating Project Costs

All of this plan’s potential projects had an estimated cost calculated by applying generalized construction costs to the project length. It was not practical to do a detailed cost analysis for each of the potential projects, nor was it necessary for the purposes of the plan.

There is no need to do a detailed cost analysis on all of the projects, because it would take decades to fund and build all of these projects. Over time, the cost estimates will lose their relevance due to inflation, property transfers, and other economic factors. In Chapter 4, the top 2.902 million dollars of projects have been identified with more detailed cost analyses, maps, and artistic renderings.

Cost estimates for each project type (e.g., trail, sidewalk, and on-street facilities) were derived from a variety of

Sidewalk widening only increases the potential danger to bicyclists by allowing them to achieve increased bicycling speeds. For those reasons, this type of facility is not included in this plan, and the PedNet team tends to discourage the use of wide sidewalks as substitutes for actual trails.

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES

sources, such as comparisons with similar municipal projects, generally accepted professional estimates, and other literature.

The condition and connectivity of the sidewalk network, and its relationship to the street network, is an important component of evaluating the quality of the pedestrian environment. Evaluating the sidewalk condition also is critical to the development of a prioritized sidewalk plan, and to helping City of Pittsburg staff develop a maintenance plan.

Sidewalk Material

Sidewalk in Pittsburg is either constructed of brick or concrete. In older residential areas of the city, sidewalks constructed of paving bricks are in place. This type of sidewalk has the potential to be considered for historic designation. The brick pavers are especially interesting, because many of them were manufactured in Pittsburg and are marked as such, drawing the passing pedestrian into a history lesson as they walk.

Being well over 100 years old, most of the sidewalk built with brick pavers is in a state of disrepair. Since much of it is covered by vegetation, its condition is unknown.

Existing Sidewalk Conditions

To move forward with the development of an integrated pedestrian transportation network in Pittsburg, the existing sidewalk infrastructure was evaluated and opportunities were identified. This project's scope did not allow for a thorough evaluation of all 144 miles of roadway in Pittsburg, so the Advisory Committee compiled a list of roadways to be evaluated. In total, there were 20.67 miles of arterial streets inventoried for sidewalks.

The streets surveyed for sidewalk existence and condition include:

- Broadway from Atkinson to Centennial Drive
- Jefferson Street from Georgia to Rouse



Top Photo: brick sidewalk pavers that were kilned in Pittsburg. Bottom Photo: one of the many remaining brick sidewalks in Pittsburg.

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES

- 20th Street from Highway 69 to Broadway
- Atkinson Street from Broadway to Atkinson Curve
- Joplin from Atkinson to Centennial
- Centennial from Broadway to Rouse.

ADA Compliance Status

The Americans with Disabilities Act (ADA) was passed by Congress and signed by President George H.W. Bush on July 26, 1990. The law affects sidewalk that has been built since its passage or sidewalk that has undergone a major repair. Of the 61,371.8 linear feet of sidewalk assessed in this plan, approximately 35% is ADA compliant. This is based on the evaluation of individual sidewalk sections (property lots).

Sidewalk Conditions

The sidewalk classification system used to rank the sidewalk at each property's lot is described as follows:

- Classification #1. Non-functional: Sidewalk exists, but is broken and non-functional. Needs total replacement.
- Classification #2. Hazardous: Sidewalk exists, but the majority is in a state of disrepair. Non-ADA compliant and presents severe trip hazards.
- Classification #3. Usable, but non-ADA compliant: Sidewalk surface is generally usable by the general public, but is not ADA-compliant. Sections of sidewalk need to be repaired, because there are severe cracks, upheavals, and excessive cross-slope. Repair is needed, but not total replacement.
- Classification #4. Acceptable, but non-ADA compliant: Sidewalk surface is generally in good repair but is not ADA-compliant.
- Classification #5. Good and ADA-compliant: Sidewalk is in good repair and ADA-compliant.

The rating system did not include measurements for slope or cross-slope. It is quite possible that a property lot was

Sidewalk Rating



#1. Non-functional



#2. Hazardous



#3. Usable: Non-ADA Compliant



#4. Acceptable: Non-ADA-Compliant



#5. ADA-Compliant

rated a “5”, but does have a minor issue making it non-ADA compliant.

Creating the Backbone of Walkability in Pittsburg

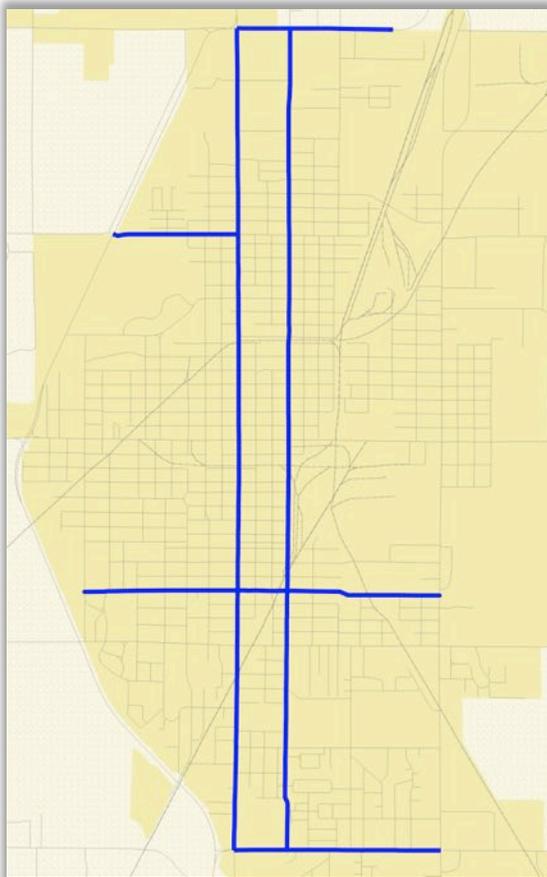
Arterial streets make up the backbone of the transportation system for motorized and non-motorized transportation. Due to the design of most of Pittsburg’s neighborhoods, as described in Chapter 2 (grid, etc.), most of Pittsburg’s streets are inherently walkable even when sidewalk is lacking or is in a state of disrepair. However, arterial streets can be dangerous for pedestrians to access without a functioning sidewalk system. Therefore, arterial sidewalk construction should be prioritized when it comes to building and repairing the system.

An inventory of projects was developed that included the repair and replacement of non-ADA compliant sidewalks on the arterial streets designated by the Advisory Committee.

For roadways needing new sidewalk, or sidewalk repair, the cost was calculated by measuring the lot frontage and applying that length to the per foot cost estimate for constructing or repairing sidewalk.

New sidewalk construction estimates include sidewalk and ramp installation but not other improvements at intersections, driveway apron reconstruction, utilities and sign relocation, and many other contingencies that are frequently encountered.

The cost for constructing new sidewalk was estimated at \$30.00/foot. The cost for repairing non-ADA compliant sidewalk was estimated at \$20.00/foot. These estimate values are general. The cost of a project, once designed, will be considerably lower or higher. A linear foot of sidewalk is along one-side of the roadway. So a mile of roadway without sidewalk on either side would require 10,560 linear feet of sidewalk. Unless otherwise noted, the sidewalk referenced is 5’ wide.



Roadways where the sidewalk was evaluated.

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Sidewalk Condition	Linear Feet	Needed Outcome	Estimated Cost
Classification 5	21,684	None	\$0.00
Classification 4	10,776.6	None	\$0.00
Classification 3	11,118	Repair as needed	\$20.00
Classification 2	3,576.5	Repair as needed	\$20.00
Classification 1	14,216.7	Replace	\$30.00
No Sidewalk	47,774.7	Build	\$30.00

Table 3.1: Sidewalk Repair and Construction Estimates on Identified Arterials

To provide all the Pittsburg arterial streets studied in this plan with ADA-compliant sidewalk on both sides would require an estimated \$2,153,632 to complete the needed repair and construction. As previously noted, these numbers are general construction estimates and individual projects will vary considerably.

In addition to completing/repairing the sidewalk system on Pittsburg's arterial streets as detailed above in Table 3.1, two additional sidewalk projects are recommended:

Creating a Safe Passage to the YMCA

Build a sidewalk along North Walnut's east side between West 20th and West 15th streets. Install a second sidewalk section along Memorial Drive's east side between West 10th and North Broadway streets. Total linear feet of sidewalk would be 4,643. Estimated cost is \$139,290. (See the proposed YMCA project map on the next page.)

Arterial streets make up the backbone of the transportation system for motorized and non-motorized transportation.

Connecting the High School to 4th Street

Sidewalk exists along East 4th Street and along the high school buildings, but the two do not connect. Thus, students are unable to access the high school. Building the 190' of sidewalk pictured on the aerial map overlay on page 8 would cost approximately \$5700.

Tables 3.2 and 3.3 on the following pages offer additional information as to specific sidewalk improvement projects,

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES

which could be undertaken for Pittsburg’s arterial streets.

Please note that the figures listed above do not include the many miles of residential Pittsburg streets that either need new sidewalk; need sidewalk removal and replacement; or need sidewalk repair.

Potential Pittsburg Sidewalk Projects

North/South Streets	
Broadway: 20th to Atkinson	Length in Feet
New Sidewalk	6,412.0
Remove & Replace	648.9
Repair	1,169.2
Broadway: Jefferson to 20th	Length in Feet
New Sidewalk	239.2
Remove & Replace	2,115.6
Repair	2,120.3
Broadway: Centennial to Jefferson	Length in Feet
New Sidewalk	3,130.0
Remove & Replace	787.7
Repair	2,082.0
Joplin: 20th to Atkinson	Length in Feet
New Sidewalk	7,197.6
Remove & Replace	1,262.4
Repair	404.2
Joplin: Jefferson to 20th	Length in Feet
New Sidewalk	6,071.7
Remove & Replace	7,231.2
Repair	564.8
Joplin: Centennial to Jefferson	Length in Feet
New Sidewalk	5,474.0
Remove & Replace	261.5
Repair	867.8

Table 3.2: Potential Sidewalk Projects for Pittsburg’s North/South Streets

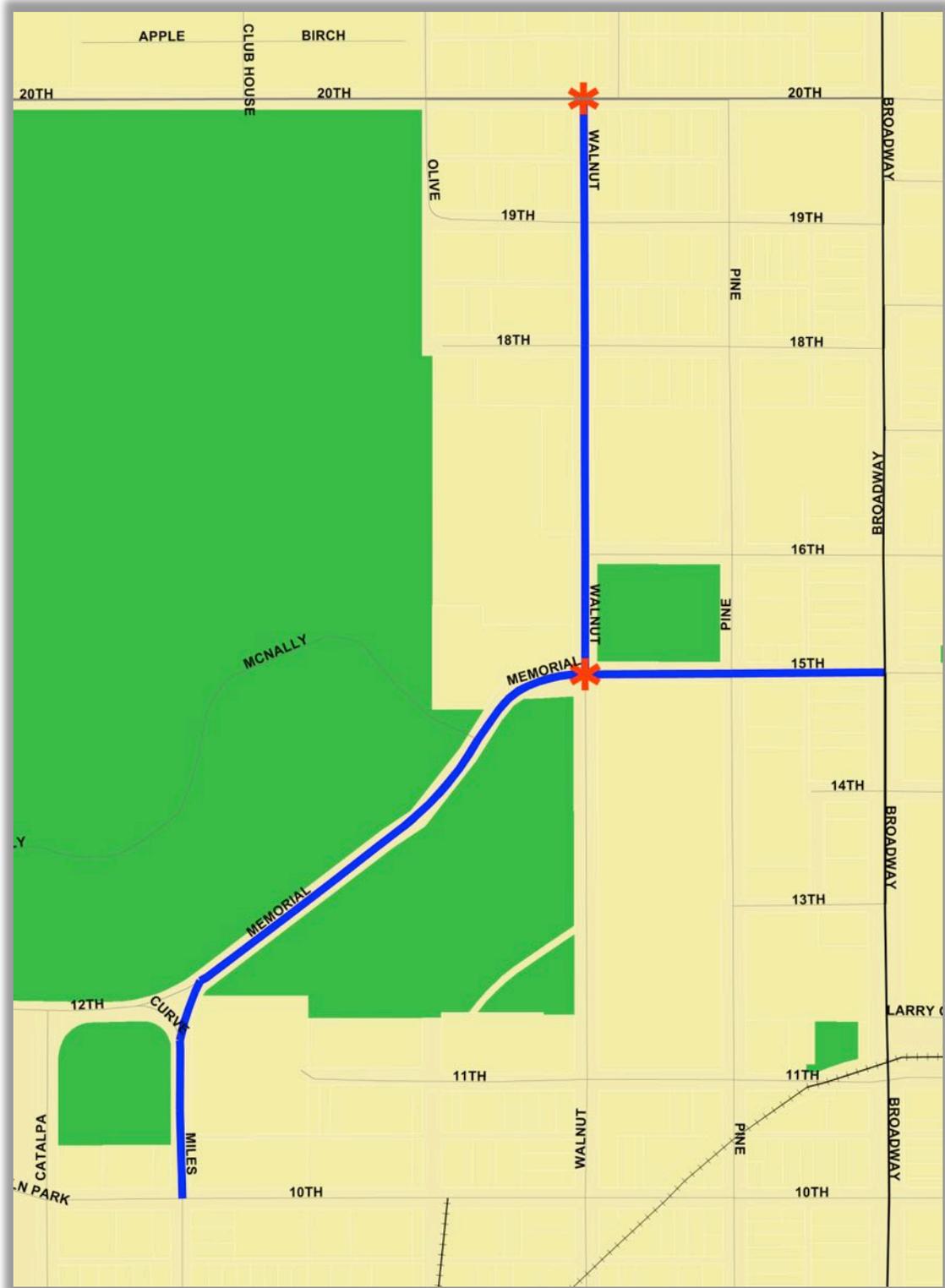
CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES

Potential Pittsburg Sidewalk Projects

East/West Streets	
20th Street	<i>Length in Feet</i>
New Sidewalk	3,776.0
Remove & Replace	789.0
Repair	730.1
Jefferson: Georgia to Broadway	<i>Length in Feet</i>
New Sidewalk	1,405.4
Remove & Replace	3,121.6
Repair	2,167.6
Jefferson: Broadway to Joplin	<i>Length in Feet</i>
New Sidewalk	636.9
Remove & Replace	1,225.4
Jefferson: Joplin to Rouse	<i>Length in Feet</i>
New Sidewalk	6,695.5
Remove & Replace	349.8
Repair	249.6
Centennial	<i>Length in Feet</i>
New Sidewalk	2,798.9
Repair	762.6
Atkinson	<i>Length in Feet</i>
New Sidewalk	5,258.6

Table 3.3: Potential Sidewalk Projects for Pittsburg's East/West Streets

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES



Create a Safe Passage to the YMCA

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Connecting the High School to 4th Street



Watco Trail Location Map

Trails

Recreational trail use is popular nationwide, representing one of the highest-ranked recreational demands in the United States. Trails serve a wide variety of uses. They range from functional transportation connectors, which enable citizens to travel safely from one location to another, to the passive and intimate pathways that provide opportunities to enjoy nature in a quiet and personal way. The development of this trails plan focused on the following objectives:

- increasing opportunities for people to gain physical activity;
- increasing the use of “non -motorized” transportation;
- increasing the quality of life of Pittsburg citizens;
- making Pittsburg a more “livable” city; and

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES

- increasing the safety of bicyclists, pedestrians, and wheelchair users.

Existing Trail Infrastructure in Pittsburg

Pictured to the right, Pittsburg's existing trail system consists of the Watco Trail that utilizes an abandoned railroad corridor in the downtown area, and trails on and near the Pittsburg State University campus, which extend to the VC Medical Center and Centennial Shopping Center.

Trail Planning

When planning trails, anything is possible, but not always practical. Trail locations are not limited to the public right-of-way offered by roads and streets. Open corridors, such as the floodways of streams and creeks, provide opportunities; and nearly any undeveloped property could present a possible trail location. Ideally, trail corridors are located in areas that offer a natural setting removed from an existing roadway corridor. Reviewing trail locations outside existing roadway corridors gives trail planners the ability to consider multiple locations that a sidewalk would prohibit. However, a proper trail plan must also maintain pragmatic points of view.

In researching possible trail locations for the Pittsburg Bicycle and Pedestrian Master Plan, the field investigation began by researching potential trail locations suggested by Pittsburg citizens, who were interviewed in this process. Local residents who have decades of experience and local knowledge are often the best sources of information for potential trails.

In addition to the suggested corridors, new trail locations were proposed. This process involved several steps, but began by identifying alternatives that connect trip generators like schools, stores, parks, and residential areas.

To find potential trails with the length and ambiance that would encourage Pittsburg citizenry's recreational use; publicly available right-of-way (like government owned property and sewer easements) were



Watco Trail Trailhead Park



Watco Trail



Fourth Street Wide Sidewalks



Fourth Street Wide Sidewalks Location Map

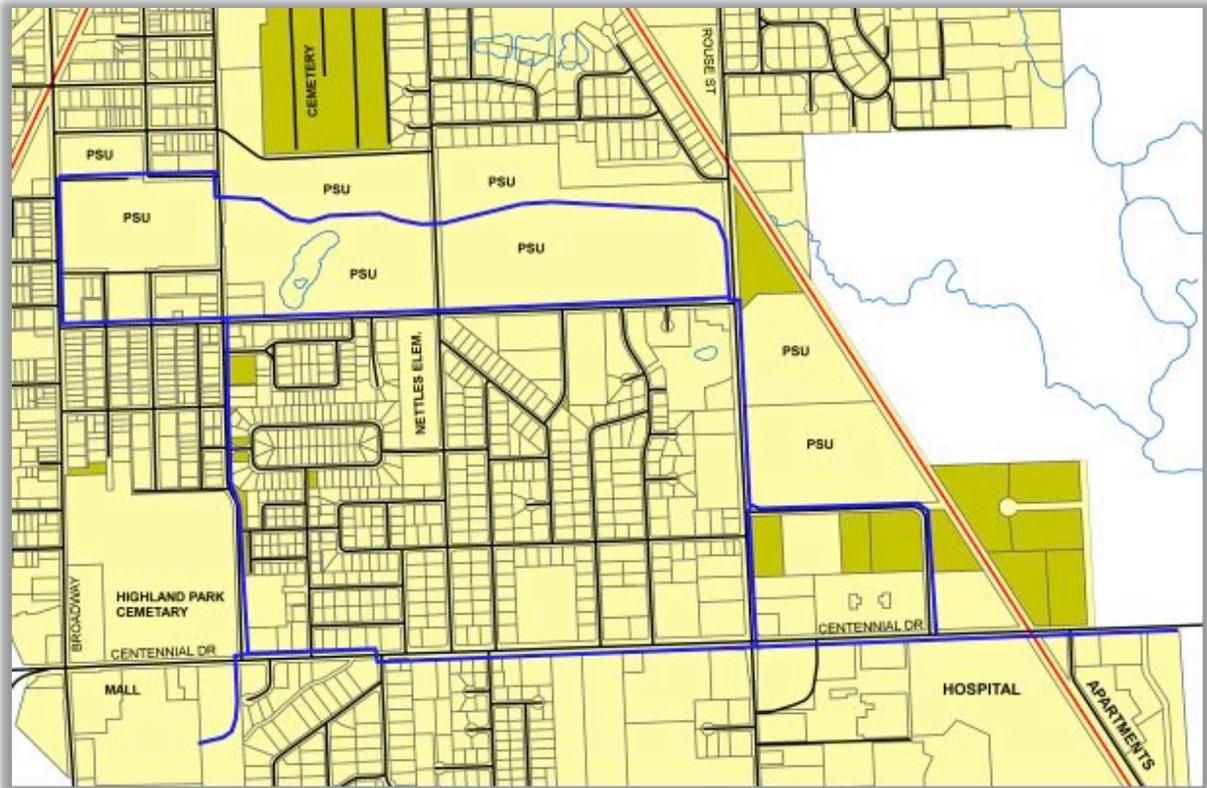


Trail system throughout Pittsburgh State University.

investigated. Finally, railroad rights-of-way, both active and abandoned, were evaluated as prospective trail locations.

When the potential trail locations were identified, the corridor was examined to determine if there were circumstances that would disqualify a potential project from being practical by either being too expensive or too intrusive on the local environment. Items such as a creek bank that is too steep to maintain ADA compliance, or the need for expensive bridges, which can sometimes double or triple the cost of the trail, were evaluated. Sometimes, unforeseen costs can remove a trail from the plan or lower the priority of the proposed trail (e.g., a creek tunnel under a street that is two-feet too short to allow a trail to travel under the road surface).

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Trails within and Adjacent to Pittsburg State University

Nearly every proposed trail crosses privately held land at some point. While some landowners might be willing to give or sell an easement, others may have no interest in a trail bisecting their property. Every effort was made to identify trail locations that would minimize the need to acquire privately owned land for trails. Where possible, trails should run along a parcel edge to minimize impact.

Sixteen trails were identified for inclusion in this plan. Several potential trails were initially identified, but eliminated due to practical considerations. Trail priorities were set by:

- the proximity to the core of the city;
- how many people the trail section will serve;
- difficulty and cost of trail construction.

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES

A trail system is built over decades, but it is good for a community to identify potential trails early on, so that as development occurs and roads are improved, future trail sections can be accommodated.

Trail Costs

All trail projects will require more detailed planning, design, and engineering before they can be constructed. There will need to be a fairly extensive public input process to evaluate the detailed designs and further refine the exact routes of all the proposed trail alignments. Once elected leaders and the public decide to pursue a trail route, detailed construction drawings will have to be drawn and construction permitting will be required. Permitting may be required from the city, county, State Department of Natural Resources, and, in some cases, the federal Army Corps of Engineers. Where land or right-of-way acquisition is required, the city will have to go through its own internal processes for the acquisition to occur.

For the trail cost estimates, all of those factors have been included as well as basic labor and material costs. However, any of those individual project components could make a project cost more or less than expected. (Please see page 29 for the table detailing proposed trail costs.)



Proposed area for Cow Creek Trail improvements.

Trail Projects

More trail installation success will be realized by commencing the city's Trails Master Plan with non-controversial trails. For this reason, the Primary Trail Projects identified as having the highest priority can be constructed on existing publicly owned land, or routed through undeveloped areas with large parcels to minimize the number of property owners that will be affected. Pittsburg already has successful trail projects that help lend credibility to trails proposed for the future. It is important to whet the public's appetite for additional trails before tackling the installation of more complicated trail routes. The same holds true for some of the Secondary Trail Projects that will involve working with a majority of private landowners along the creek corridors as proposed in the Trails Master Plan.

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES



Lincoln Park Loop Trail

Primary Trail Projects:

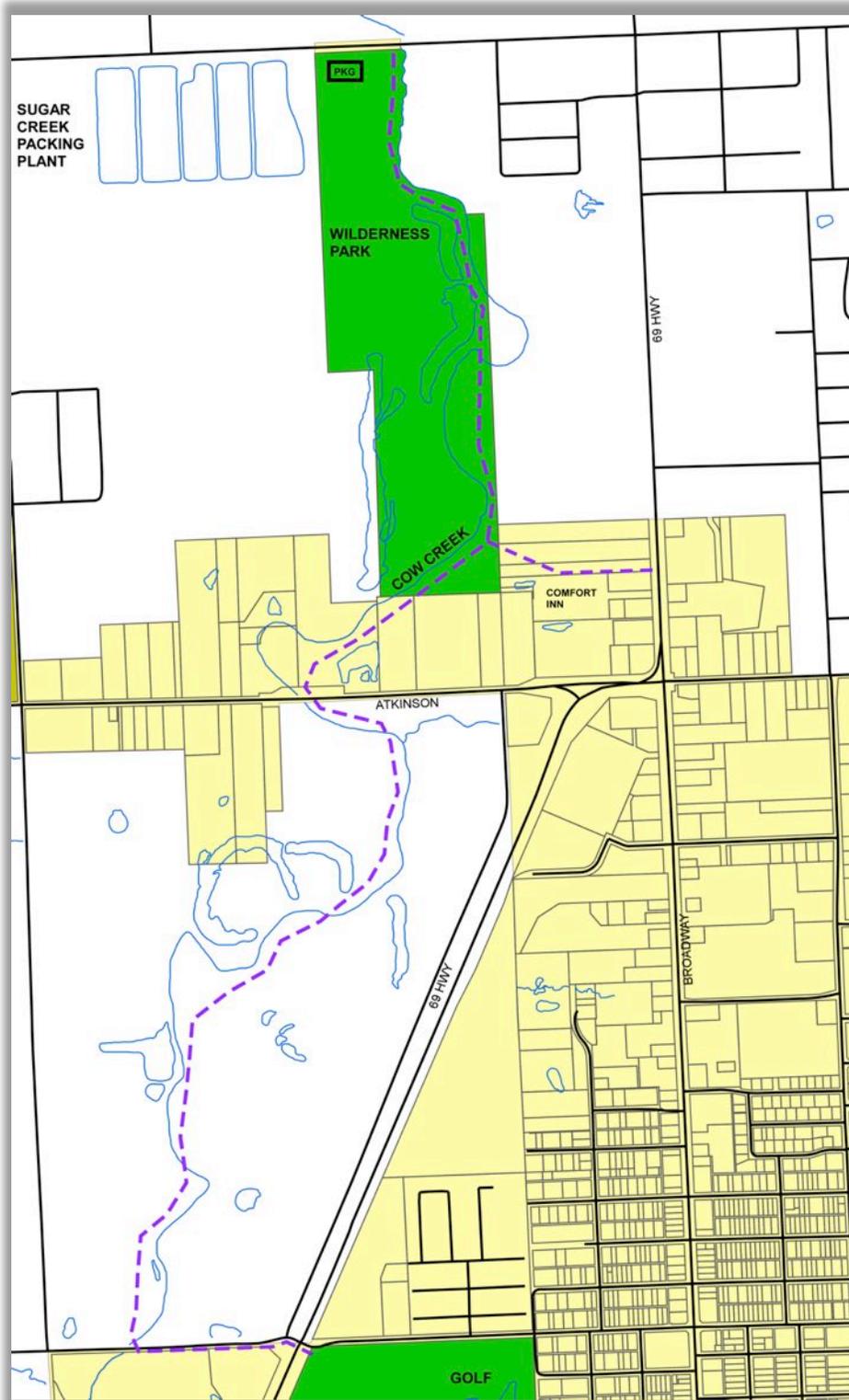
Lincoln Park Loop Trail (Above): Installation of an approximately 1.8-mile trail around the perimeter of the park would create a loop to predominately be used for fitness and recreation. As the park enjoys a lot of current activity, and the entirety of the proposed trail would be built on existing land allotted to the park, the project would require no land acquisition, and is guaranteed to realize substantial public usage.

Cow Creek Trail: This proposed trail would run 2.8 miles from the north end of Wilderness Park along Cow Creek, connecting at its southern end to Lincoln Park. The trail also would include an approximately ¼-mile length, connecting it to Highway 69 near the Comfort Inn Hotel. (Please see the following page for a map of the proposed Cow Creek Trail.)



Near the entrance to Wilderness Park at West McKay Street.

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES



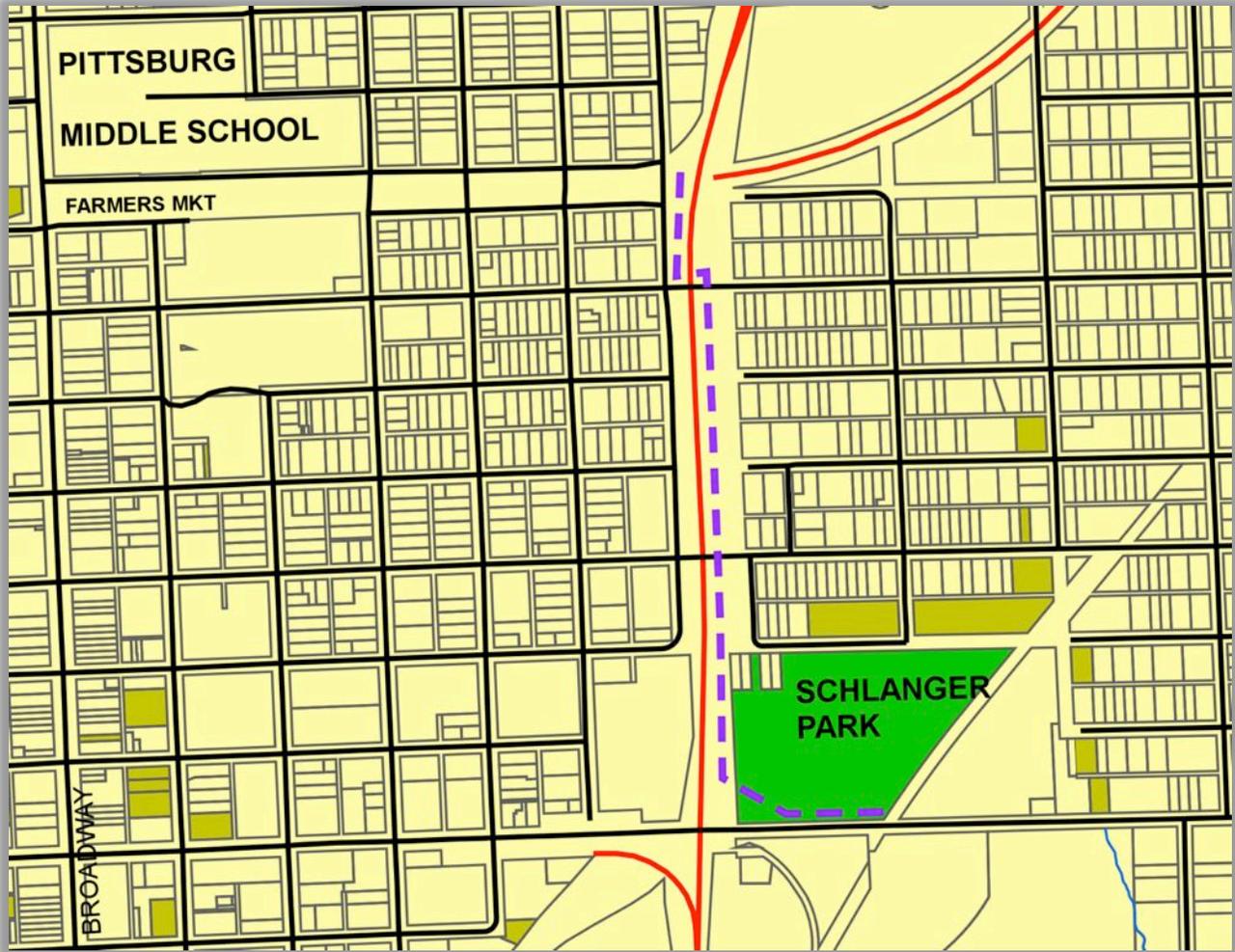
Cow Creek Trail

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES



Lincoln Park to Watco Trail

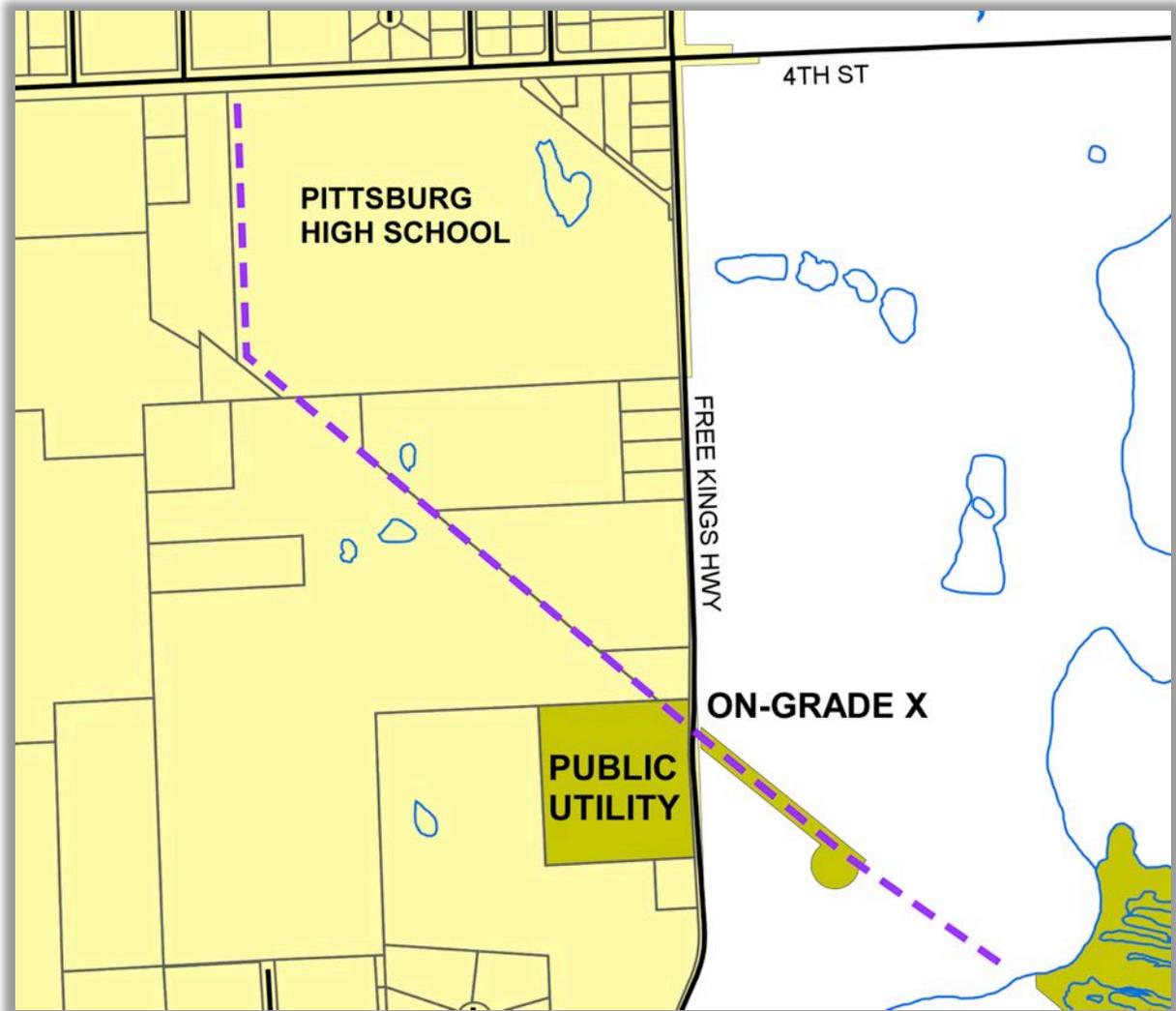
Lincoln Park to Watco Trail (Above): This proposed trail section begins on the north end at Lincoln Park, and utilizes the abandoned railroad corridor to connect to the existing Watco Trail on its southern end. The approximately 0.7-mile trail would serve recreation, fitness, and transportation needs, as it connects a large residential area to Lincoln Park.



Farmers Market to Schlanger Park Trail

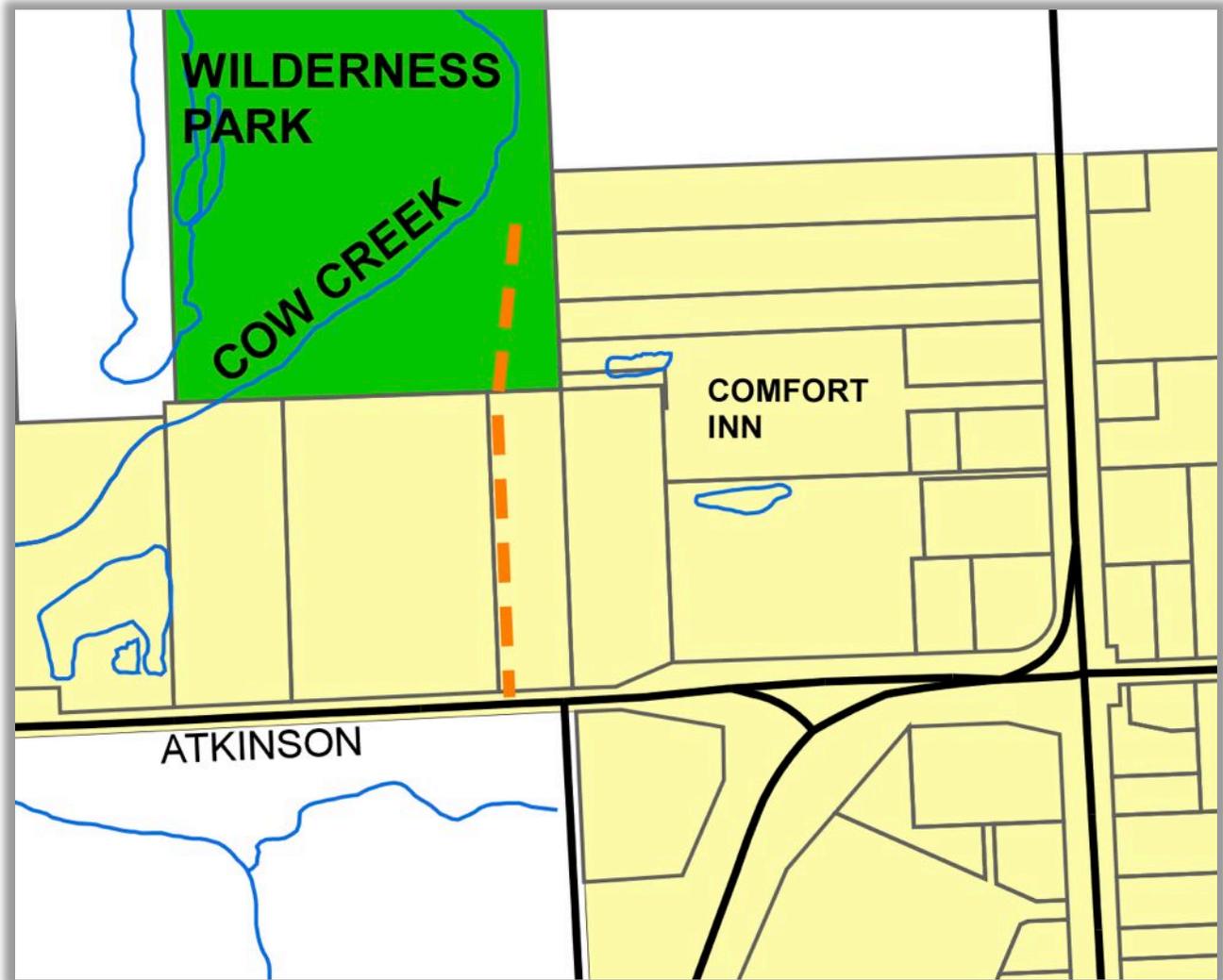
Farmers Market to Schlanger Park Trail (Above): A north-south trail is proposed parallel to the existing railroad line from 11th Street to and through Schlanger Park terminating at Fourth Street. The approximately 0.6-mile trail would serve recreation, fitness, and transportation purposes for the community.

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Pittsburg High School Trail

Pittsburg High School Trail (Above): A proposed trail that would utilize existing school property and the abandoned railroad corridor to make the high school more accessible to pedestrians and bicyclists. This trail would be approximately 1 mile long.



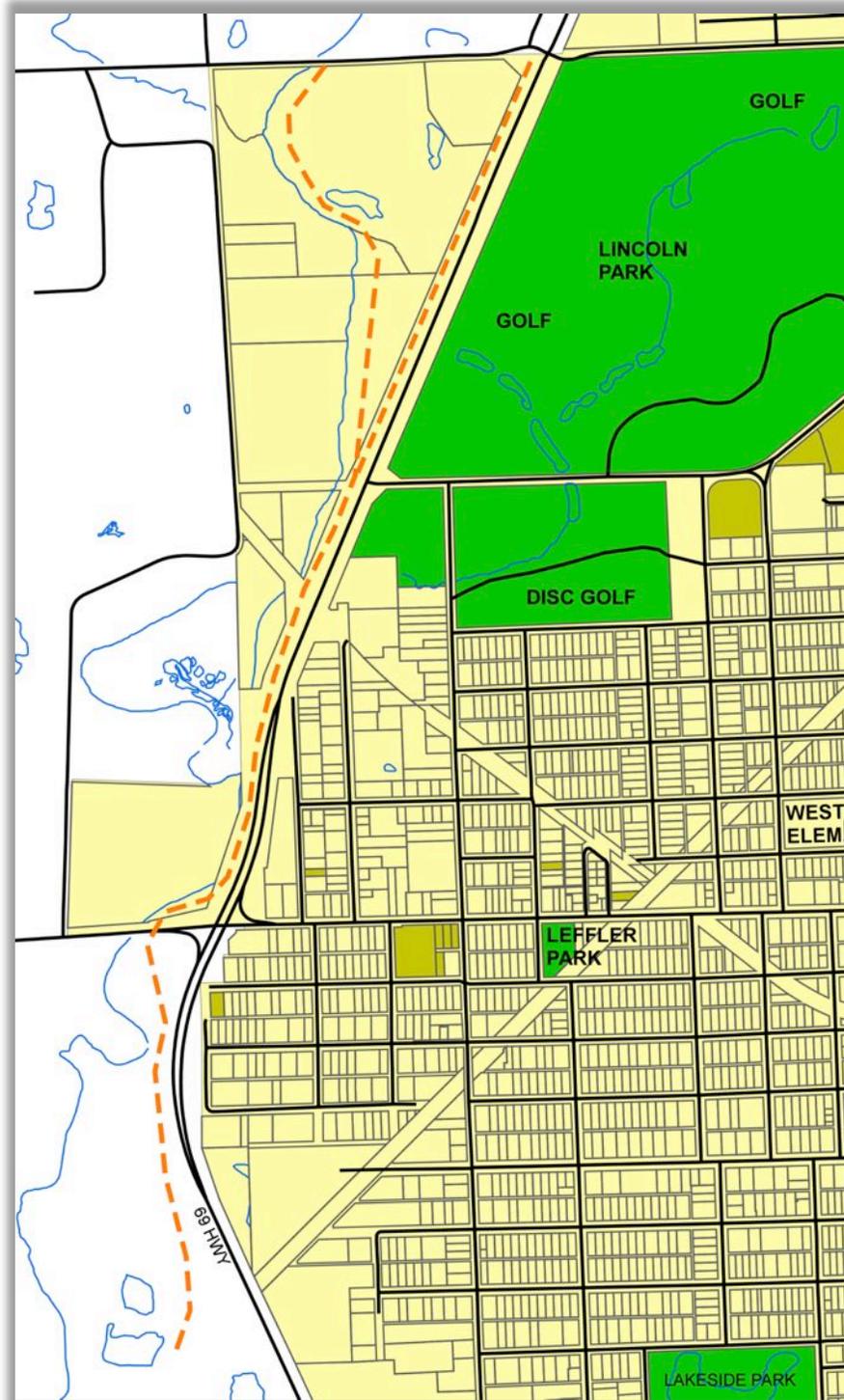
Wilderness Park Connector

Secondary Proposed Trails:

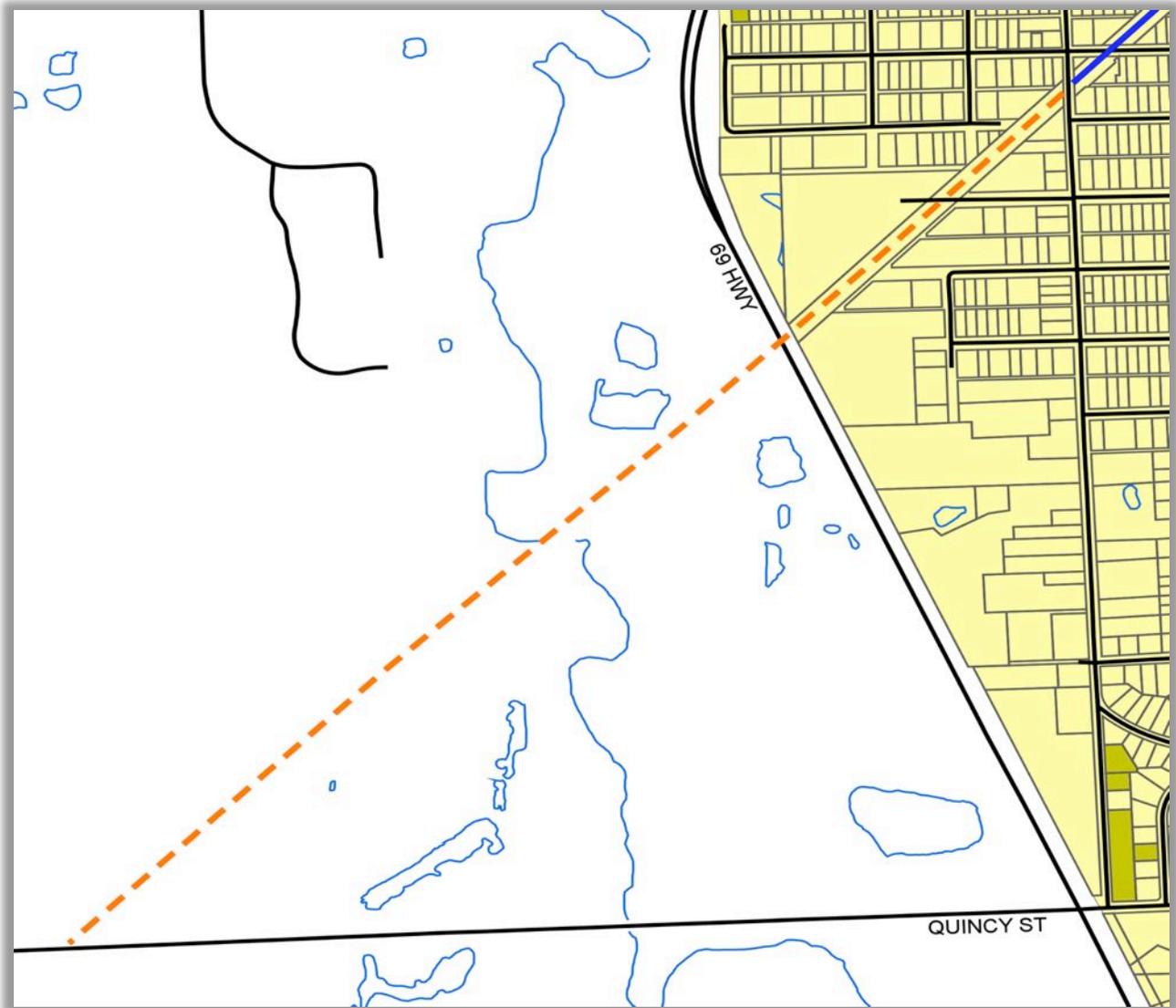
Wilderness Park Connector (Above): A potentially ¼-mile alternate route, which would connect Wilderness Park’s southern end to Atkinson Road.

Cow Creek/20th Street to Watco Trail Extension (Next Page): A trail proposed to follow Cow Creek/20th Street and Highway 69 along the city’s western edge for approximately 1.6 miles. Two alternatives exist on the north edge following either Cow Creek or Highway 69, then terminating on the south end at the extension of the Watco Trail.

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES



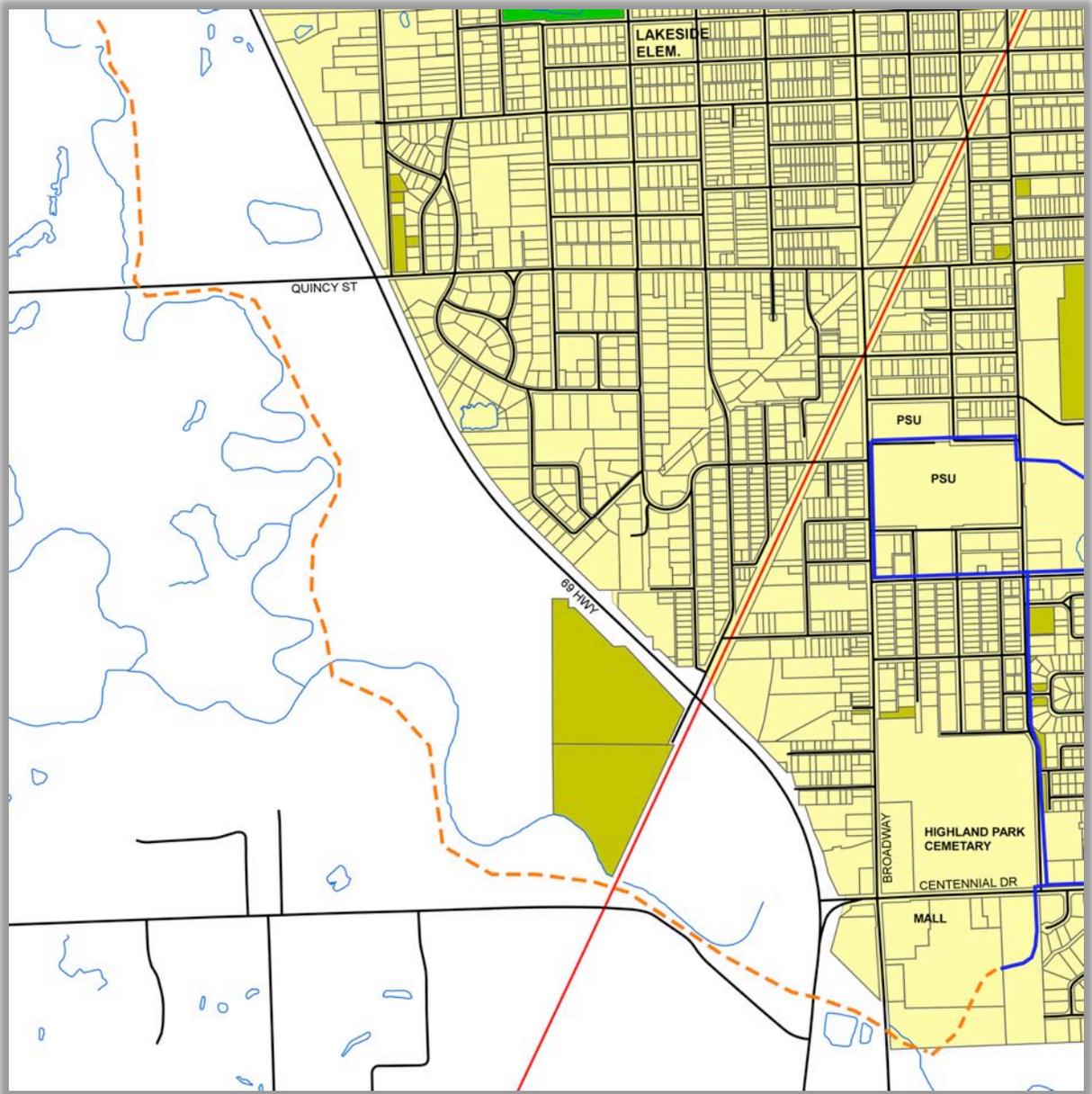
Cow Creek 20th Street to Watco Trail Extension



Watco Trail Extension

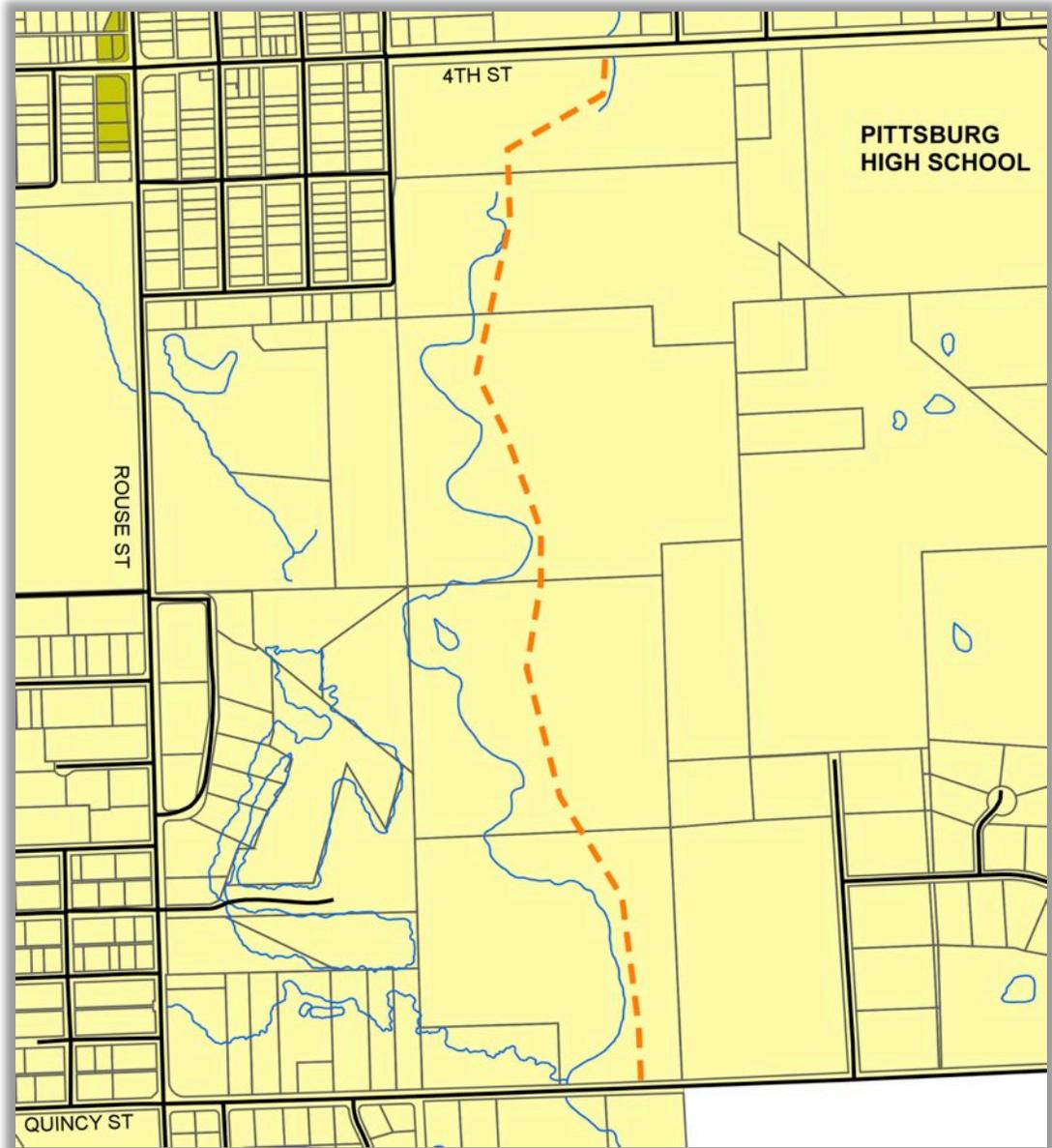
Watco Trail Extension (Above): An approximately 1.25-mile trail proposed to run along the abandoned Watco Railroad line from the existing Watco Trail's northeastern terminus to its southwest end at Quincy Street.

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South End of Cow Creek Trail

South End of Cow Creek Trail (Above): Approximately 2.5 miles of trail is proposed to follow Cow Creek along Pittsburg's southwestern perimeter. This trail section would serve mostly as a recreation and fitness trail, as it connects to the existing trail system around the Pittsburg State University campus, but does not adjoin any current residential areas.



Fourth Street to Quincy Street Connector

Fourth Street to Quincy Street Connector (Above): This proposed approximately 1.1-mile long trail could serve fitness, recreation, and transportation purposes, as it passes through a scenic part of town and connects two important roadways and residential areas.



Residential Connector Trail

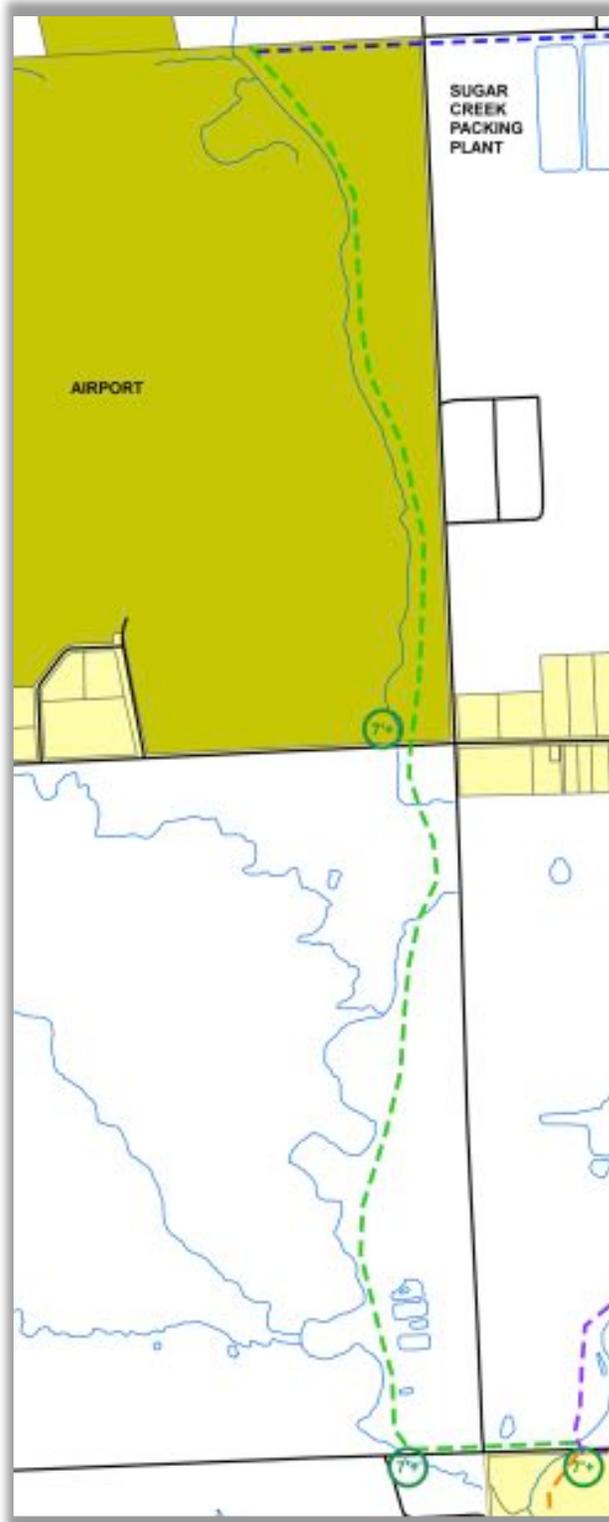
Residential Connector Trail (Above): This approximately ¼-mile trail south of 14th Street would utilize some of the existing road right-of-way, as well as some private land, to connect residential areas that currently are isolated.

Tertiary Priority Trails:

Airport to 20th Street Trail: An approximately 2.4-mile long trail is proposed that would utilize city-owned land adjacent to the municipal airport, and connect the airport's north end to 20th Street near Lincoln Park. (Please see the map of the proposed Airport to 20th Street Trail on the next page.)

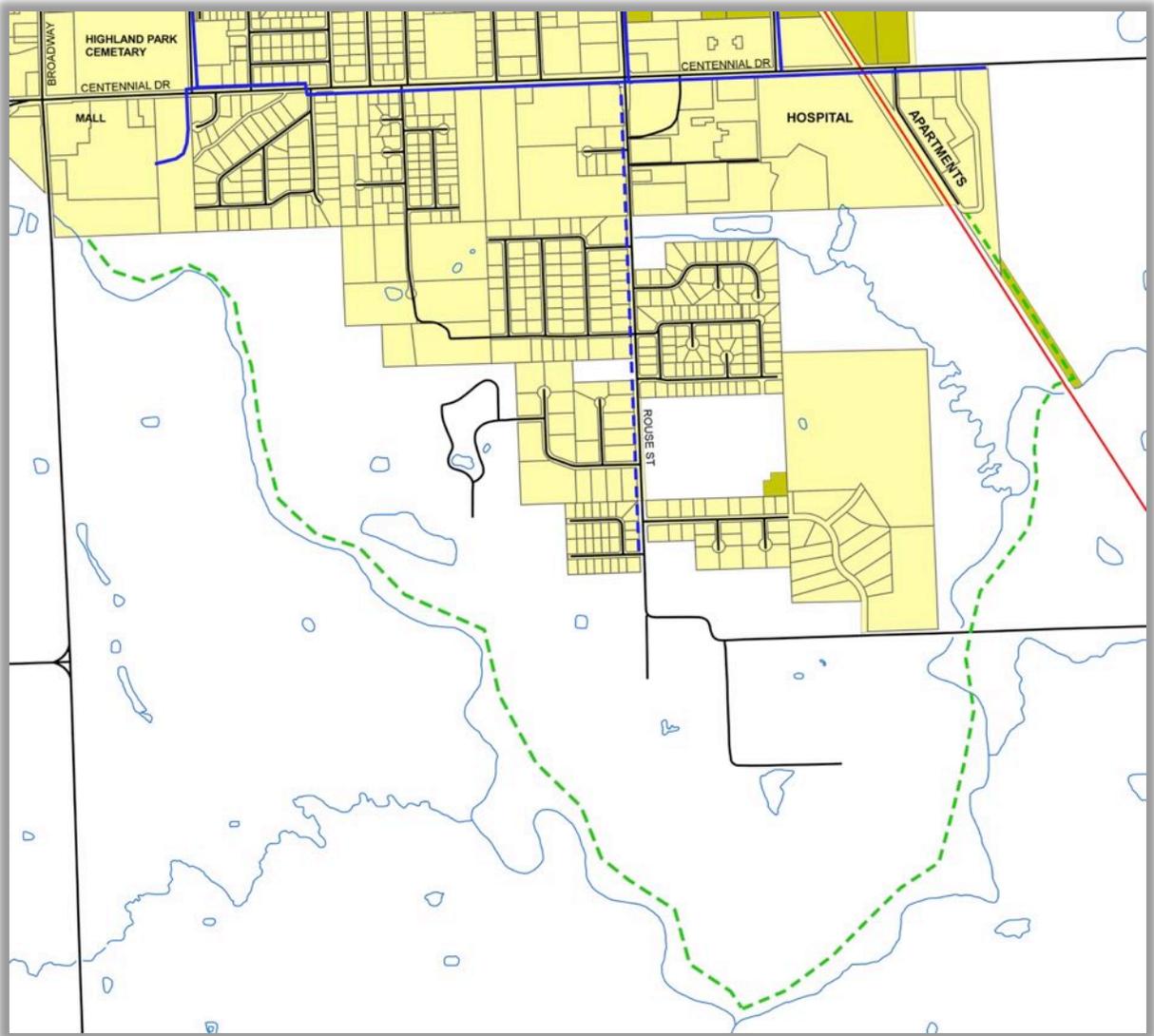
Recognizing that Pittsburg has some wider sidewalks being utilized as trails, and identified within the existing Trails Plan as trails, it is important that future trails planning keep the trail definition given on this chapter's first page in mind, "...a path that is open to the public for use by non-motorized transportation users. Trails generally exist outside of the roadway right-of-way. Trail width does not influence its definition."

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Airport to 20th Street Trail

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES



South City Trail

South City Trail (Above): A trail is proposed that would follow the creek corridors just south of the city. The approximately 3.7-mile trail would begin near the Pittsburg State University trail system behind the shopping mall on Centennial Drive and end near the hospital on Centennial Drive. This trail would serve mostly as a recreation and fitness trail, since it currently is outside the residential areas of the city.

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES

East Side Trail (Left): The proposed trail would be about 3.3 miles long, installed along Pittsburg's east side through undeveloped land parallel to the creek, and serve as a fitness/recreation trail until area residential development occurs.

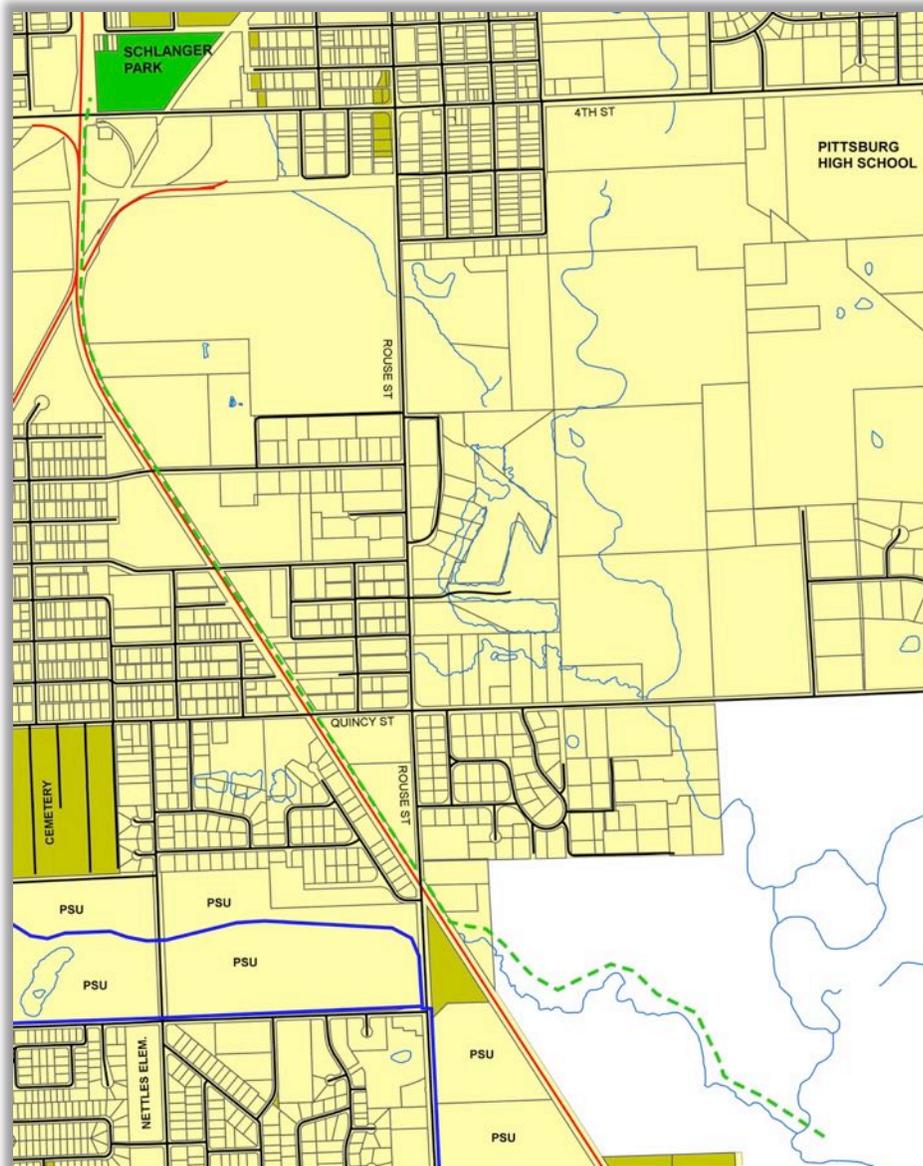


East Side Trail

Trail Project Name	Length	Trail Material	Cost per Mile	Total Cost
Lincoln Park Loop	1.8	12' Gravel	\$500,000	\$900,000
Cow Creek	2.8	10' Concrete	\$780,000	\$2,184,000
Lincoln Park to Watco	0.7	10' Concrete	\$780,000	\$546,000
Farmer's Mkt to Schlanger	0.6	10' Concrete	\$780,000	\$468,000
Pittsburg High School	1.0	12' Gravel	\$450,000	\$450,000
Primary Proposed Trails Total:			\$4,548,000	
Wilderness Park Connector	.25	10' Concrete	\$600,000	\$150,000
Cow Creek 20 th Street to Watco	1.6	10' Concrete	\$780,000	\$1,248,000
Watco Trail Extension	1.25	10' Concrete	\$1,000,000	\$1,250,000
Cow Creek South End	2.5	10' Concrete	\$780,000	\$1,950,000
4 th Street to Quincy	1.1	10' Concrete	\$600,000	\$660,000
Residential Connector	.25	10' Concrete	\$700,000	\$175,000
Secondary Proposed Trails Total:			\$5,433,000	
Airport to 20 th Street	2.4	10' Concrete	\$780,000	\$1,872,000
South City Trail	3.7	10' Concrete	\$780,000	\$2,886,000
East Side Trail	3.3	10' Concrete	\$780,000	\$2,574,000
Schlanger to East Side	2.3	10' Concrete	\$780,000	\$1,794,000
Central RR Trail	2.0	12' Gravel	\$500,000	\$1,000,000
Tertiary Proposed Trails Total:			\$10,126,000	
Total for Proposed Trails:			\$20,107,000	

Table 3.4: Proposed Pittsburg Trail Projects Costs Table

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Schlanger Park to East Side Trail

Schlanger Park to East Side Trail (Above): Utilizing the existing railroad corridor, the proposed 2.3-mile trail would commence at Schlanger Park, and create a central north-south route to connect Pittsburg State University to the central city residential area. The trail would serve as a major transportation connection due to its proximity to campus and residential areas.

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES



Central Railroad Trail

Central Railroad Trail (Above): A proposed trail that would parallel the existing active railroad corridor and connect north Pittsburg to the central city. The approximately two-mile long trail would begin near the Farmers Market and

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES

extend north up to Atkinson Street and beyond as the county grows.

On-Street Facilities

Street improvements provide the main opportunity for non-motorized transportation in the core of the city. Even if all of the trails recommended in this plan were built, street connections still are required to fill in gaps where trail development is not possible. In these situations, street improvements fill the gaps, allowing for a safe route along a roadway between trail sections.

On-street bicycle facilities also are relatively inexpensive compared to sidewalk and trail projects, but installing these projects has an immediately noticeable impact on the community.

On-Street Bicycle Facilities Opportunities

When considering “on-street” facilities, the discussion focuses on bicyclists. This is because sidewalks and crosswalks usually meet the needs of pedestrians and wheelchair users.

There are many types of on-street facilities, but the three that will be the focus of this plan are:

- Bicycle lanes
- Sharrows
- Bicycle Boulevards.

Many bicyclists prefer riding within bicycle lanes, but road widths and on-street parking limit the application. Bicycle lanes ideally are 6-feet in width, but can be as narrow as 4.5-feet in certain situations. (Please see Chapter 6.) The addition of bicycle lanes removes as much as 9 to 12 feet from the existing street width, which has the indirect benefits of decreasing excessive lane width within city limits, and reducing excess automobile speeds.

Many streets have sufficient pavement width for bicycle lanes; however, lane installation would require the removal



#1. Bicycle Lane Example



#2. Bicycle Lane Example



#1. Sharrow Example



#2. Sharrow Example

On-street bicycle facilities are also relatively inexpensive compared to sidewalk and trail projects, but installing these projects has an immediately noticeable impact on the community.

of on-street parallel parking. Bicycle lanes can exist with on-street parallel parking, but it is absolutely critical that the lanes are wide enough to reduce the risk of the bicyclists being injured by a suddenly opened automobile door. In order to reduce this risk, the bicycle lanes need to be at least 6 feet wide in areas where the lane will be passing a parking lane, or in places where parking is allowed. Further, it is desirable to include a buffer between the bicycle lane and the parked automobiles.

In some instances, there just is not enough pavement width to stripe two bicycle lanes. The application of “sharrows” to the roadway is the preferred approach over the installation of a single bicycle lane.

A sharrow is an intentionally vague road marking, which may best be thought of as a “share the road” sign that is painted on the pavement. They have proven effective at educating motorists about their responsibility to share the road with bicyclists, and they can increase the confidence of bicyclists, who might otherwise be too intimidated to bicycle on the roadway.

Opportunities for On-Street Facilities in Pittsburg

Road Diets

Road diets are the greatest opportunity for change in Pittsburg.

Pittsburg has several arterials that are substantially under capacity. Four lane arterial streets like Broadway are ideal candidates for a type of treatment known as a “Road Diet”.

The road diet works by removing two existing traffic lanes and replacing them with bicycle lanes, plus a two-way continuous left turn lane. Thus, traffic capacity remains the same, but collisions are reduced by removing left turning movements from the travel lanes. Through traffic is uninterrupted by left turning vehicles decelerating or stopping in the travel lane. This decreases the instances of rear end collisions and sideswipes. Eliminating turn delays



Near Pittsburg High School. Road diets would also help to improve the safety of mid-block crosswalks by reducing the traffic lanes.

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maintains roadway capacity and through-vehicle speeds, providing a more continuous traffic flow.

A road diet facilitates bicycle traffic, while ensuring that there is no negative impact on traffic capacity on roadways with fewer than 19,000 vehicles per day. All of the Pittsburg roadways considered as potential road diet candidates move substantially less than 19,000 vehicles per day.

The benefits of road diets are counterintuitive to most people; yet, the transition to this more effective and safer road design will require considerable public education. This may be even more true in Pittsburg than in many other communities due to how long the standard (four lanes without a turn lane) design has been in existence.

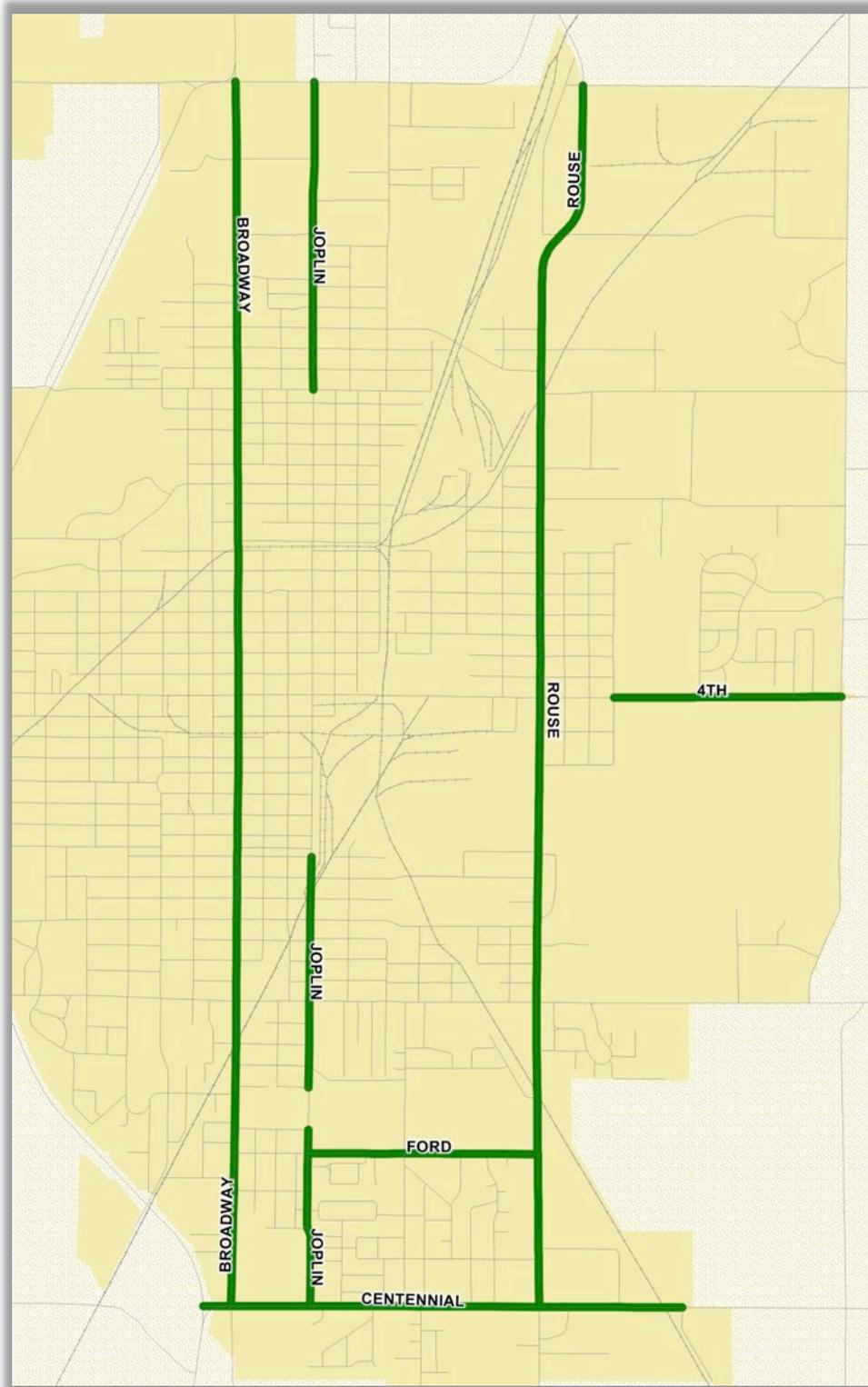
In studying the history of Pittsburg and the Broadway corridor, for example, it was determined that Broadway has had its existing design since the streetcar system was removed around 1932. Changing the look of Broadway, and other similarly designed Pittsburg streets, will undoubtedly test local citizens' imaginations.



Putting Broadway on a “Road Diet” by striping bicycle lanes and/or adding center turn lane striping not only would create “visual friction” to slow drivers down, it also would improve cyclists’ safety and encourage more cycling.

Street Name	Length in Miles	Vehicles per Day Lowest Section	Vehicles per Day Highest Section
Centennial Drive	1.58	4,955	4,955
Ford	.76	4,305	4,305
4 th Street	.75	1,850	1,850
Broadway	4.05	6,180	12,900
Rouse	4.08	4,640	10,265
Joplin	2.36	2515	8460

Table 3.5: Roadways that would benefit from a “Road Diet” in Pittsburg, and their associated traffic counts.



Pittsburg Roadways that Would Benefit from a “Road Diet

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES

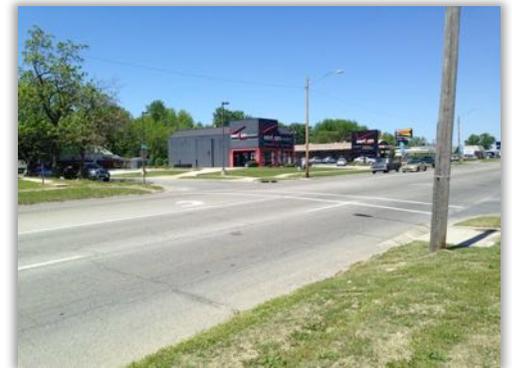
The benefits would be tremendous. Roughly ¼ of all motorist vs. motorist crashes occur on the Broadway corridor (458 total crashes/122 on Broadway). The propensity for crashes in this area likely would be reduced by adding a two-way center-turn lane. Broadway also has substantial bicycle traffic with cyclists traveling to the businesses, which front Broadway. The addition of a bicycle lane via a road diet would greatly increase cyclists’ safety and comfort.

Road Diet Cost: Usually road diets occur when the roadway is repaved or resurfaced as part of preventative maintenance. Road diets that are performed as part of repaving or resurfacing operations incur minimal to no additional cost, since much of the striping and signage is required as part of the repaving anyway. Broadway is scheduled to be repaved from 21st Street to Atkinson in 2017. That would be the ideal time to have the design finished and ready for implementation. The rest of the paving schedule will not be included so as to not “date” the plan; however, the city’s Public Works Department has a paving schedule that should be watched carefully in order to include these changes.

Bicycle Lanes

In addition to the six arterials undergoing road diets (with 27 new miles of bicycle lanes), five roadways have been identified as good candidates for bicycle lanes. Those are:

Street Name	Length (Miles)	Treatment	Cost Per Mile	Total Cost
29 th Street - Broadway to Joplin	.26	Bicycle Lanes	\$25,000	\$6,500
10 th Street - Broadway to Stillwell	.64	Bicycle Lanes	\$25,000	\$16,000
9 th Street - Georgia to Broadway	.75	Bicycle Lanes	\$25,000	\$18,750
Quincy - South College to Pine	.27	Bicycle Lanes	\$25,000	\$6,750
Quincy - Broadway to Smelter	.37	Bicycle lanes	\$25,000	\$9,250

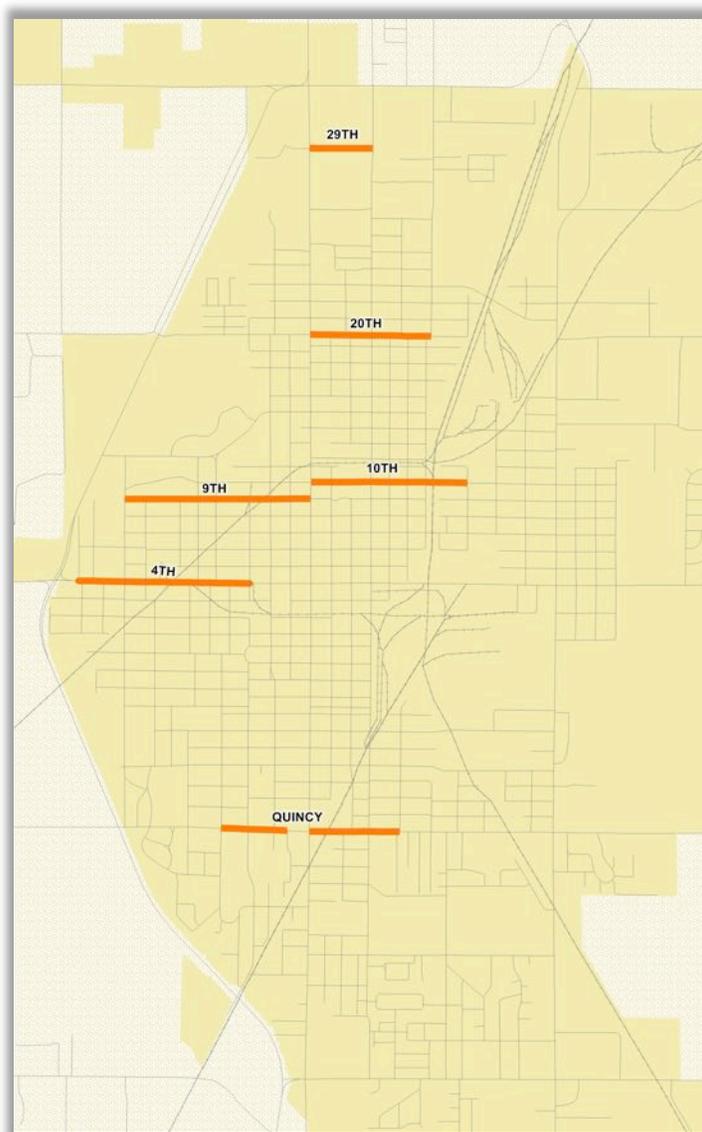


Although the Broadway and 23rd Street crosswalk pictured above was not installed within the middle of the block, its location makes it as unsafe as a typical mid-block crossing due to its poor visibility and existing roadway speeds. Needed improvements include a ladder-style design and the installation of an ADA-compliant ramp on the southwest corner of the intersection.

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES

Street Name	Length (Miles)	Treatment	Cost Per Mile	Total Cost
20th Street - Broadway to Michigan	.5	Bicycle lanes	\$25,000	\$12,500
Total	2.79			\$69,750

Table 3.6: Proposed Pittsburg Bike Lane Installation Projects



Five Pittsburg Roadways are Good Candidates for Bicycle Lane Installation

CHAPTER 3. CURRENT FACILITIES AND OPPORTUNITIES

Total Opportunities

In total, \$22,475,372 of infrastructure opportunities were identified in the evaluation process for the community. The cost breakdown by project type is:

- \$2,298,622 total project cost for sidewalks;
- \$20,107,000 total project cost for trails; and
- \$69,750 total project cost for on-street facilities.

Chapter 4: The Priority List



Why Prioritize Projects?

In Chapter 3, a comprehensive project list was outlined complete with cost estimates for the construction and implementation of all the project opportunities. However, the sheer number of projects and the \$22,475,372 associated cost are far too great for Pittsburg to consider building in the immediate future. The sidewalk, trail, and on-street facilities projects were prioritized; then, from the prioritized results, \$2,902,102 worth of projects that offered the highest return on investment were selected for consideration.

Prioritized List is Not Proscriptive

The City of Pittsburg Bicycle and Pedestrian Master Plan, and the projects described herein, are intended as a starting point for discussion, and are not a proscriptive guide for community improvements. The information provided and projects outlined hopefully will serve as a resource to support future investment decisions by the City of Pittsburg and others concerning sidewalks, trails, and on-street bicycle facilities.

The planning focuses on the long-term development of an integrated system of sidewalks, trails, and on-street bicycle facilities. While this priority list was created in good faith and included to focus the results of this plan, and, it should be consulted by the citizens of Pittsburg as to which projects would benefit the community the most.

Factors That Influenced Selection

First, the projects were ranked based upon these criteria:

- Promise to increase the mobility of bicyclists and pedestrians. Promise to increase physical activity.
- Promise to reduce automobile trips in Pittsburg.
- Quality of the project. For example, would a trail project only be possible if it included several “at grade” crossings thereby reducing its comfort and safety?

Then the highest ranked projects were weighed against two “costs:”

The Pittsburg Bicycle and Pedestrian Master Plan and the projects described are intended as a starting point for discussions, and are not a proscriptive guide for community improvements.

CHAPTER 4. THE PRIORITY LIST

- The cost to complete the project.
- The ease of completion. For example, would the land acquisition process be difficult because the project crosses several private land holdings?

Sidewalk Priority Projects

The development of the sidewalk plan focused on the following objectives:

- improving conditions for people who are currently walking;
- improving accessibility to sidewalk facilities for pedestrians with disabilities;
- providing connections to places that attract pedestrians;
- increasing levels of walking; and
- reducing the number of crashes involving pedestrians.

Sidewalk Project 1: Broadway Street

Build missing sidewalk and replace or repair broken sidewalk along both sides of Broadway Street between Centennial Drive and East Atkinson Avenue.

Broadway Street	Linear Feet	Cost per Linear Foot	Total Cost
New Sidewalk	9,781.3	\$30.00	\$293,439
Replace Sidewalk	3,552.2	\$20.00	\$71,044
Repair Sidewalk	5,371.5	\$20.00	\$107,430

Total Project Cost: \$471,913

Comments: Broadway Street is the major commercial corridor in Pittsburg. It is vitally important to every citizen.

Sidewalk Project 2: YMCA Connection

Build a sidewalk along North Walnut’s east side between West 20th and West 15th streets. Install a second sidewalk section along Memorial Drive’s east side between West 10th and North Broadway streets.

YMCA Connection	Linear Feet	Cost per Linear Foot	Total Cost
New Sidewalk	4,643	\$30.00	\$139,290

Comments: Besides serving as a vital exercise facility for youth and adults, the Pittsburg Family YMCA has a heavily used childcare center. One of the most common comments received during the project duration was concern about seeing young families forced to walk in traffic to access this vital community asset. The project’s cost estimate does not include the installation of curb and gutter, which do not exist in the project area. Including those features would significantly increase costs.

Sidewalk Project 3: High School Connection

Sidewalk exists along East 4th Street and along the high school buildings, but the two do not connect.

High School Connection	Linear Feet	Cost per Linear Foot	Total Cost
New Sidewalk	190	\$30.00	\$5,700

Comments: This is likely the result of a simple oversight by the school district’s construction company. Perhaps the City of Pittsburg should encourage the school district to fix this error.

Trail Priority Projects

Recreational trail use is popular nation-wide, representing one of the highest-ranked recreational demands in the United States. Trails serve a wide variety of uses. They range from functional transportation connectors, which enable citizens to travel safely from one location to another, to the passive and intimate pathways that provide opportunities

to enjoy nature in a quiet and personal way. As stated on the American Trails website:

“There are many benefits of trails and greenways that planners, funders, and the public need to know about: they make our communities more liveable; improve the economy through tourism and civic improvement; preserve and restore open space; and provide opportunities for physical activity to improve fitness and mental health.”

The development of this trail plan focused on the following objectives:

- increasing opportunities for people to gain physical activity;
- increasing the use of “non-motorized” transportation;
- increasing the quality of life of Pittsburg citizens;
- making Pittsburg a more “livable” city; and
- increasing the safety of bicyclists, pedestrians, and wheelchair users.

Trail Project: Cow Creek Trail

The proposed Cow Creek Trail from the north end of Wilderness Park to the north end of Lincoln Park is approximately 2.8 miles in length. The project also includes approximately 0.25 miles of connector trail from Wilderness Park to US Highway 69. Approximately half of the total length of trail is on existing city or county owned land. The proposed trail will need to be built out of concrete, because almost the entire length is in the flood plain, and a gravel surface would require maintenance after every major rain event.

The greatest expenses for this proposed trail are the concrete surface and the proposed bridges. There are five proposed bridges in the conceptual design for the trail, and depending on the bridge design, the price may vary greatly. Design, permitting, and engineering costs were estimated at the industry standard of 15% of the total project cost. Please see the detailed cost estimate in the Appendix for

more details. More precise cost estimates can be provided when detailed construction plans have been designed.

Total Project Cost: \$2,183,949.04

As the trail is designed currently, it will intersect with several private landowners as well as City of Pittsburg and Crawford County properties. Negotiating right of way acquisition with the landowners will be important, and while an exact fair market value is yet to be determined, the fact that this trail will exist entirely on undeveloped land, in the flood plain along Cow Creek, should keep costs reasonable. The trail corridor currently sits within 100' of Cow Creek along its entire route; thus, it should minimally affect landowners. One of the benefits of building trails along creek corridors is that they typically do not conflict with adjacent buildings, since buildings are not built in the flood plain. Other benefits include the natural scenic beauty of creek corridors and the flat terrain that occurs along creeks.

Although studies show that trails increase property values, perhaps no property owner will benefit more than the owners of the two hotels along Highway 69. The proposed connector trail from Highway 69, near the hotels, to the Cow Creek Trail will provide a direct route from the hotels to the trail. Hotel users will be able to walk directly into Wilderness Park or follow the proposed Cow Creek Trail south to Lincoln Park. This will be a huge selling point for the hotels, as hotel users often seek out fitness options while travelling. Future homes along this corridor also will benefit from higher real estate values and access to the trail. A study done in 2006 for the Delaware State Department of Transportation (Racca, David P. and Dhanju, Amardeep) concluded that residents near trails believed that their homes increased in value, were easier to sell and that they experienced a higher quality of life with proximity to a trail.

Part of the proposed Cow Creek Trail plan includes utilizing the Crawford County Museum as a trailhead parking lot significantly reducing costs and increasing both the visibility and use of the museum, a key asset to the Pittsburg community. Finally, this particular section of trail will connect several beautiful and historically significant features of Pittsburg, two main parks, and the Historical

CHAPTER 4. THE PRIORITY LIST

Museum, and it also will provide a fitness and nature trail for the citizens of Pittsburg.



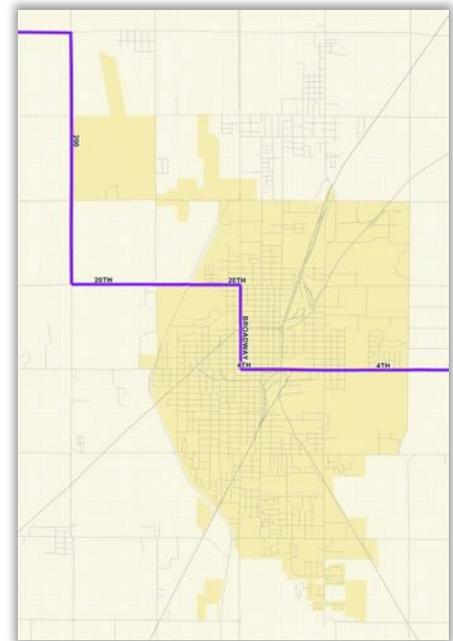
Rendering of the “Cow Creek Trail”

On-Street Facilities

Street improvements provide the main opportunity for non-motorized transportation in the core of the city. On-street bicycle facilities also are relatively inexpensive compared to sidewalk and trail projects. Nonetheless, installing on-street bike facilities has an immediately noticeable impact on the community.

Pittsburg is a major point along the TransAmerica Trail, a route used by hundreds of bicyclists per year on their way from Astoria, Oregon to Yorktown, Virginia. The 4,262-mile trip takes the average bicyclist about three months to complete.

The route in Pittsburg (bicyclists travel both directions) is on 4th Street, Broadway, and 20th Street. Including bicycle infrastructure to help those bicyclists while they travel through Pittsburg should be a priority. It also will help Pittsburg earn its bicycle friendly community status.



Route of the TransAmerica Trail through Pittsburg

On-Street Project 1: Road Diet along Broadway

Broadway Road Diet	Miles	Cost per Mile	Total Cost
Road Diet	4.05	\$25,000	\$101,250

CHAPTER 4. THE PRIORITY LIST

Comments: It is extremely difficult to predict the cost of a road diet. Typically, these projects do not occur until the next pavement overlay, so the costs are hard to quantify since the street needed to be repainted anyway.

Engineering/design costs are the main expense of a project like this. On a rather straightforward (consistent width, no parking) corridor like Rouse Street, the design costs will be small. However, on Broadway, costs may be extensive due to the various configurations present along the length. Some examples of the Broadway design can be found in the appendix.

This corridor was chosen to be the first bicycle lane installation project, because it is on the TransAmerica Trail and is the main commercial corridor of Pittsburg.

Total Project Cost: \$101,250



Rendering of a “Road Diet” along Rouse Street.

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Chapter 5: Plan Implementation

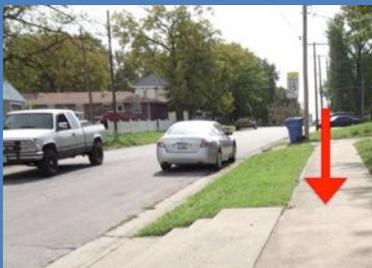




Curb Zone



Buffer/Furniture Zone



Pedestrian Zone



Frontage Zone

Plan Implementation: Design, Policy & Funding

Proper project design, thoughtful policy initiatives, and creative funding mechanisms are key to a implementing this plan. This chapter will cover all of those topics.

Best Practices: Sidewalk, Trails, and On-Street Treatments

Sidewalks may seem simple. After all, they are basically just strips of concrete alongside a road. However, the details make all the difference between a good facility and an expensive mistake. Across the United States new sidewalks are built with the intention of being Americans with Disabilities Act (ADA) compliant. However, even a minor engineering miscalculation, like a failure to maintain the proper slope at a driveway, can result in them being too hazardous for wheelchair users. It is important that City of Pittsburg staff and contractors be well versed in sidewalk design and construction.

It is also important that the city implement policies that mandate proper sidewalk design from developers; e.g., the *minimum accepted width* for a sidewalk is 3 feet wide, and many sidewalk sections in Pittsburg are 4 feet wide. That is too narrow to function as a proper transportation device. Changing the prescription to 5-foot would place Pittsburg more in line with other communities and ensure better facilities are built.

Sidewalk Width

A minimum width for any sidewalk regardless of location and roadway classification should be 5-feet. A 5-foot sidewalk provides adequate space for two pedestrians to pass or a pedestrian and personal mobility device. In areas that attract pedestrian traffic and/or where people may congregate, the width of the sidewalk will need to be greater than 5-feet to accommodate the situation and circumstances.

The suggested minimum widths for sidewalks are:

- Local Streets: minimum 5-feet in width

- Collector Streets: minimum of 5-feet in width
- Secondary Arterials: minimum of 5-feet in width
- Primary Thoroughfares: minimum of 6 to 8-feet in width
- Downtown: minimum of 8 to 12-feet in width.

For the non-buffer design sidewalks, increased sidewalk width is needed to provide distance from the street edge or curb to provide for passing pedestrians and any commercial activity that will share part of the sidewalk. This applies principally to the area in and around the Pittsburg downtown.

Sidewalk Zones

A sidewalk has four main design features that are often referred to as “zones”. These features are the curb, buffer/furniture zone, pedestrian, and frontage zone. In this section, the curb and furniture zone will be discussed.

While one of the main purposes of a “curb zone” is to facilitate the proper water drainage of the street, the curb also works to protect pedestrians from motorists who are not maintaining control of their vehicle. For this reason, the curb along sidewalks should not be of the “mountable” variety, but rather the vertical or “non-mountable” variety.

The “buffer/furniture zone” is the second zone in sidewalk design. The physical attributes of the furniture zone were described in Chapter 3. In this section, the benefits of the furniture zone will be discussed. The furniture zone serves as a buffer between the roadway and the sidewalk, and it is also a place where items can be stored so as not to block the sidewalk.

Furniture zones reduce pedestrians’ proximity to passing traffic, increasing their safety and comfort, especially on rainy days when water collected on the street presents a splash hazard. In residential areas, the buffer often is grass covered and maintained as part of a lawn; or, if the width is sufficient, planted with trees of a suitable growth habit to minimize future conflicts with overhead utility lines.

Benefits of Buffer/Furniture Zone



Space for Trashcans and Other Items.



Room for Children to Veer without Falling into Roadway



More Comfortable and Safety

The buffer aspect of the furniture zone is extremely important to both the safety and comfort of children and people with physical disabilities.

The furniture zone also gives the government and property owners a place to store items that must be near the road. For the government, these items may include utility poles, parking meters, a bench, or a mailbox. For homeowners, this may include refuse carts, lawn waste, or other items waiting to be picked up. In many areas without a furniture zone, the sidewalk is often blocked several times per week. This essentially makes the sidewalk useless for its intended purpose.

Furniture Zones: The areas located between the roadway edge and the sidewalk offer a number of practical advantages as well as benefits for pedestrians. The minimum widths should be:

- Local Streets: minimum 3 to 5-feet in width
- Collector Streets: minimum of 3 to 5-feet in width
- Secondary Arterials: minimum of 4 to 6-feet in width
- Primary Thoroughfares: minimum of 6 to 8-feet in width.



Many of Pittsburgh's wheelchair users are using the street because Pittsburgh's sidewalk system is not ADA-compliant.

Continuity

Sidewalks should be continuous along an entire block--street intersection to street intersection. Sidewalks with missing sections are not ADA-compliant, and may promote mid-block street crossings or other unsafe pedestrian movements.

The Americans with Disabilities Act

As briefly detailed in Chapter 2, the Americans with Disabilities Act (ADA) was passed by Congress and signed by President George H.W. Bush on July 26, 1990. The law affects sidewalk that has been built since its passage or sidewalk that has undergone a major repair.

In Pittsburg, there are many wheelchair users as well as visually impaired and physically disabled individuals. Typically, when one conducts interviews with residents--regardless of their home community--concerns are expressed that there might be crashes due to disabled individuals' frequent use of their mobility devices on the roadways, rather than on available sidewalks. Citizens will voice frustrations, suggesting they think these individuals are simply choosing to place themselves in harm's way by using the roadway rather than the sidewalk. Nevertheless, sidewalk evaluations completed in most communities reveal that where wheelchair users are using the public streets, it tends to be because a small percentage of their local sidewalks are truly ADA-compliant. Where compliant sidewalks are periodic and inconsistent, wheelchairs on the sidewalk system can make few complete trips. Thus, rather than having to exit the sidewalks each time they encounter a break in the sidewalk or a vertical curb they can not maneuver, wheelchair users will remain in the roadway.

Right-of-Way Acquisition

Most sidewalks can be built without having to purchase right-of-way. However, many landowners do not fully understand the concept of the public right-of-way, and may assume that their lawn extends all the way to the curb of the roadway. Even though it is well within the rights of the city to build a sidewalk, it is critical to ensure that yard disruption is minimized (perhaps even improved with tree plantings or other landscaping) to minimize public complaints and/or opposition to future projects.

Ultimately, the location of new sidewalk along existing streets will be decided by a government entity after a series of public hearings. It is vitally important that decision makers consider sidewalk as a piece of transportation infrastructure rather than as a single amenity for a single neighborhood.

Sidewalk Construction Costs

Depending on current contracts the City of Pittsburg has with local contractors, it often can be advantageous for the





Concrete Example



Concrete Example



Gravel Example



Gravel Example

city to create a Summer Sidewalk Construction Crew. One or two skilled flat concrete foremen can lead several inexperienced workers to repair existing walks around the city or pour new sections of sidewalk or trail in a very cost-effective manner. This may or may not be an option depending on the skill level of existing city staff and the current contract price for flat concrete work in Pittsburgh.

If it costs \$40 per linear foot to pour a 5-foot wide sidewalk with a city crew, but a private contractor can do the work for \$45 per linear foot, it may not be worth the trouble to create a new construction crew. It is fairly simple to contact a local concrete contractor and ask for preliminary cost estimates for various types of flat concrete work (see Appendix for cost information) and then compare those numbers with what it would cost to employ 3-5 seasonal workers along with 2 full-time Public Works employees, the cost of concrete, rebar, and forms, and decide what is the best option for the City of Pittsburgh to take.

One advantage of having a designated city concrete crew is that they are always available when you have a project that needs repair or new construction. An added benefit to hiring summer crews is teaching young workers a new trade. Nonetheless, there are start-up costs associated with purchasing concrete forms and hiring additional staff.

Trails

Trails are a great first step to developing an active community. Initially, they serve as recreation and fitness corridors where citizens start to feel comfortable walking and biking again. As a trail system grows, it begins to serve the transportation needs of those who live near the trail and work or shop at another point along the trail system. Over time, the recreation trail users become comfortable commuting on the streets, and a portion of the population commences using both trails and streets to recreate, commute, and live a healthier lifestyle.

Trail Materials

With the increasing popularity of trails, many cities are faced with a variety of decisions regarding trail design. Municipalities must balance the initial cost of development and the long-term maintenance cost with the goal of providing the best service in the most cost-effective manner possible. This requires good judgment and sound design to achieve the desired result: a trail system that provides a safe place to recreate and a functional option for non-motorized transportation.

Gravel trails are the least expensive to build initially and many users prefer the natural look and perceived softness to the trail user's joints. Because a majority of a trail's cost is in the land acquisition, grading and bridge development, the actual savings of going with gravel over a hard surface is usually minimal. Gravel is a definite improvement over a natural (dirt) surface for year-round use; conversely, riding a bike or walking on gravel in winter months or after a rain can leave a user with splatter on their clothing. Gravel trails require year-round maintenance, since every time it rains, gravel will wash away, and in time will have to be replaced. Gravel trails can be a good option where a trail does not have many elevation changes and where a trail is elevated out of a flood area. For this reason, many rail-to-trail conversions use the existing gravel base of the railroad line; add some fine gravel (3/8" minus) on top; and open the trail up for use with very minimal expense.

Asphalt trails present different challenges. In parts of the country where there is well-drained rocky or sandy soil, they can be an attractive surface for trails, because they have the best initial smooth surface. Nonetheless, because of seasonal cracking and their ongoing maintenance requirements, they are not a good option, as the initially smooth surface lasts only a couple of years before the trails become riddled with cracks. Asphalt trails are only slightly less expensive than concrete trails; thus, if a hard surface is chosen, it should be concrete.

Concrete trails are the preference for many municipalities, because they tend to last the longest with the least amount of maintenance. They are slightly more expensive initially, but the savings in maintenance labor and materials as



Trail Designers Should Aspire to Route Trails Around Mature Trees.

Trail Amenities



Bicycle Racks



Parking



Benches



Restroom

compared to a gravel trail can be recovered in 5-10 years. Concrete trails are a necessity wherever a trail may flood or where a trail experiences slopes exceeding 5 percent. Therefore, any trail built in the floodplain should be a concrete trail.

Concrete and Gravel Cost

Construction estimates and bids can fluctuate greatly depending on topography, existing site conditions, site accessibility, and drainage issues. For the purpose of this comparison, we have assumed that this is new trail construction in a bottomland setting. Bridge costs, design, engineering, surveying, acquisition, signage, and amenities (e.g., restrooms, drinking fountains, and parking lots) are virtually the same regardless of material type and thus are computed in the same way for this comparison. Because surface flow is more complex with gravel trails, extra pipe and ditching is required to minimize storm water damage. Excavation time and soil removal is greater for gravel trails, because depth is greater and more soil must be hauled away.

On average, a concrete trail costs about \$870,532.00 per mile (\$165/LF) and gravel trail costs about \$743,252.00 per mile (\$141/LF).

Tree Removal

Wherever tree removal is necessary, it is important to incorporate extensive tree planting to compensate for lost trees. Trees are a tremendous asset, especially in trail corridors; and typically, trail users demand that those trees be planted and preserved along trails.

Trail Amenities

At the outset, development of a trail system should focus on getting miles of trail built. As the trails become popular, there will be demand for additional facilities such as drinking fountains, restrooms, and parking lots, so that recreational users can drive to a trailhead. Signage is important as the system develops, so that users can learn

where they are on a trail and where they can go. Benches and even fitness equipment can enhance a trail experience as the trail system develops further.

City Trail Policies

One of the issues the citizens of Pittsburg will have to discuss is what level of easement and land acquisition, if any, the city wants to pursue to develop trails, and other bike/pedestrian improvements.

Trails are a linear facility much like roads and utility (sewer, electric, and water) lines. Typical trail development first occurs along abandoned railroad corridors and along streams where there is no development and little opposition to trails. As the trail system grows, and trail system connections are less obvious, the community will need to determine what level of land acquisition is acceptable to city leaders.

With any proposed plan, there will be a lot of excitement and a lot of reservation from citizens. There will be situations where tree removal is inevitable in order to build a trail. Parking along streets may be lost or lessened as part of proposed road improvements. Right-of-way acquisition and utility relocation may be necessary for various types of pedestrian improvements. It is important to address these issues as part of initial design discussions, so that there are no surprises during construction that can upset the citizenry.

It is common for citizens to be concerned about change in their cities, especially if a proposed trail is near their property; still, there are numerous examples and data that show trail development is positive for communities and increases residential property value. Generally, trail users are people who care about the environment and are good stewards of their natural resources. They tend to pick up trash instead of leaving it, and positive use of an area by trail users tends to discourage negative elements that might otherwise use an isolated area like an abandoned railroad corridor.

Local Example, Poorly Painted Mid-Block Crosswalk



From the Pedestrian Point-Of-View, the Crosswalk Looks Visible



From the Drivers' Point-Of-View, the Crosswalk Cannot be Seen From an Appropriate Distance



On-Street Parking Blocks Motorists and Pedestrians Sight Line

Crosswalk Best Practices

Crosswalks are important for pedestrian mobility and safety. A marked crosswalk signals to pedestrians that the location is safe to cross and that they (pedestrians) have the right-of-way in that location. Drivers are instructed by Kansas law to “yield when a pedestrian is in a crosswalk” to allow that pedestrian to cross the crosswalk. However, motorists can only stop if the crosswalk has been installed properly.

While there are many types of crosswalk markings, three are discussed in this section (see diagram):

1. Two transverse lines
2. Zebra stripe
3. Continental stripe.

The “two transverse lines” crosswalk is the least visible of the three and should only be used in locations where traffic would otherwise be stopped. If the crosswalk is placed mid-block, then it is recommended that either the zebra or the continental stripe design be used.

The majority of crosswalks in Pittsburg are located at intersections in places where vehicular traffic is controlled by means other than the crosswalk. In this scenario, the “two transverse lines” crosswalk is adequate.

Some crosswalks are located in positions known as “mid-block”. Mid-block means that there is not an intersection nearby and that traffic will only stop at the crosswalk if a pedestrian is crossing. These are the type of crosswalks where particular attention to best practices needs to be paid.

You can see from the adjacent photograph that painting two transverse lines looks sufficient from the pedestrian’s point of view before they enter the street. However, the next photograph illustrates how difficult it is to see the crosswalk from the distance at which a driver would have to

make a decision about whether or not to stop or yield to a pedestrian.

The City of Pittsburg might consider using either the “zebra” or “continental” style of crosswalk, and discontinue the use of the “two transverse lines” type of sidewalk in mid-block locations.

On-Street Parking and Mid-Block Crosswalks

Additionally, significant attention should be paid to mid-block crosswalks that occur in places where on-street parking is allowed. This is because the parked vehicles can block the pedestrian’s view of the street and block the pedestrian from the motorist’s sight lines.

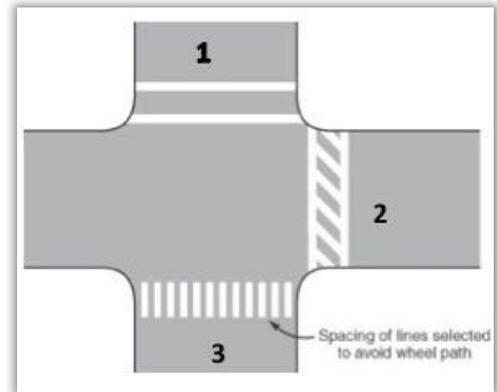
The last photograph demonstrates how dangerous this combination of on-street parking and mid-block crosswalks can be. Imagine a student walking right-to-left would be completely blocked by the parked vehicle until directly in the path of oncoming traffic.

There are two solutions to this situation:

1. Restricting on-street parking near mid-block crossings; and
2. Creating “bulb-outs” extensions for crosswalks.

A bulb out is an extension of the curb into the street to narrow the crossing distance for pedestrians and slow traffic via lane narrowing, which allows the pedestrian to advance past parked vehicles and see oncoming traffic before crossing the street. In most Pittsburg locations, the demand for on-street parking is minimal. The City of Pittsburg is encouraged to restrict parking adjacent to mid-block crosswalks, and to consider restrictions to on street parking near these crossings.

On-Street Parking and Bicycle Lanes



Credit: Federal Highway Administration



Two Transverse Lines are Only Appropriate at Stop Signs or Traffic Signals Due to Low Visibility.



*Bulb-out Crosswalk Design.
Credit: Federal Highway Administration.*

Section 9 of the *Kansas Driving Handbook*, “Sharing the Road,” covers how drivers should interact with bicyclists. Within the “Bicyclists” portion of this section, the *Handbook* states, “As a driver... Do not stop, park, or drive on a designated bicycle path or lane unless you are entering or leaving an alley or driveway, performing official duties, directed by a police officer, or an emergency situation exists.” Thus, within the City of Pittsburg, parking is illegal anywhere that a bicycle lane exists except in the aforementioned circumstances.

Most communities enforce this Kansas law against parking on streets with bicycle lanes and for good reason. When a motorist is driving in their traffic lane, they have the expectation that the lane will not be obstructed by a parked automobile. Bicyclists also deserve the ability to ride with the expectation that their travel lanes will be free of parked vehicles. Nonetheless, when a community’s citizens propose that their local governance remove existing parking or strongly enforce parking restrictions, these issues often become contentious. Those who are against removal of existing parking may cite that the parking is critical, because local homes may lack driveways, and must rely on the availability of on-street parking. Occasionally, due to the controversial nature of the debate, a local government may lack the political will necessary to legislate parking removal or prohibition on a particular street.

To illustrate, Columbia, Missouri’s City Council decided that if the city were forced to ban parking in order to install a bicycle lane, Columbia would never be able to install their bicycle lane system. Thus, they voted against the adoption of Section 300.330 of Missouri’s Model Vehicle Code, which states, “A designated bicycle lane shall not be obstructed by a parked or standing motor vehicle or other stationary object.” So, parking remains legal in a bicycle lane in Columbia.

There are positives and negatives to either approach, but the issue is one about which city leaders should be aware, because it will need to be addressed.

Funding for Bicycle and Pedestrian Projects

There are many potential sources of funding that the City of Pittsburg has access to; yet, some sources are inconsistent or the allocation is outside of the city's control. For example, due to Kansas' present budget woes, and the passage of MAP-21, it is difficult to draw a conclusion as to how reliable those funds will be. Looking internally at the most consistent and robust sources of funding, the City of Pittsburg currently has a ¼-cent sales tax that funds street maintenance, but does not include other surface transportation infrastructures. In 2014, this tax generated approximately \$964,607, despite being restricted to street maintenance efforts. City staff indicates that when this sales tax is reconsidered later in 2015, the city will determine whether to expand its application to sidewalk repair and construction. The city also may wish to examine the potential of using this revenue to generate funding for bicycle and pedestrian infrastructure.

While this revenue represents a potential source of funding, in reality, the funds already are very tightly stretched. The city budget funds water, storm sewers, sanitary sewer repairs, and maintenance in the Utility Department, but is limited to funding Public Works Department street maintenance via the ¼-cent tax. Still, the city has been reluctant to fund trail projects using tax dollars. Pittsburg's Five-Year Capital Improvement Plan funds new infrastructure development through grants--like Community Development Block Grants--and general obligation bonds, and the city pursues private money to match the grants it receives.

In 2013, the city received a \$15,000 Phase I Safe Routes to School (SRTS) planning grant through the Kansas Department of Transportation (KDOT) to complete a SRTS Master Plan. As of this writing, the city intends to apply for Phase II SRTS infrastructure funding during KDOT's fall 2015 grant round. The infrastructure project for which to seek funds will be selected using feedback from school officials and public comments.

Currently, the city is in the design phase of constructing a ¾-mile multi-use path along South Rouse Avenue utilizing funds from a \$656,103 grant provided by the Kansas

There are many potential sources of funding that the City of Pittsburg has access to. However, some are inconsistent or the allocation is outside of the city's control.

Department of Transportation's Transportation Enhancements (TE) Program. Further, Pittsburg has a second TE project scheduled to bid with KDOT on June 16, 2015. That project also will install a shared use path, which will have a developed length of approximately 1 ¼ miles starting at Fourth and Water Street and continuing through Schlanger Park.

Although the city has been successful in winning grants for multi-use path installation; in 2014, the city spent nothing on sidewalk installation, and the sidewalk maintenance and repair was too minimal to track. When examining the sidewalk deficiencies in Pittsburg, the sheer magnitude of the funding shortfall becomes clear.

Compiled in this report, the City of Pittsburg has:

- \$2,298,6220 worth of sidewalk deficiencies;
- \$20,107,000 worth of potential trail projects; and
- \$69,750 worth of striping projects.

It is clear that the answers to the funding solutions are:

- Be realistic and prioritize projects;
- Adopt the 20-year Bicycle and Pedestrian Plan;
- Seek outside sources of funding;
- Reexamine the allotment of the Street Fund;
- Identify potential new internal sources of funding.

Prioritize Projects

The Bicycle and Pedestrian Plan has identified approximately 22.475 million dollars worth of infrastructure projects. That figure takes into account every deficiency (e.g., missing sidewalk, broken sidewalk, etc.) within the City of Pittsburg as well as potential projects, like new trail construction. While that figure represents needed projects, the cost is too high to ever realize full funding. Thus, project

prioritization is paramount. Some projects offer the City of Pittsburg more “bang for the buck” than others.

City of Pittsburg Bicycle and Pedestrian Master Plan

To move forward with a coordinated program of projects, which advance bicycle and pedestrian improvements, it is important to have consensus on the projects, priorities, and potential funding. One step toward this effort would be for the City of Pittsburg to consider the adoption of the priority projects listed in Chapter 4 as the “City of Pittsburg 2023 Bicycle and Pedestrian Master Plan”.

This action would not direct any funding towards the plan, but would “formalize” the plan as a goal of the City of Pittsburg, and authorize city staff to identify funding to complete those projects.

This will have the additional benefit of helping city staff identify potential future trail corridors and connections to protect them. For instance, if a new subdivision is being planned near a future trail, then the city can ask the developer for an easement to allow for that subdivision to be connected to the future trail, whenever funding is secured to build it.

Non-City Sources for Project Funding

Federal Funding

Almost all outside funding for bicycle and pedestrian facilities flows from the federal government. In fact, even grants that pass through state agencies like the Kansas Department of Transportation originate from the Federal Highway Administration by way of legislation, which dictates how federal transportation funding is spent. Thus, the federal government actually authorized the City of Pittsburg’s \$656,103 Transportation Enhancements grant in 2014. The Kansas Department of Transportation had to use those funds on TE projects, and the City of Pittsburg won a competitive grant award from KDOT, then received the funding.

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There are two state agencies that administer federal funding that can be used for bicycle and pedestrian facilities; the Kansas Department of Transportation (KDOT) and the Kansas Department of Wildlife, Parks and Tourism (KDWPT).



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In 2010, the United States was operating under the transportation legislation bill known as, “The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” or “SAFETEA-LU”. SAFETEA-LU was replaced in July of 2012 with a new piece of legislation known as “Moving Ahead for Progress in the 21st Century” or “MAP-21”. At the time of this writing (May 2015), not all of the details related to Kansas’ implementation of MAP-21 have been determined.

Here is a brief breakdown of what is known about MAP-21:

- Three major bicycle/pedestrian programs (SRTS, Recreational Trails, and Transportation Enhancements) were combined into a single program called “Transportation Alternatives”.
- Federal spending on bicycle and pedestrian infrastructure was cut by at least 33% from previous funding levels.
- KDOT can “opt-out” of additional Transportation Alternatives funding, and spend those funds on more auto-centric purposes.
- Programs, which formerly did not require a local match (like SRTS funds), now require a 20% match. (On April 22, 2015, Mr. Tod Salfrank, Associate Road Engineer with KDOT’s Bureau of Local Projects, suggested that this match requirement may drop to 10% for the fall 2015 grant round, but much will depend on where the Kansas budget is at that time.)
- At present, KDOT has set aside funding for the Recreational Trails program; however, that, too,

may change for the fall 2015 Transportation Alternatives grant round.

While the details are still being ironed out, it is clear that funding from federal transportation sources is even more competitive; and is more “expensive” for local communities, because of the need for a local match. To give an example of how this will impact efforts in Pittsburg, assuming the required grant match remains at 20%, a \$200,000 SRTS project now would require Pittsburg to front \$40,000 of their own funds.

Further complicating matters is that MAP-21 is only valid for two-years as compared to SAFETEA-LU, which originally was passed as a five-year bill. It is likely that by the time the City of Pittsburg adopts a “20-year Bicycle and Pedestrian Plan”, and begins looking for funding sources in earnest, the United States may be operating under a different set of policies regarding transportation funding. It will be imperative that city staff stays current on transportation funding opportunities.

The Kansas Department of Wildlife, Parks and Tourism administers two programs: the Land and Water Conservation Fund (LWCF) and Recreational Trails Program (RTP). Outdoor recreation facilities are eligible for LWCF grants; require a 50% match; and in past years, applications typically were due in late April. The LWCF Act was conceived in 1965 with a 50-year term, which expires this year. Thus, as Congress schedules its review of the Act for potential reauthorization, no state grant cycles are planned. RTP grants require at least a 20% match, and typically are due in August. Both of these grants can be used for land acquisition costs in addition to capital improvements.

Non-Government Funding

There are philanthropic organizations that fund projects to increase bicycling and walking. However, most of these organizations prefer to fund policy changes rather than small capital improvement projects. If given the choice between funding a particular sidewalk project, or funding an initiative that would result in a policy change ensuring

that bicyclists and pedestrians begin to get their fair share of transportation sales taxes in a community, most funders would consider the policy change to be a permanent fix to the problem and prefer that option. After all, building a single sidewalk, then continuing with “business as usual” does not result in impactful change.

If Pittsburg hopes to compete for these philanthropic dollars, the city will need to look at the funding pursuit differently than it would the pursuit of a government grant. Whereas government grants usually cannot fund advocacy or policy changes, groups like the Robert Wood Johnson Foundation are primarily interested in advocacy and policy change. Grants with advocacy agendas are best pursued by a non-profit organization acting as the fiscal agent on behalf of the city as a potential partner.

Capital improvements like sidewalk and trail projects often may be part of the project, but remember, these funders’ “end goal” is frequently a new policy rather than the sidewalk itself.

City of Pittsburg Street Fund

The budget of the City of Pittsburg is tight and leaves little room for additional expenses. Still, between the new requirement that all federal bicycle and pedestrian funding have a local match (20% for Transportation Alternatives), and ongoing maintenance costs, it is important that the City of Pittsburg dedicate some of the funding it receives to bicycle and pedestrian facilities.

This is also a matter of simple ethics, since every Pittsburg resident currently pays into the ¼-cent sales tax “Street Fund”, but that money is spent entirely on automobile facilities. Let us do a balanced assessment of this issue and examine the Street Fund paid for by the local ¼-cent sales tax.

Considering that, for various reasons, numerous Pittsburg residents cannot drive, the City of Pittsburg’s exclusive use of the sales tax revenue for street maintenance inadvertently says to bicyclists and pedestrians that they are

not an intended user of the transportation system, and that motor vehicle traffic is the city's priority. Although times are tough and the budget is limited, Pittsburg bicyclists and pedestrians are tax-paying citizens just like motorists; yet, their needs are not being addressed with the current tax stipulation.

If the City of Pittsburg committed to spending even a small amount of their Street Fund on bicycle and pedestrian infrastructure, the city would see a tremendous return on its investment. Should the city decide to direct 5% of the annual "Street Fund" to bicycle and pedestrian facilities, those funds would equate to approximately \$48,230 per year (2015 value). That is not enough money to correct Pittsburg's bicycle and pedestrian deficiencies, but it would be a good start towards: (1) creating a Sidewalk Maintenance Fund; and (2) building a fund that can be used as "local match" when applying for federal transportation funding. Further, that annual fund allotment could be used to supply a 20% match on a \$250,000 infrastructure grant through the Transportation Alternatives Program. In years without a successful grant application requiring matching funds, the City of Pittsburg could use those funds to repair specific sections of existing sidewalks or conduct maintenance work.

Without this funding for local match, projects like the upcoming SRTS infrastructure project may no longer be affordable due to changes in federal transportation policy. There also would not be any funding for maintenance, which means that even new sidewalk installation would deteriorate long before its normal life cycle, resulting in a squandering of the tax dollars spent on sidewalks. An illustration is the identification/scheduling of tree removal along existing sidewalks before their roots cause catastrophic damage to those sidewalks. Having a bicycle and pedestrian fund, with dedicated revenue, is a wise use of these tax dollars.

The transportation sales tax was passed with language directing it towards street maintenance. Therefore, it is not currently possible to use this fund for non-motorized infrastructure. Nevertheless, when this tax next is

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presented to the community for a renewal vote, it would be prudent to suggest that a portion of the funding be spent in support of non-motorized infrastructure, as spending even 5% of this revenue on non-automobile facilities will offer Pittsburg a tremendous return on investment.

New Internal Funding Sources

Eventually, the citizens of Pittsburg will begin to see some bicycle and pedestrian improvements, and see the quality of their life improve from these changes. Once people start cycling along a new trail, or walking around their neighborhood on a new sidewalk, they will begin to wonder why other areas in the community do not look the same. This Bicycle and Pedestrian Master Plan's maps and artistic renderings are designed to positively influence public opinion when it comes to new bicycle and pedestrian projects, an impact that will be compounded by community members' experiences actually using the new infrastructure. At some point, Pittsburg citizens may be ready to vote to tax themselves to make more significant progress on the community's bicycle and pedestrian network.

Pittsburg might consider a potential 1/8th-cent sales tax for "creating safer routes to school." A tax like this would generate approximately \$431,405 of income per year, which could build a healthy segment of sidewalk or trail annually.

A new tax would be a large step for Pittsburg, and since many residents have never experienced a robust sidewalk or trail system, support for this new tax may not yet exist. Nonetheless, consideration of this type of tax is warranted in the future.

Section 74-46 of the Pittsburg City code states, "It shall be the duty of the owner or the occupant of real property adjoining a public sidewalk to keep the same in a good and proper state of repair. The repair shall be made of material having quality equal to that required for new construction and shall be so laid as to correspond with the dimensions and grade of the rest of the sidewalk in front of the lot or parcel of land. Provided however, the City shall be

responsible for the repair of damage to the public sidewalk caused by the roots of trees planted in the public sidewalk by the City between and including the 200 block of Broadway Street and the 1200 block of Broadway Street.” (Code 1975, § 19-110; Ord. No. G-1040, § 1, 5-13-2008) Stricter enforcement of this particular ordinance could conceivably be accomplished via a cost sharing strategy whereby Pittsburg owners or occupants of real property could provide the funding for concrete repair or replacement, while the city could provide the labor for sidewalk repair or replacement.

Public-Private Partnerships

Public-private partnerships are becoming more important as federal sources of transportation dollars shrink. The Live Well Crawford County project is a great example of a public-private partnership, and Pittsburg would benefit from other partnering opportunities in the future.

Perhaps Unified School District 250 can contribute to a “Sidewalk Fund” to be used as matching dollars on future federal sidewalk grants. Even \$5,000 or \$10,000 per year can go a long way towards securing potentially hundreds of thousands of dollars for new sidewalks. Other potential public-private partnerships might include the large employers or colleges in town contributing to a matching fund.

Appendix



MAP-21 and Other Funding Opportunities

Source	Program	Description	Eligible Project Types	Requirements	Administration
Federal - MAP-21	National Highway Performance Program (NHPP)	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's assessment management plan for the NHS.	<ul style="list-style-type: none"> Bicycle transportation and pedestrian walkways 	<p>NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with metropolitan and statewide planning requirements.</p> <p>Funding: Generally, 80% Federal/20% matching</p>	In general, obligated through competitive local or statewide grant programs
Federal - MAP-21	Surface Transportation Program (STP)	The Surface Transportation Program (STP) provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects; including intercity bus terminals.	<ul style="list-style-type: none"> Recreational trails projects Bicycle transportation and pedestrian walkways Most transportation enhancement eligibilities (see below) 	<p>Projects must be identified in the STIP/TIP and they must be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan.</p> <p>Funding: Generally, 80% Federal/20% matching</p>	In general, obligated through competitive local or statewide grant programs
Federal - MAP-21	Federal Lands Program (FLP) - <i>Access and Transportation Programs</i>	The Federal Lands Program (FLP) funds projects that improve access to or transportation within the federal estate (e.g., national forests, national parks, national wildlife refuges, national recreation areas, and other federal public lands).	<ul style="list-style-type: none"> Program administration, transportation planning, research, preventive maintenance, engineering, rehabilitation, restoration, construction, and reconstruction of federal lands transportation facilities, and provision for pedestrians and bicycles. 	<p>Project must be within, adjacent to, or provide access to federal lands.</p> <p>Funding: 100% Federal</p>	In general, projects are selected by Federal Land Management Agency or statewide committee
Federal - MAP-21	Highway Safety Improvement Program (HSIP)	The Highway Safety Improvement Program (HSIP) is a Federal Highway Administration (FHWA) program that funds highway safety projects aimed at reducing highway fatalities and serious injuries.	<ul style="list-style-type: none"> Bike lanes, bike parking, crosswalks, and signage 	<p>Bicycle safety must be included in State's Strategic Highway Safety Plan (SHSP).</p> <p>Funding: 90% Federal/10% matching</p>	In general, obligated through competitive local or statewide grant programs

MAP-21 and Other Funding Opportunities

Source	Program	Description	Eligible Project Types	Requirements	Administration
Federal - MAP-21	Transportation Alternatives Program (TAP) <i>- Includes Recreational Trails Program and Safe Routes to School set-asides</i>	MAP-21 establishes a new program to provide for a variety of alternative transportation projects. The TAP replaces the funding from pre-MAP-21 programs; including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs.	<ul style="list-style-type: none"> Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation Infrastructure-related projects and systems that will provide safe routes for non-drivers; including children, older adults, and individuals with disabilities, so they may access daily needs. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users. Recreational Trails Program Safe Routes to School program 	Funding: Generally, 80% Federal/20% matching	In general, obligated through competitive local or statewide grant programs
Federal	Federal Highway Safety (Section 402) Grant Program	Highway Safety Funds are used to support state and community programs to reduce deaths and injuries on the highways.	<ul style="list-style-type: none"> Conducting data analyses, developing safety education programs, and conducting community-wide pedestrian safety campaigns. Funds can also be used for some limited safety-related engineering projects. 		Program administered through the Governor's Office of Highway Safety
Federal	Community Development Block Grants (CDBG)	The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development means.	<ul style="list-style-type: none"> Public facilities and improvements (road and street improvements) Planning and capacity building (transportation plans) 		Submit an annual regional account application to local Metropolitan Planning Organization or Council of Governments

MAP-21 and Other Funding Opportunities

Source	Program	Description	Eligible Project Types	Requirements	Administration
Federal	Land and Water Conservation Fund (LWCF)	The Land and Water Conservation Act established a grant fund to assist state and federal agencies in meeting present and future outdoor recreation needs. The Act: 1) provides funds for land acquisition for recreation on federal fish and wildlife areas, national parks, national forests, recreation areas, and for the operation/development of national parks; and 2. authorizes federal assistance to states for planning, acquisition, and development of outdoor recreation facilities through a grants program. In turn, the states may transfer the funds to local political subdivisions to acquire land or develop outdoor recreation facilities.	Qualifying projects include development and/or acquisition of outdoor facilities for the purpose of public recreation. Eligible projects will include all required documentation, and meet needs identified in the <i>2015 Kansas Statewide Comprehensive Outdoor Recreation Plan</i> (SCORP): http://kdwpt.state.ks.us/KDWPT-Info/Grants	The Land and Water Conservation Fund provides 50 percent reimbursement to selected outdoor recreation projects that are sponsored by political subdivisions and other appropriate public agencies.	In general, obligated through competitive local and statewide grant programs administered by the Kansas Department of Wildlife, Parks and Tourism (KDWP).
Federal	National Park Service (NPS) Rivers, Trails, and Conservation Assistance (RTCA) Program	The Rivers, Trails, and Conservation Assistance Program provides NPS technical assistance with projects having specific goals and results for conservation and recreation expected in the near future.	<ul style="list-style-type: none"> • Defining project vision and goals • Identifying and analyzing issues and opportunities • Assessing and engaging partners and stakeholders • Inventory and mapping of community resources • Priority setting, consensus building, and funding source identification • Organizational development • Designing community outreach and participation strategies • Trail, park, open space, greenway, waterway planning; including option analysis, safety issue review, and engaging partners to create outdoor and conservation recreation programs. 	RTCA applications are competitively evaluated based on the following criteria: 1) Project has specific goals and results for conservation and recreation expected in the near future; 2) Roles and contributions of project partners are substantive and well-defined; 3) Evidence of broad community support for the project; 4) The NPS' role is clear and supports NPS' mission; and 5) The project advances one or more key NPS strategic objectives.	In general, obligated through competitive regional NPS Rivers, Trails, and Conservation Assistance program offices.

MAP-21 and Other Funding Opportunities

Source	Program	Description	Eligible Project Types	Requirements	Administration
State	Kansas Department of Transportation (KDOT) School Zone Program	Funding provided by the State of Kansas as a \$400,000 set-aside of safety monies to improve school zones in towns with a population of fewer than 20,000 people. (Per a call with Brian Gower, Kansas State Traffic Engineer on 4/27/15; although, Pittsburg has just over 20,000 people, the City would be eligible for School Zone Program funding. Mr. Gower is available at (785) 296-1181 or by email at gower@ksdot.org.)	The improvements to school zones that are provided include: pavement striping, school zone signage, and reduced speed assemblies.	Funds may be requested either by local and regional engineers noting areas of need, or and schools and communities making funding requests from KDOT. KDOT will assist rural communities making requests for this funding on a case-by-case basis.	Obligated through KDOT, which provides/installs the needed improvements.
Local	Special Districts: Community Facilities District (CFD), Improvement Districts	Special District created for the purpose of financing the acquisition, construction, operation, and maintenance of public infrastructure improve.		Acceptance by the owners of at least 25% of the land area proposed to be included in the district.	
Local	Development Stipulations	Development requirements are typically placed on proposed projects at the time of entitlement approval to help develop necessary public facilities.		Project developer must agree to proposed stipulations prior to entitlement approval.	
Local	Development Impact Fees	An "impact fee" is a fee that is determined by a municipality, and is placed on a proposed project to help cover the additional costs associated with upgrading affected public facilities resulting from the construction.			
Local	Sales Tax	Funds from a portion of the municipality's sales tax	<ul style="list-style-type: none"> • Pedestrian facilities and programs 		
Local	General Obligation Bonds	Bonds are a common mechanism that counties use to borrow money for transportation projects. Most general obligation pledges at the local government level include a pledge to levy a property tax to meet debt service requirements			

MAP-21 and Other Funding Opportunities

Source	Program	Description	Eligible Project Types	Requirements	Administration
Local	Special Districts: Community Facilities District (CFD), Improvement Districts	Special District created for the purpose of financing the acquisition, construction, operation, and maintenance of public infrastructure improve.		Acceptance by the owners of at least 25% of the land area proposed to be included in the district.	
Non-profit	International Mountain Bicycling Association	Grants fund projects that maintain and improve the sustainability of local trails, preserve the environment and enhance conservation in the mountain bicycling community. Applicants should have an IMBA Teaming For Trails microsite webpage set up. Submit applications via IMBA's 2015 Small Grants Application Form.	<ul style="list-style-type: none"> • Pump track, bike parks, flow trails, and gravity trails • Mountain bike trail restoration and preservation projects • Projects that promote environmental education and inspire conservation in the mountain biking community 		
Non-profit	PeopleForBikes Community Grant Program	<p>The PeopleForBikes (PFB) Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S.</p> <p>PFB generally holds 1-2 open grant cycles every year, and the Community Grant Program application has two parts:</p> <ol style="list-style-type: none"> 1. Letter of Interest: Applicants submit an online letter of interest through PFB's website. LOIs must include applicant information, contact person, and project overview. 2. Full Application: PFB will request a full project application from a short list of qualified applicants. Invited organizations will receive access to the online application. 	<ul style="list-style-type: none"> • Includes bike paths, lanes, bridges, rail trails, as well as mountain bike trails/facilities, bike parks, pump tracks, and BMX facilities • End-of-trip facilities such as bike racks, bike parking, and bike storage • Large-scale bicycle advocacy initiatives; e.g., Ciclovías or Open Streets Days • Initiatives designed to increase ridership or the investment in bicycle infrastructure 	PeopleForBikes accepts requests for funding of up to \$10,000, and does not require a specific percentage match. However, leverage and funding partnerships are considered very carefully. Grant requests in which the funding would amount to 50% or more of the project budget will not be considered.	In general, obligated through competitive grant program.

MAP-21 and Other Funding Opportunities

Source	Program	Description	Eligible Project Types	Requirements	Administration
Non-profit	The North Face® Explore Fund™	To inspire and enable the next generation of explorers by funding non-profit organizations that are working to re-connect children with nature.	<ul style="list-style-type: none"> 501(c)(3) organizations; agencies seeking this designation or that have a comparable fiscal sponsor. 	Grants support organizations that encourage youth outdoor participation, focusing primarily on: 1) Connecting children to nature; 2) Increasing front and backcountry recreational access; and 3) Providing experiential education for personal and environmental health.	In general, obligated through competitive grant program.
Non-profit	Surdna Foundation - Sustainable Environments Transportation Networks and Equitable Development Patterns	Sustainable Environments grants: 1) Seek to overhaul America’s low performing infrastructure with a new approach that will foster healthier, sustainable & just communities; 2) Strengthen and expand the use of transportation project performance standards that improve transportation options, increase access and mobility, reduce vehicle miles traveled and greenhouse gas emissions, and advance climate resilient strategies; 3) Strengthen procurement and other policies so that the public funds spent on transportation help create quality jobs and deliver the broadest possible public benefits to nearby communities; 4) Support innovative revenue models to build out sustainable transportation networks and ensure public benefits; and 5-Promote regional transportation and land use practices that integrate light rail, transit, and urban-suburban connections.	<ul style="list-style-type: none"> 501(c)(3) nonprofit organizations; government agencies are not eligible for funding. In certain cases, government agencies may apply through a fiscal sponsor. The fiscal sponsor must be a 501(c)(3). No funding to individuals, capital campaigns or building construction. 	A Letter of Inquiry must initiate the grant application process through the foundation’s online application form.	In general, obligated through competitive grant program.

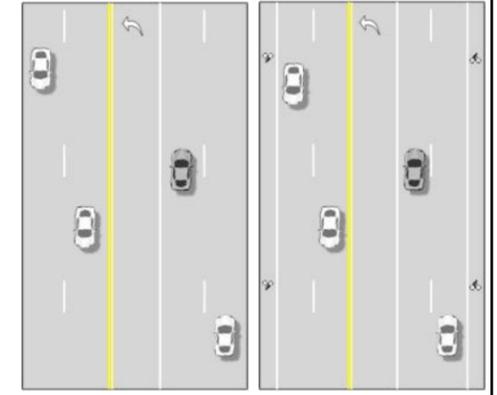
Road Diet Configuration Examples for Broadway Street

As roadway conditions change (parking, width, etc.) the exact configurations will change as well. These are four “snapshot” examples and not an entire plan for the corridor.

Broadway from Atkinson to 20th

Current Configuration: This section has a typical cross-section of 65' with four lanes and a center turn lane.

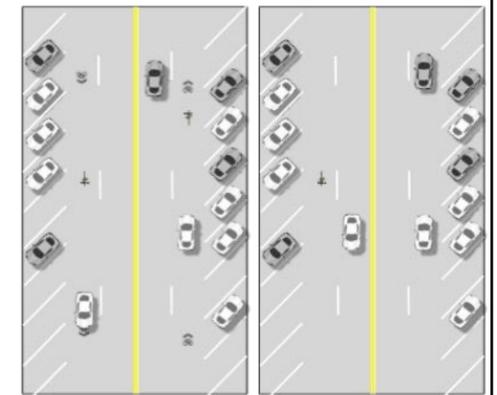
Proposed new configuration: Add a 5' bicycle lane on each side and slightly narrow remaining four traffic lanes from 12-13' to 11'.



Broadway from 4th to 3rd

Current Configuration: Typical road width of 75' with diagonal parking.

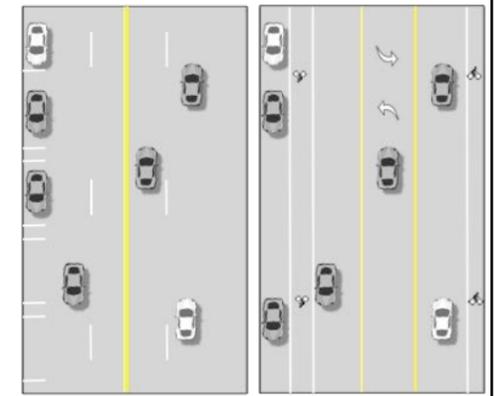
Proposed new configuration: Bicycle lanes should not be installed next to diagonal parking, so the proposed new configuration includes sharrows to accommodate bicyclists during this short stretch of Broadway. Alternatively, the City of Pittsburg could install back-in diagonal parking, which has been proven to reduce crashes and would accommodate bicycle lanes.



Broadway from 1st to East Rose

Current Configuration: This section has a typical width of 62' with parking marked on the east side and does not include a turn lane.

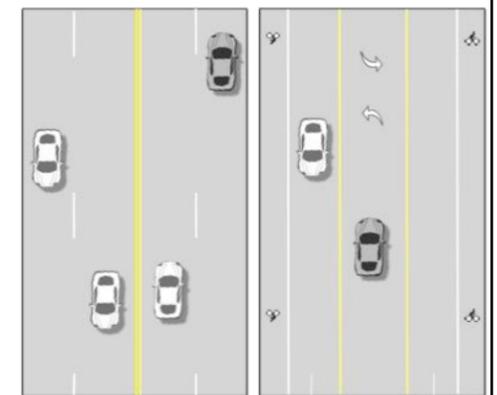
Proposed new configuration: Replace horizontal parking lines with an 8' vertical parking lane. Parking lanes help drivers position their automobiles closer to the curb. Create a 6' bicycle lane on the east side and a 5' bicycle lane on the west side. Bicycle lanes must be a minimum of 6' wide when positioned next to a parking lane. Reduce regular traffic lanes to two and add a two-way center turn lane.



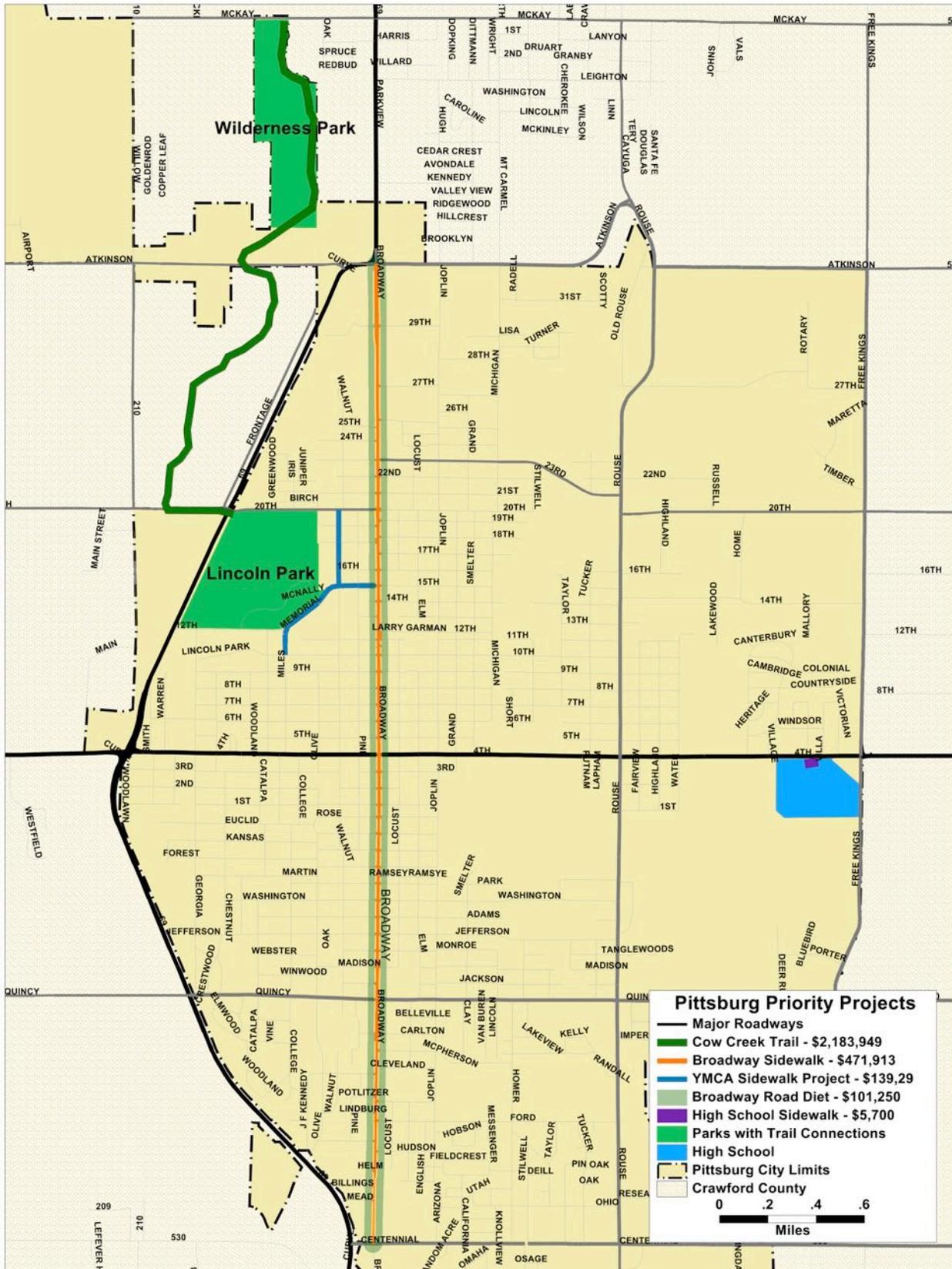
Broadway from Centennial to Kansas

Current Configuration: This section has a typical road width of 49' and does not include a center turn lane.

Proposed new configuration: Reduce the number of regular traffic lanes to two, add a 6' bicycle lane on each side and a 13' two-way center-turn lane.



City of Pittsburg, Kansas Priority Projects



VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
C-CHECK	VOID CHECK	V	9/04/2015			175851		
C-CHECK	VOID CHECK	V	9/04/2015			175852		
C-CHECK	VOID CHECK	V	9/04/2015			175864		
C-CHECK	VOID CHECK	V	9/11/2015			175871		
C-CHECK	VOID CHECK	V	9/11/2015			175880		
C-CHECK	VOID CHECK	V	9/11/2015			175881		
C-CHECK	VOID CHECK	V	9/11/2015			175885		
C-CHECK	VOID CHECK	V	9/11/2015			175886		
C-CHECK	VOID CHECK	V	9/11/2015			175887		

* * T O T A L S * *	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
REGULAR CHECKS:	0	0.00	0.00	0.00
HAND CHECKS:	0	0.00	0.00	0.00
DRAFTS:	0	0.00	0.00	0.00
EFT:	0	0.00	0.00	0.00
NON CHECKS:	0	0.00	0.00	0.00
VOID CHECKS:	9	VOID DEBITS 0.00		
		VOID CREDITS 0.00	0.00	0.00

TOTAL ERRORS: 0

VENDOR SET: 99 BANK: *	TOTALS:	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
		9	0.00	0.00	0.00
BANK: *	TOTALS:	9	0.00	0.00	0.00

VENDOR SET: 99 City of Pittsburg, KS
 BANK: 80144 BMO HARRIS BANK
 DATE RANGE: 9/02/2015 THRU 9/15/2015

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
0321	KP&F	D	9/11/2015			000000		46,280.33
3516	CITY OF PITTSBURG	R	9/03/2015			175849		200.00
0523	AT&T	R	9/04/2015			175850		4,108.93
7399	CH2M HILL ENGINEERS, INC.	R	9/04/2015			175853		13,083.75
3516	CITY OF PITTSBURG	R	9/04/2015			175854		7,560.00
4263	COX COMMUNICATIONS KANSAS LLC	R	9/04/2015			175855		159.23
0375	WICHITA WATER CONDITIONING, IN	R	9/04/2015			175856		45.60
1	DIANA CONVIRS	R	9/04/2015			175857		10,702.97
7151	TOTALFUNDS BY HASLER	R	9/04/2015			175858		503.00
2877	KDHE - BUREAU OF WATER	R	9/04/2015			175859		60.00
1	LABETTE BANK	R	9/04/2015			175860		17,500.00
0188	SECRETARY OF STATE	R	9/04/2015			175861		25.00
7241	MIGUEL R. SMITH	R	9/04/2015			175862		57.07
5589	VERIZON WIRELESS SERVICES, LLC	R	9/04/2015			175863		770.45
7309	MICHAEL F. WALKER	R	9/04/2015			175865		76.09
2350	WASTE CORPORATION OF MISSOURI	R	9/04/2015			175866		230.42
1108	WESTAR ENERGY	R	9/04/2015			175867		31.47
6832	WICHITA STATE UNIVERSITY	R	9/04/2015			175868		375.00
5759	COMMUNITY HEALTH CENTER OF SEK	R	9/11/2015			175869		2,500.00
4263	COX COMMUNICATIONS KANSAS LLC	R	9/11/2015			175870		1,926.52
7151	TOTALFUNDS BY HASLER	R	9/11/2015			175872		1,000.00
5794	MARLON JACKSON	R	9/11/2015			175873		30.00

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DATE RANGE: 9/02/2015 THRU 9/15/2015

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
7214	KANSAS BIG BROTHERS BIG SISTER	R	9/11/2015			175874		4,335.00
0175	REGISTER OF DEEDS	R	9/11/2015			175875		22.00
7241	MIGUEL R. SMITH	R	9/11/2015			175876		43.48
1	SPAULDING, JUDY	R	9/11/2015			175877		13.80
0349	UNITED WAY OF CRAWFORD COUNTY	R	9/11/2015			175878		105.89
5589	VERIZON WIRELESS SERVICES, LLC	R	9/11/2015			175879		7,731.65
2350	WASTE CORPORATION OF MISSOURI	R	9/11/2015			175882		45.00
1	WEBER UNDERGROUND INC	R	9/11/2015			175883		909.30
1108	WESTAR ENERGY	R	9/11/2015			175884		108,646.32
5371	PITTSBURG FAMILY YMCA	R	9/11/2015			175888		92.06
7131	PITTSBURG FARMERS MARKET, INC	R	9/14/2015			175889		1,200.00
2876	A-PLUS CLEANERS & LAUNDRY	R	9/15/2015			175890		535.00
0748	CONRAD FIRE EQUIPMENT INC	R	9/15/2015			175891		338.42
0095	CRAWFORD COUNTY TREASURER	R	9/15/2015			175892		68.20
7358	DELTA COOLING TOWERS, INC	R	9/15/2015			175893		20,359.00
6088	EMERGENCY RESPONSE SOLUTIONS,	R	9/15/2015			175894		762.81
0118	FED EX	R	9/15/2015			175895		61.22
6358	FIRE X INC	R	9/15/2015			175896		138.50
6656	KNIPP EQUIPMENT INC	R	9/15/2015			175897		643.00
7190	LEXISNEXIS RISK DATA MANAGEMEN	R	9/15/2015			175898		370.80
1571	LOY, SAGEHORN, & HARDING, LLC	R	9/15/2015			175899		105.40
3835	MSSU CRIMINAL JUSTICE	R	9/15/2015			175900		600.00

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
7392	MUNICIPALH20, LLC	R	9/15/2015			175901		350.00
1	PAUSTIAN, CONNER	R	9/15/2015			175902		245.00
6894	R.M.I. GOLF CARTS	R	9/15/2015			175903		18.15
6273	SALISBURY SUPPLY CO INC	R	9/15/2015			175904		1,300.00
4841	THE BOLTON LAW FIRM, LLC	R	9/15/2015			175905		99.20
7377	US AWARDS INC	R	9/15/2015			175906		125.00
7053	U.S. PEROXIDE, LLC	R	9/15/2015			175907		950.00
1	WALKER, CRISTAL DIANE	R	9/15/2015			175908		25.00
0046	ETTINGERS OFFICE SUPPLY	E	9/09/2015			999999		1,254.37
0055	JOHN'S SPORT CENTER, INC.	E	9/09/2015			999999		350.00
0073	K P & P INC	E	9/09/2015			999999		75.00
0077	THE LITTLE SHOP OF FLOWERS	E	9/09/2015			999999		70.00
0087	FORMS ONE, LLC	E	9/09/2015			999999		145.10
0094	BMO HARRIS BANK	D	9/15/2015			999999		140.00
0101	BUG-A-WAY INC	E	9/09/2015			999999		20.00
0105	PITTSBURG AUTOMOTIVE INC	E	9/09/2015			999999		1,700.22
0112	MARRONES INC	E	9/09/2015			999999		69.40
0117	THE MORNING SUN	E	9/09/2015			999999		31.42
0128	VIA CHRISTI HOSPITAL	E	9/09/2015			999999		75.00
0142	HECKERT CONSTRUCTION CO INC	E	9/09/2015			999999		40,580.48
0154	BLUE CROSS & BLUE SHIELD	D	9/04/2015			999999		13.90
0181	INGRAM	E	9/09/2015			999999		31.83

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DATE RANGE: 9/02/2015 THRU 9/15/2015

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
0183	PRO-PRINT INC	E	9/09/2015			999999		120.00
0194	KANSAS STATE TREASURER	D	9/14/2015			999999		1,201,866.67
0194	KANSAS STATE TREASURER	E	9/10/2015			999999		8,246.25
0199	KIRKLAND WELDING SUPPLIES	E	9/09/2015			999999		3.00
0201	SPICER-ADAMS WELDING, INC.	E	9/09/2015			999999		96.90
0224	KDOR	D	9/04/2015			999999		1,730.36
0224	KDOR	D	9/09/2015			999999		6,506.70
0272	BO'S 1 STOP INC	E	9/09/2015			999999		215.10
0276	JOE SMITH COMPANY, INC.	E	9/09/2015			999999		275.60
0289	TITLEIST	E	9/09/2015			999999		45.00
0292	UNIFIRST CORPORATION	E	9/09/2015			999999		64.55
0294	COPY PRODUCTS, INC.	E	9/09/2015			999999		588.00
0300	PITTSBURG FORD-MERCURY, INC.	E	9/09/2015			999999		1,652.15
0306	CASTAGNO OIL CO INC	E	9/09/2015			999999		29.95
0329	O'MALLEY IMPLEMENT CO INC	E	9/09/2015			999999		193.06
0337	CROSS-MIDWEST TIRE	E	9/09/2015			999999		879.00
0410	P & W GOLF SUPPLY, LLC	E	9/09/2015			999999		123.37
0420	CONTINENTAL RESEARCH CORP	E	9/09/2015			999999		218.98
0422	HIGHSMITH, LLC	E	9/09/2015			999999		70.29
0534	TYLER TECHNOLOGIES INC	E	9/09/2015			999999		390.00
0627	BOETTCHER SUPPLY INC	E	9/09/2015			999999		252.94
0636	SAM BROWN & SON SHEET METAL	E	9/09/2015			999999		395.00

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VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
0728	ICMA	D	9/11/2015			999999		928.93
0746	CDL ELECTRIC COMPANY INC	E	9/09/2015			999999		128.00
0823	TOUCHTON ELECTRIC INC	E	9/09/2015			999999		84.00
0844	HY-FLO EQUIPMENT CO	E	9/09/2015			999999		564.74
0870	PENNINGTON SEED INC	E	9/09/2015			999999		760.00
1050	KPERS	D	9/11/2015			999999		38,130.24
1097	BARCO MUNICIPAL PRODUCTS INC	E	9/09/2015			999999		3,500.00
1478	KANSASLAND TIRE OF PITTSBURG	E	9/09/2015			999999		1,215.75
1490	ESTHERMAE TALENT	E	9/09/2015			999999		75.00
1619	MIDWEST TAPE, LLC	E	9/09/2015			999999		41.98
1792	B&L WATERWORKS SUPPLY, LLC	E	9/09/2015			999999		236.60
2025	SOUTHERN UNIFORM & EQUIPMENT L	E	9/09/2015			999999		553.61
2137	VAN WALL GROUP	E	9/09/2015			999999		78.78
2186	PRODUCERS COOPERATIVE ASSOCIAT	E	9/09/2015			999999		2,468.84
2767	BRENNTAG SOUTHWEST, INC	E	9/09/2015			999999		1,680.00
2825	KANSAS DEPT OF ADMINISTRATION	E	9/09/2015			999999		637.60
2960	PACE ANALYTICAL SERVICES INC	E	9/09/2015			999999		1,922.00
3142	COMMUNITY MENTAL HEALTH CENTER	E	9/09/2015			999999		150.00
3248	AIRGAS USA LLC	E	9/09/2015			999999		3,268.99
3570	AMERICAN EXPRESS, INC	D	9/04/2015			999999		170.40
3571	LARRY'S DIESEL REPAIR LLC	E	9/09/2015			999999		757.07
3802	BRENNTAG MID-SOUTH INC	E	9/09/2015			999999		3,450.00

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VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
4072	MERCHANT E-SOLUTIONS	D	9/03/2015			999999		487.46
4307	HENRY KRAFT, INC.	E	9/09/2015			999999		368.73
4390	SPRINGFIELD JANITOR SUPPLY, IN	E	9/09/2015			999999		215.71
4501	MICHAEL BICKNEL	E	9/09/2015			999999		11.00
4520	ETS CORPORATION	D	9/02/2015			999999		7,978.24
4621	JCI	E	9/09/2015			999999		18,112.00
4766	ACCURATE ENVIRONMENTAL	E	9/09/2015			999999		505.47
4970	ERIC VANCE	E	9/09/2015			999999		1,119.00
5049	CRH COFFEE INC	E	9/09/2015			999999		44.40
5185	FERGUSON ENTERPRISES INC	E	9/09/2015			999999		3,829.62
5275	US LIME COMPANY-ST CLAIR	E	9/09/2015			999999		8,540.37
5552	NATIONAL SIGN CO INC	E	9/09/2015			999999		127.85
5677	BANK OF AMERICA, INC	D	9/03/2015			999999		353.91
5855	SHRED-IT USA INC	E	9/09/2015			999999		208.94
5889	MIKE'S REPAIR & FABRICATION LL	E	9/09/2015			999999		260.00
5904	TASC	D	9/11/2015			999999		6,989.90
6191	MARADETH FREDERICK	E	9/09/2015			999999		420.00
6203	SOUTHWEST PAPER CO INC	E	9/09/2015			999999		364.08
6415	GREAT WEST TANDEM KPERS 457	D	9/11/2015			999999		3,583.00
6952	ADP INC	D	9/04/2015			999999		742.48
7118	SP DESIGN & MFG, INC	E	9/09/2015			999999		573.22
7163	GRANT K. DAHMER	E	9/09/2015			999999		135.00

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VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
7240	JAY HATFIELD CERTIFIED USED CA	E	9/09/2015			999999		855.77
7283	CORESOURCE, INC	D	9/03/2015			999999		5,322.65
7283	CORESOURCE, INC	D	9/10/2015			999999		7,577.19
7290	DELTA DENTAL OF KANSAS INC	D	9/04/2015			999999		2,642.40
7290	DELTA DENTAL OF KANSAS INC	D	9/11/2015			999999		2,492.55
7394	CIC POWERBOX, LLC	E	9/09/2015			999999		3,628.00

* * T O T A L S * *	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
REGULAR CHECKS:	51	211,184.70	0.00	211,184.70
HAND CHECKS:	0	0.00	0.00	0.00
DRAFTS:	19	1,333,937.31	0.00	1,333,937.31
EFT:	68	119,157.76	3.68CR	119,154.08
NON CHECKS:	0	0.00	0.00	0.00
VOID CHECKS:	0	VOID DEBITS 0.00		
		VOID CREDITS 0.00	0.00	

TOTAL ERRORS: 0

VENDOR SET: 99 BANK: 80144	TOTALS:	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
		138	1,664,279.77	3.68CR	1,664,276.09
BANK: 80144	TOTALS:	138	1,664,279.77	3.68CR	1,664,276.09

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VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
0289	TITLEIST	E	9/08/2015			999999		137.00
0577	KANSAS GAS SERVICE	E	9/14/2015			999999		2,402.50
0753	CRAWFORD COUNTY MENTAL HEALTH	E	9/14/2015			999999		12,500.00
0806	JOHN L CUSSIMANIO	E	9/08/2015			999999		260.00
0806	JOHN L CUSSIMANIO	E	9/14/2015			999999		260.00
0866	AVFUEL CORPORATION	E	9/08/2015			999999		13,944.38
1792	B&L WATERWORKS SUPPLY, LLC	E	9/14/2015			999999		1,179.26
2186	PRODUCERS COOPERATIVE ASSOCIAT	E	9/08/2015			999999		237.06
2433	THE MORNING SUN	E	9/14/2015			999999		298.00
2921	DP2 BILLING SOLUTIONS, LLC	E	9/14/2015			999999		5,003.97
3248	AIRGAS USA LLC	E	9/14/2015			999999		140.85
4500	ANDREW HUYETT	E	9/14/2015			999999		712.50
4564	TERRY L SIMPSON	E	9/08/2015			999999		100.00
4572	KANSAS RURAL WATER ASSOCIATION	E	9/14/2015			999999		180.00
4618	TRESA MILLER	E	9/08/2015			999999		1,153.00
4711	PENGUIN RANDOM HOUSE, LLC	E	9/08/2015			999999		91.50
5195	FERN AND ANGERMAYER LLC	E	9/08/2015			999999		600.00
5482	JUSTIN HART	E	9/08/2015			999999		60.00
6175	HENRY C MENGHINI	E	9/08/2015			999999		1,727.90
6192	KATHLEEN CERNE	E	9/08/2015			999999		600.00
6508	JOHN H BAILEY	E	9/14/2015			999999		146.50
6630	PATRICK WALKER	E	9/14/2015			999999		120.00

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BANK: EFT MANUAL EFTS
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VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
6846	GREENWAY ELECTRIC, INC.	E	9/08/2015			999999		31,011.18
7028	MATTHEW L. FRYE	E	9/08/2015			999999		400.00
7038	SIGNET COFFEE ROASTERS	E	9/14/2015			999999		41.25
7102	LACIE COTTRELL	E	9/08/2015			999999		16.02
7283	CORESOURCE, INC	E	9/08/2015			999999		35,182.36
7400	BECKY GRAY	E	9/08/2015			999999		205.09

* * T O T A L S * *	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
REGULAR CHECKS:	0	0.00	0.00	0.00
HAND CHECKS:	0	0.00	0.00	0.00
DRAFTS:	0	0.00	0.00	0.00
EFT:	28	108,710.32	0.00	108,710.32
NON CHECKS:	0	0.00	0.00	0.00
VOID CHECKS:	0	VOID DEBITS 0.00		
		VOID CREDITS 0.00	0.00	0.00

TOTAL ERRORS: 0

VENDOR SET: 99 BANK: EFT TOTALS:	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
	28	108,710.32	0.00	108,710.32
BANK: EFT TOTALS:	28	108,710.32	0.00	108,710.32

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VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
0234	KENNETH A THORNTON	E	9/02/2015			999999		285.00
0372	CONNER REALTY	E	9/02/2015			999999		67.00
0855	CHARLES HOSMAN	E	9/02/2015			999999		22.00
1008	BENJAMIN M BEASLEY	E	9/02/2015			999999		700.00
1231	JOHN LOVELL	E	9/02/2015			999999		472.00
1609	PHILLIP H O'MALLEY	E	9/02/2015			999999		3,721.00
1638	VERNON W PEARSON	E	9/02/2015			999999		894.00
1688	DORA WARE	E	9/02/2015			999999		508.00
1982	KENNETH STOTTS	E	9/02/2015			999999		1,234.00
1985	RICK A MOORE	E	9/02/2015			999999		470.00
2304	DENNIS HELMS	E	9/02/2015			999999		208.00
2542	CHARLES YOST	E	9/02/2015			999999		981.00
2624	JAMES ZIMMERMAN	E	9/02/2015			999999		1,484.00
2850	VENITA STOTTS	E	9/02/2015			999999		180.00
2913	KENNETH N STOTTS JR	E	9/02/2015			999999		414.00
3067	STEVE BITNER	E	9/02/2015			999999		6,790.00
3082	JOHN R JONES	E	9/02/2015			999999		360.00
3114	PATRICIA BURLESON	E	9/02/2015			999999		267.00
3142	COMMUNITY MENTAL HEALTH CENTER	E	9/02/2015			999999		1,095.00
3183	AUGUST RUA FAMILY TRUST	E	9/02/2015			999999		968.00
3193	WILLIAM CROZIER	E	9/02/2015			999999		1,156.00
3218	CHERYL L BROOKS	E	9/02/2015			999999		481.00

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VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
3241	CHARLES P SIMPSON	E	9/02/2015			999999		546.00
3272	DUNCAN HOUSING LLC	E	9/02/2015			999999		5,981.00
3273	RICHARD F THENIKL	E	9/02/2015			999999		1,441.00
3294	JOHN R SMITH	E	9/02/2015			999999		716.00
3315	ELLEN E FORNELLI	E	9/02/2015			999999		202.00
3593	REMINGTON SQUARE	E	9/02/2015			999999		9,639.00
3668	MID AMERICA PROPERTIES OF PITT	E	9/02/2015			999999		3,957.00
3708	GILMORE BROTHERS RENTALS	E	9/02/2015			999999		267.00
3724	YVONNE L. ZORNES	E	9/02/2015			999999		663.00
3746	JAROLD BONBRAKE	E	9/02/2015			999999		1,071.00
3946	THOMAS E. OR JUDY SPURGEON	E	9/02/2015			999999		548.00
4054	MICHAEL A SMITH	E	9/02/2015			999999		1,527.00
4218	MEADOWLARK TOWNHOUSES	E	9/02/2015			999999		1,591.00
4308	KENNETH BATEMAN	E	9/02/2015			999999		523.00
4492	PITTSBURG SENIORS	E	9/02/2015			999999		3,816.00
4523	TODD A TROWBRIDGE	E	9/02/2015			999999		565.00
4564	TERRY L SIMPSON	E	9/02/2015			999999		154.00
4786	JENNIFER STANLEY	E	9/02/2015			999999		508.00
4928	PITTSBURG STATE UNIVERSITY	E	9/02/2015			999999		1,356.00
5039	VANETA MATHIS	E	9/02/2015			999999		275.00
5393	CARLOS ANGELES	E	9/02/2015			999999		1,079.00
5549	DELBERT BAIR	E	9/02/2015			999999		261.00

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VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
5583	ROBERT L NANKIVELL SR	E	9/02/2015			999999		181.00
5653	PEGGY HUNT	E	9/02/2015			999999		92.00
5658	DEANNA J HIGGINS	E	9/02/2015			999999		159.00
5676	BARBARA TODD	E	9/02/2015			999999		31.00
5817	JAMA ENTERPRISES LLP	E	9/02/2015			999999		236.00
5822	JOE FENSKE	E	9/02/2015			999999		263.00
5834	DENNIS TROUT	E	9/02/2015			999999		341.00
5854	ANTHONY A SNYDER	E	9/02/2015			999999		147.00
5885	CHARLES T GRAVER	E	9/02/2015			999999		500.00
5896	HORIZON INVESTMENTS GROUP INC	E	9/02/2015			999999		343.00
5906	JOHN HINRICHS	E	9/02/2015			999999		183.00
5939	EDNA RUTH TRENT IRREVOCABLE TR	E	9/02/2015			999999		215.00
5957	PASTEUR PROPERTIES LLC	E	9/02/2015			999999		2,616.00
5961	LARRY VANBECELAERE	E	9/02/2015			999999		385.00
6002	SALLY THRELFALL	E	9/02/2015			999999		361.00
6073	REBECCA FOSTER	E	9/02/2015			999999		448.00
6108	TILDEN BURNS, LLC	E	9/02/2015			999999		474.00
6130	T & K RENTALS LLC	E	9/02/2015			999999		1,213.00
6150	JAMES L COX	E	9/02/2015			999999		432.00
6161	MICHAEL J STOTTS	E	9/02/2015			999999		150.00
6172	ANDREW A WACHTER	E	9/02/2015			999999		208.00
6186	TROY ROSENSTIEL	E	9/02/2015			999999		380.00

VENDOR SET: 99 City of Pittsburg, KS
 BANK: HAP BMO HARRIS BANK-HAP
 DATE RANGE: 9/02/2015 THRU 9/15/2015

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
6227	REGGIE & ANGELA BOLLINGER	E	9/02/2015			999999		491.00
6295	DAVID L PETERSON	E	9/02/2015			999999		570.00
6298	KEVAN L SCHUPBACH	E	9/02/2015			999999		7,469.00
6314	PARKVIEW HOUSING INC	E	9/02/2015			999999		313.00
6317	RONALD L EMERSON	E	9/02/2015			999999		151.00
6322	R JAMES BISHOP	E	9/02/2015			999999		399.00
6391	DOWNTOWN PITTSBURG HOUSING PAR	E	9/02/2015			999999		5,508.00
6394	KEVIN HALL	E	9/02/2015			999999		2,430.00
6413	MIKE ADAM	E	9/02/2015			999999		650.00
6441	HEATHER D MASON	E	9/02/2015			999999		674.00
6464	PRO X PROPERTY SOLUTIONS, LLC	E	9/02/2015			999999		1,837.00
6507	MARTHA E MOORE	E	9/02/2015			999999		489.00
6655	B&H DEVELOPERS, INC	E	9/02/2015			999999		4,563.00
6657	OZARKS AREA COMMUNITY ACTION C	E	9/02/2015			999999		1,171.52
6673	JUDITH A COLLINS	E	9/02/2015			999999		424.00
6753	REBECCA SPONSEL	E	9/02/2015			999999		750.00
6763	JEFFREY M WARY	E	9/02/2015			999999		412.00
6868	DAVID SIMPSON (308)	E	9/02/2015			999999		223.00
6886	DELBERT BAIR	E	9/02/2015			999999		560.00
6916	STILWELL HERITAGE & EDUCATIONA	E	9/02/2015			999999		7,473.00
6945	JAMES M KUKOVICH	E	9/02/2015			999999		544.00
6953	CARL ULEPICH	E	9/02/2015			999999		600.00

VENDOR SET: 99 City of Pittsburg, KS
 BANK: HAP BMO HARRIS BANK-HAP
 DATE RANGE: 9/02/2015 THRU 9/15/2015

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
6966	CHARLOTTE BURGESS	E	9/02/2015			999999		485.00
7024	KIMBERLY GRISSOM	E	9/02/2015			999999		947.00
7027	CALVIN THOMAS	E	9/02/2015			999999		718.00
7083	PITTSBURG HEIGHTS, LP	E	9/02/2015			999999		4,937.00
7112	RANDY VILELA PROPERTIES	E	9/02/2015			999999		242.00
7150	JOE W JONES	E	9/02/2015			999999		556.00
7215	KEVIN L. MICHAEL	E	9/02/2015			999999		320.00
7222	MICHAEL WILBER	E	9/02/2015			999999		362.00
7232	JAMES TODD OR LISA LOVELL	E	9/02/2015			999999		177.00
7252	ALAMO AREA COUNCIL OF GOVERNME	E	9/02/2015			999999		201.26
7293	DAVID E OR DIANA L GARARD	E	9/02/2015			999999		491.00
7294	AMMP PROPERTIES, LLC	E	9/02/2015			999999		683.00
7312	JASON & TONYA HARRIS	E	9/02/2015			999999		243.00
7319	JAMES & LASHAWNDRA LAWSON	E	9/02/2015			999999		675.00
7344	TERRY O BARTLOW	E	9/02/2015			999999		232.00
7385	EAST 600 PROPERTIES, LLC	E	9/02/2015			999999		640.00
7393	TERESA MCCLURE	E	9/02/2015			999999		2,129.00

* * T O T A L S * *	NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT
REGULAR CHECKS:	0	0.00	0.00	0.00
HAND CHECKS:	0	0.00	0.00	0.00
DRAFTS:	0	0.00	0.00	0.00
EFT:	105	120,540.78	0.00	120,540.78
NON CHECKS:	0	0.00	0.00	0.00
VOID CHECKS:	0	VOID DEBITS 0.00		
		VOID CREDITS 0.00	0.00	0.00

TOTAL ERRORS: 0

VENDOR SET: 99 City of Pittsburg, KS
BANK: HAP BMO HARRIS BANK-HAP
DATE RANGE: 9/02/2015 THRU 9/15/2015

VENDOR I.D.	NAME	STATUS	CHECK DATE	INVOICE AMOUNT	DISCOUNT	CHECK NO	CHECK STATUS	CHECK AMOUNT
			NO	INVOICE AMOUNT	DISCOUNTS	CHECK AMOUNT		
VENDOR SET: 99	BANK: HAP	TOTALS:	105	120,540.78	0.00	120,540.78		
BANK: HAP	TOTALS:	105		120,540.78	0.00	120,540.78		
REPORT TOTALS:		280		1,893,530.87	3.68CR	1,893,527.19		

Passed and approved this 22nd day of September, 2015.

Chuck Munsell, Mayor

ATTEST:

Tammy Nagel, City Clerk

RESOLUTION NO. 1176

A RESOLUTION OF THE GOVERNING BODY OF THE CITY OF PITTSBURG, KANSAS DETERMINING THE ADVISABILITY OF AMENDING THE TRUST INDENTURE AND LEASE ENTERED INTO IN CONNECTION WITH THE ISSUANCE OF THE CITY'S TAXABLE INDUSTRIAL REVENUE BONDS, SERIES 2008 (HOLIDAY INN EXPRESS PROJECT) AND ISSUING ADDITIONAL BONDS TO FINANCE THE ACQUISITION OF THE LEASEHOLD INTEREST IN THE BOND FINANCED PROJECT BY PITTSBURG HOSPITALITY, LLC

WHEREAS, the City of Pittsburg, Kansas (the "Issuer") desires to promote, stimulate and develop the general economic welfare and prosperity of the City of Pittsburg, and thereby to further promote, stimulate and develop the general economic welfare and prosperity of the State of Kansas; and

WHEREAS, pursuant to the provisions of the Kansas Economic Development Revenue Bond Act, as amended and codified in K.S.A. 12-1740 *et seq.* (the "Act"), the Issuer is authorized to issue revenue bonds for such purposes, and has heretofore issued its Taxable Industrial Revenue Bonds, Series 2008 (Holiday Inn Express Project) (the "Outstanding Bonds") currently outstanding in the principal amount of \$3,419,778.89, the proceeds of which were used to provide funds to pay the costs of the acquisition, construction and equipping of a Holiday Inn Express hotel (the "Project") located in the City of Pittsburg; and

WHEREAS, the Project is currently leased by the Issuer to HI1 Pittsburg, LLC, a Kansas limited liability company (the "Original Tenant") pursuant to a Lease dated as of May 15, 2008 (the "Lease"); and

WHEREAS, 100% of the Outstanding Bonds are owned by Arvest Bank (the "Owner"); and

WHEREAS, the Original Tenant has entered into an agreement to sell its leasehold interest in the Project to Pittsburg Hospitality, LLC, a Kansas limited liability company (the "Successor Tenant"), subject to the consent of the Issuer; and

WHEREAS, in connection with the sale of the leasehold interest, the Successor Tenant has requested that the Issuer amend the terms of the Outstanding Bonds to modify the interest rate and extend the maturity date; and

WHEREAS, in connection with the sale of the leasehold interest, the Successor Tenant has further requested that the Issuer issue additional bonds pursuant to the Act in the aggregate principal amount of \$660,221.11 to finance a portion of the costs of its acquisition of the leasehold interest in the Project (the "Additional Bonds"); and

WHEREAS, the Owner has consented to the assignment of the Lease and the amendment of the terms of the Outstanding Bonds; and

WHEREAS, the Owner has agreed to purchase the Additional Bonds.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF PITTSBURG, KANSAS:

Section 1. **Public Purpose.** The governing body of the Issuer hereby finds and determines that amending the terms of the Outstanding Bonds and issuing the Additional Bonds will promote, stimulate and develop the general economic welfare and prosperity of the Issuer, and thereby further promote, stimulate and develop the general economic welfare and prosperity of the State of Kansas.

Section 2. **Authorization of Amendments.** The Issuer is hereby consents to the assignment of the Lease to the Successor Tenant and is authorized to proceed with the necessary amendments to the Lease and Trust Indenture dated as of May 15, 2008 (the "Indenture") to accomplish the assignment of the Lease and the modifications of the terms of the Outstanding Bonds, subject to the satisfaction of the conditions set forth herein.

Section 3. **Authorization to Issue Bonds.** The Issuer is hereby authorized to proceed with the issuance of the Additional Bonds to pay a portion of the Successor Tenant's costs to acquire the leasehold interest in the Project, subject to satisfaction of the conditions set forth herein.

Section 4. **Conditions to Assignment and Issuance of Bonds.** The assignment of the Lease, modification of the terms of the Outstanding Bonds, and issuance of the Additional Bonds is subject to: (a) the passage of an ordinance authorizing the issuance of the Additional Bonds; (b) the successful negotiation of amendments to the Lease, Indenture and other legal documents necessary to accomplish the purposes of this Resolution, the terms of which shall be in compliance with the Act and mutually satisfactory to the Issuer, the Owner and the Successor Tenant; (c) the obtaining of all necessary governmental approvals to the issuance of the Additional Bonds; and (d) the commitment to and payment by the Successor Tenant of all expenses relating to the assignment of the Lease and the issuance of the Additional Bonds, including, but not limited to: (i) expenses of the Issuer and the Issuer Attorney; (ii) any underwriting or placement fees and expenses; (iii) all legal fees and expenses of Bond Counsel; and (iv) all recording and filing fees, including fees of the Kansas Board of Tax Appeals.

Section 5. **Property Tax Exemption and Payment in Lieu of Taxes.** The Issuer has heretofore determined that, pursuant to the provisions of K.S.A. 79-201a, the Project, to the extent purchased or constructed with the proceeds of the Outstanding Bonds, should be exempt from payment of ad valorem property taxes for eight years commencing with the year following the year in which the Original Bonds were issued. The Issuer hereby affirms such determination, subject to the assumption by the Successor Tenant of the Original Tenant's obligations under the Agreement for Payment in Lieu of Taxes dated as of March 11, 2008.

Section 6. **Notices.** The Clerk is hereby authorized and directed to publish an appropriate notice of intent to issue the Additional Bonds and to enter into a Lease with the Successor Tenant pursuant to the provisions of the Act.

Section 7. **Limited Liability of Issuer.** The Outstanding Bonds and the Additional Bonds (collectively, the "Bonds") and all interest thereon shall be paid solely from the revenues to be received by the Issuer from the Project and not from any other fund or source. The Issuer shall not be obligated on such Bonds in any way, except as herein set out. In the event that the Additional Bonds are not issued, the Issuer shall have no liability to the Successor Tenant.

Section 8. **Further Action.** The Clerk is hereby authorized to deliver an executed copy of this Resolution to the Successor Tenant. The Mayor, Clerk and other officials and employees of the Issuer,

including the Issuer's counsel and Bond Counsel, are hereby further authorized and directed to take such other actions as may be appropriate or desirable to accomplish the purposes of this Resolution, including, but not limited to execution on behalf of the Issuer of the information statement regarding the proposed issuance of the Additional Bonds to be filed with the State Board of Tax Appeals pursuant to the Act.

Section 9. **Effective Date.** This resolution shall become effective upon adoption by the Governing Body.

[BALANCE OF THIS PAGE INTENTIONALLY LEFT BLANK]

ADOPTED by the governing body of the City of Pittsburg, Kansas on September 22, 2015.

[SEAL]

Mayor

Attest:

Clerk

CERTIFICATE

I hereby certify that the above and foregoing is a true and correct copy of the Resolution of the Issuer adopted by the governing body on September 22, 2015, as the same appears of record in my office.

DATED: _____ 2015.

Clerk

August 28, 2015

ADDITIONAL SOFTWARE LICENSE AGREEMENT

Mr. Darren Hall, City Manager
City of Pittsburg
201 N. Pine Street
Pittsburg, KS 66762

Dear Mr. Hall:

New World Systems is pleased to license you additional software per your request.

The attached forms (Exhibits AA, A, B, H and Appendix 1) are to be reviewed and approved by you and/or your authorized representative. They describe the additional software and services you have requested along with the related fees.

Other than for the purposes of internal review, we ask that you treat our fees as confidential information. This is due to the competitive nature of our business.

The General Terms and Conditions from our original License Agreement are incorporated and continue to apply. Any taxes or fees imposed from the course of this Agreement are the responsibility of the Customer.

We thank you for your continued business with New World Systems. We look forward to working on this project with you.

ACKNOWLEDGED AND AGREED TO BY:

NEW WORLD SYSTEMS® CORPORATION
(New World)

CITY OF PITTSBURG, KS
(Customer)

By: _____
Larry D. Leinweber, President

By: _____
Authorized Signature Title

By: _____
Authorized Signature Title

Date: _____

Date: _____

Each individual signing above represents that (s)he has the requisite authority to execute this Agreement on behalf of the organization for which (s)he represents and that all the necessary formalities have been met.

The "Effective Date" of this Agreement is the latter of the two dates in the above signature block.

PRICING ASSUMES CONTRACT EXECUTION BY SEPTEMBER 30, 2015.

EXHIBIT AA
TOTAL COST SUMMARY AND PAYMENT SCHEDULE

I. Total Cost Summary: Licensed Standard Software, Implementation Services and Third Party Products

<u>DESCRIPTION OF COST</u>	<u>COST</u>
A. LICENSED STANDARD SOFTWARE as further detailed in Exhibit A	\$169,830
1. Licensed Standard Software	\$188,700
2. Less Demonstration Site Discount	(18,870)
B. IMPLEMENTATION SERVICES	70,600
1. PROJECT MANAGEMENT as further described in Exhibit B	
2. INTERFACE INSTALLATION SERVICES as further described in Exhibit B	
3. IMPLEMENTATION AND TRAINING SERVICES as further described in Exhibit B	
4. OTHER IMPLEMENTATION SERVICES as further described in Exhibit B	
C. THIRD PARTY PRODUCTS AND SERVICES	12,050
1. THIRD PARTY PRODUCTS AND SERVICES as further described in Appendix 1	
	<u>ONE TIME PROJECT COST: \$252,480</u>
D. TRAVEL EXPENSES (Estimate) – billed as incurred	\$26,000
E. STANDARD SOFTWARE MAINTENANCE SERVICES	\$30,192/annually

PRICING ASSUMES CONTRACT EXECUTION BY SEPTEMBER 30, 2015.

Exhibit AA / COST SUMMARY AND PAYMENT SCHEDULE

II. Payments for Licensed Standard Software, Implementation Services, and Third Party Products

<u>DESCRIPTION OF PAYMENT</u>	<u>PAYMENT</u>
A. LICENSED STANDARD SOFTWARE as further detailed in Exhibit A	\$169,830
1. Amount invoiced upon Effective Date (50%)	\$84,915
2. Amount invoiced on January 1, 2016 (50%)	84,915
B. IMPLEMENTATION SERVICES	70,600
1. Amount invoiced upon the Effective Date	\$17,650
2. Amount invoiced 90 days after the Effective Date	17,650
3. Amount invoiced 180 days after the Effective Date	17,650
4. Amount invoiced upon project completion or 365 days after the Effective Date, whichever comes first	17,650
C. THIRD PARTY PRODUCTS AND SERVICES	12,050
1. Amount invoiced upon the Effective Date (50%)	\$6,025
2. Amount invoiced upon Delivery of Third Party Products and Services (50%)	6,025

ONE TIME PAYMENTS: \$252,480

D. TRAVEL EXPENSES (Estimate) (These expenses are billed as incurred)	\$26,000*
1. 13 trips are anticipated.	

*Estimate

E. STANDARD SOFTWARE MAINTENANCE SERVICES	\$30,192
Standard Software Maintenance Agreement (SSMA) fees will increase for the above software change and will commence 90 days after delivery of the software; year one cost to be prorated to run concurrently with Customer's existing SSMA. Subsequent year SSMA fees for the above software will be consistent with the SSMA agreement currently in effect.	

ALL PAYMENTS ARE DUE WITHIN THIRTY (30) DAYS FROM RECEIPT OF INVOICE.

Billings are applied ratably to each deliverable included under the total one-time cost. If any deliverable is subject to sales tax, the tax will be calculated and added as applicable to each billing.

EXHIBIT A
LICENSED STANDARD SOFTWARE AND FEES

License Fee for Licensed Standard Software And Documentation Selected By Customer:

Application Package^{1,2,3,4} Cost

CAD

- 1. Aegis Enterprise Third Party Interface Software**⁵
- CAD Paging Interface 7,000
Supports SNPP, SMTP, Standard TAP, WCTP

SUB-TOTAL CAD MODULES \$7,000
--

LAW ENFORCEMENT RECORDS

- 2. Additional Aegis/MSP Software for Law Enforcement Records**
- Civil Paper Tracking and Receipting 8,000
 - Orders of Protection 8,000
 - Property Room Bar Coding⁵ 5,000

SUB-TOTAL RECORDS MODULES \$21,000

CORRECTIONS

- 3. Aegis/MSP Corrections Management Software Base Package** 32,000
- Aegis/MSP LE Records Interface
 - Bookings
 - D/L Swipe for Visitors *(requires add'l third party hardware)*
 - Incident Tracking
 - Inmate Property Tracking
 - Inmate Classification
 - Inmate Housing
 - Mass Move
 - Inmate Scheduling and Tracking
 - Inmate Contacts (visitor, mail, phone, emergency)
 - Inmate Programs (courses)
 - Inmate Activity Log
 - Trustee
 - Case Management
 - Corrections Officer Log
 - Finance Management (inmate, facility)
 - Jacket Processing
 - Business Registry
 - Personnel/Education
 - GIS/Geo-File Verification

Exhibit A / LICENSED STANDARD SOFTWARE AND FEES

<p>4. Aegis/MSP State Compliance Reporting for Corrections - State Corrections Reporting Includes up to 4 reports</p>	<p>12,000</p>
<p>5. Additional Aegis/MSP Software for Corrections Management - Inmate Movement Tracking Bar Coding - Data Analysis/Crime Mapping/Management Reporting⁷</p>	<p>6,000 6,000</p>
<p>6. Aegis/MSP Third Party Corrections Interface Software⁵ - Livescan Interface <i>Supports FTP, UNC or File Share for communication using the b.txt or NIST file formats</i> - Commissary Interface <i>Supports Swanson, Keefe, Aramark, Canteen)</i></p>	<p>7,000 8,000</p>
<p>7. Aegis/MSP Imaging Software - Public Safety Lineups/Mug Shots⁸</p>	<p>Included</p>

SUB-TOTAL CORRECTIONS MODULES	\$71,000
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DECISION SUPPORT SOFTWARE^{6,9}

<p>8. Corrections Management Data Mart - Includes 2 users</p>	<p>2,000</p>
<p>Dashboards for Corrections Management</p>	<p>8,000</p>

SUB-TOTAL DECISION SUPPORT MODULES	\$10,000
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MOBILE SOFTWARE

MOBILE SOFTWARE ON THE RS/6000¹⁰

<p>9. Base Message Switch to State/NCIC (Upgrade from 30 to 50 units) - Base Message Switch for MDT/MCT - State/NCIC Interface</p>	<p>13,000</p>
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Exhibit A / LICENSED STANDARD SOFTWARE AND FEES

- 10. Additional Aegis® Software for RS/6000 Message Switch**
- New World CAD Interface for Aegis MSP (Upgrade from 30 to 50 units) 3,000
 - Mobile Upload Software (Upgrade from 30 to 50 units) 8,000

MOBILE SOFTWARE ON THE MSP Server

- 11. Aegis® Mobile Integration Software**
- MDT/MCT Base CAD/RMS Interface (Upgrade from 30 to 50 units) 1,000

MOBILE MANAGEMENT SERVER

- 12. Aegis Mobile Management Server Software (Upgrade from 30 to 50 units)**
- Base CAD/NCIC/Messaging N/C
 - Field Reporting 3,000
 - Field Reporting Data Merge 700

CLIENT SOFTWARE

13. Aegis® Law Enforcement Mobile Unit Software

Field-Based Reporting (25 Units)

LE Field Reporting (Federal Standards) \$1,000 ea. \$25,000

The following 5 New World Reports are included:

- Incident (1 form)
- Case (1 form)
- Arrest (1 form)
- Supplement (1 form)
- Impound Vehicle (1 form)

LE Field Reporting Compliance \$200 ea. \$5,000

LE Accident Field Reporting \$1,000 ea. \$25,000

The following New World Report is included:

- Accident (1 form)

LE Accident Field Reporting Compliance \$300 ea. \$7,500

Mobile Upload of Field Reports \$600 ea. \$15,000

Field Investigation Field Reporting (1 Form) \$300 ea. \$7,500

Subtotal \$3,400 ea. \$85,000

Less Laptop Software Volume Discount of 40% (\$34,000)

TOTAL LAPTOP SOFTWARE 51,000

SUB-TOTAL MOBILE MODULES	\$79,700
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Exhibit A / LICENSED STANDARD SOFTWARE AND FEES

14. Additional 14 Users added to Workstation License No Charge

NEW WORLD STANDARD SOFTWARE LICENSE FEE \$188,700

LESS DEMONSTRATION SITE DISCOUNT (18,870)

TOTAL SOFTWARE LICENSE FEE ^{11,12}	<u>\$169,830</u>
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Note: Crawford County currently has a Workstation License for up to 3 CAD Users under a separate agreement. Other than for Mobile Software, this agreement adds an additional 14 users to the 60 already purchased by the City, for a total of 74 users for all Customer's Licensed Standard Software. The Workstation License includes the following agencies as authorized users:

- City of Pittsburg, KS
- Crawford County, KS

Exhibit A / LICENSED STANDARD SOFTWARE AND FEES

ENDNOTES

- ¹ *Personal Computers must meet the minimum hardware requirements for New World Systems' Aegis products. Microsoft Windows 7/8 or later is required for all client machines. Windows 2008/2012 Server and SQL Server 2008/2012 are required for the Application and Database Server(s).*
- ² *New World Systems' Aegis product requires Microsoft Windows 2008/2012 Server and SQL Server 2008/2012 including required Client Access Licenses (CALs) for applicable Microsoft products. Servers must meet minimum hardware requirements provided by New World Systems.*
- ³ *New World Systems' Aegis product requires Microsoft Excel or Windows Search 4.0 for document searching functionality; Microsoft Word is required on the application server for report formatting.*
- ⁴ *New World recommends a 100/1000MB (GB) Ethernet network for the local area network. Wide area network requirements vary based on system configuration, New World will provide further consultation for this environment.*
- ⁵ *Does not include any required 3rd party hardware or software unless specified in Appendix 1 of this Agreement. Customer is responsible for any 3rd party support.*
- ⁶ *Customer is responsible for obtaining the necessary State approval and any non-New World hardware and software. Includes state-specific standard forms developed by New World. Additional forms can be provided for an additional fee.*
- ⁷ *Application may require a separate Server.*
- ⁸ *Camera must meet product specifications and be procured through New World.*
- ⁹ *Configuration and end user training to occur after Customer has been live for 3 months or longer on an application.*
- ¹⁰ *Currently supporting Commercial 3G/4G Broadband Wireless, 802.11, NetMotion and Radio IP VPN solutions.*
- ¹¹ *Prices assume that all software is licensed.*
- ¹² *Licensed Software, and third party software embedded therein, if any, will be delivered in a machine readable form to Customer via an agreed upon network connection. Any taxes or fees imposed are the responsibility of the purchaser and will be remitted when imposed.*

Exhibit A / OPTIONAL LICENSED STANDARD SOFTWARE AND FEES

Optional Licensed Standard Software Pricing

Customer may license the following software modules at the indicated prices for up to one (1) year from the date of execution of this **Agreement**.

OPTIONAL SOFTWARE MODULES

1. Aegis/MSP Third Party LE Records Interface Software ¹

On-Line Modules²

Includes state-specific standard forms

- On-Line Global Subjects Interface to State/NCIC	6,000
- On-Line Wants and Warrants Interface to State/NCIC	6,000
- On-Line Orders of Protection Interface to State/NCIC	6,000

TOTAL SOFTWARE LICENSE FEE ^{3,4}	<u>\$18,000</u>
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Note: Training and Support Services cost as well as Maintenance (SSMA) costs for these optional modules are not included.

ENDNOTES

¹ Does not include any required 3rd party hardware or software unless specified in Appendix 1 of this Agreement. Customer is responsible for any 3rd party support.

² Customer is responsible for obtaining the necessary State approval and any non-New World hardware and software. Includes state-specific standard forms developed by New World. Additional forms can be provided for an additional fee.

³ Prices assume that all software is licensed.

⁴ Licensed Software, and third party software embedded therein, if any, will be delivered in a machine readable form to Customer via an agreed upon network connection. Any taxes or fees imposed are the responsibility of the purchaser and will be remitted when imposed.

EXHIBIT B
PROJECT MANAGEMENT, IMPLEMENTATION AND
TRAINING SUPPORT SERVICES

1. Project Management Services

New World shall act as Project Manager to assist **Customer's** management in implementing the Exhibit A software. This responsibility will include documenting, coordinating and managing the overall Implementation Plan with **Customer's** management and the Customer Liaison. Project Management Services include:

- a) a summary level Implementation Plan;
- b) a detail level Implementation Plan;
- c) revised Implementation Plans (if required);
- d) monthly project status reports; and
- e) project status meetings
 - a project review (kickoff) meeting at **Customer's** location
 - progress status meeting(s) will occur during implementation via telephone conference or at **Customer's** location; and
 - a project close-out meeting at **Customer's** location to conclude the project.
- f) **New World** consultation with other vendors or third parties.

The implementation services fees described in Exhibit AA include Project Management fees for a period up to 12 months after the Effective Date.

2. Implementation and Training Support Services Recommended

It is recommended that appropriate support days are allocated for all Licensed Standard Software listed in Exhibit A to insure successful implementation of and training on each application package. Based on the Licensed Standard Software listed on Exhibit A, up to **30** days of **New World** implementation and training support services have been allocated for this project. Excess days requested shall be billed at the Daily Rate. Avoiding or minimizing custom or modified features will aid in keeping the support costs to the amount allocated. **Customer** agrees to reimburse **New World** for support trips canceled by **Customer** less than ten (10) days before the scheduled start date to cover **New World's** out-of-pocket costs and lost revenues. The recommended implementation and training support services include:

- a) implementation of each package of Licensed Standard Software;
- b) **Customer** training and/or assistance in testing for each package of Licensed Standard Software; and
- c) tailoring of Licensed Standard Software by **New World** technical staff and/or consultation with **New World** technical staff.

The project management, implementation and training support services provided by **New World** may be performed at **Customer's** premises and/or at **New World** national headquarters in Troy, Michigan (e.g., portions of project management are performed in Troy).

3. Interface Installation Service

New World shall provide interface installation services as described in this paragraph below. These services do not include hardware and/or third party product costs which shall be **Customer's** responsibility, if required. Whenever possible, these services will be done remotely, resulting in savings in Travel Expenses and Time. If on-site installation and training is required, **Customer** will be responsible for the actual Travel Expenses and Time. The services include the following interfaces.

Exhibit B / PROJECT MANAGEMENT, IMPLEMENTATION AND TRAINING SUPPORT SERVICES

- a) Livescan Interface
- b) CAD Pager Interface
- c) New World Mug Shot/Imaging

4. Additional Services Available

Other **New World** services may be required or requested for the following:

- a) additional software training;
- b) tailoring of Licensed Standard Software by **New World** technical staff and/or consultation with **New World** technical staff;
- c) **New World** consultation with other vendors or third parties;
- d) modifying the Licensed Standard Software;
- e) designing and programming Licensed Custom Software; and
- f) maintaining modified Licensed Standard Software and/or custom software.

Customer may request these additional services in writing using **New World's** Request For Service (RFS) procedure (or other appropriate procedures mutually agreed upon by **Customer** and **New World** and will be provided at the Daily Rate).

EXHIBIT H
DECISION SUPPORT SYSTEMS (DSS) IMPLEMENTATION SERVICES

Standard Implementation package

New World will provide **Customer** with implementation of licensed DSS software modules. The implementation will include installation, training, and configuration of DSS modules. The recommended implementation and training shall include:

- a) One or more consultative session(s) (onsite) with executive command staff to discuss data needs and information requirements for decision making. **Customer** is responsible for ensuring that appropriate command level personnel/decision makers are available for this session.
- b) Solution design and review sessions to document and collaboratively design reporting cubes and dashboards to assist with data needs and decision making as discussed during the consultative session(s). **Customer** sign off will be required on agreed upon requirements of reporting cubes and dashboards.
- c) Installation and configuration of DSS software.
- d) Training session(s) to provide an overview of using each DSS licensed module including basic reporting and dashboard creation and other standard features.
- e) Installation of **Customer** specific reporting cube(s) and dashboard(s) as agreed upon during solution design and review. Standard package includes up to 4 reporting cubes or dashboards.

APPENDIX 1
AGREEMENT AND AUTHORIZATION FOR PROCUREMENT
OF THIRD PARTY PRODUCTS AND SERVICES

The attached configuration (Exhibit 1) describes the Third Party products and services that **New World** will obtain for **Customer**. By execution of this **Agreement**, **Customer** authorizes **New World** to order the Exhibit 1 products for delivery to:

City of Pittsburg
201 N. Pine Street
Pittsburg, KS 66762

The payments for Appendix 1 Services are covered under the Cost Summary and Payment Schedule in Exhibit AA.

Customer is responsible for the site preparation and related costs to install the Exhibit 1 Third Party products. **Customer** is responsible for any returned product charges, including re-stocking and shipping fees, for all Third Party products ordered by **New World** on the **Customer's** behalf. Travel Expenses incurred by **New World** are in addition to the Exhibit 1 cost and will be billed weekly as incurred.

The Exhibit 1 components and cost may only be changed by mutual agreement of the parties. If a change order in the configuration requires additional costs, **New World** shall notify **Customer** of the additional costs and with **Customer's** approval these costs shall be borne by **Customer**. Without such approval, the change order will not be processed.

Customer shall or may be required to execute selected agreements with vendors and **New World** shall not confirm the ordering of any Exhibit 1 products without **Customer's** authorized signature on said Agreements. **Customer** shall receive the benefit of all warranties, services, etc. provided for in the Agreements.

EXHIBIT 1
CONFIGURATION

1. THIRD PARTY PRODUCTS AND SERVICES

THIRD PARTY SOFTWARE

a. Diagramming Software (Scene PD) (includes 1st yr maintenance)

25 units				7,125
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THIRD PARTY HARDWARE

b. Hardware, System Software & Services

4,925

Bar Coding Scanner Kit w/Signature Pad - 1 unit(s)	3,575	ea.	3,575
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Digital Camera for Mug Shots - 1 unit(s)	1,350	ea.	1,350
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TOTAL THIRD PARTY PRODUCTS AND SERVICES				\$12,050
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**INTERAGENCY
SERVICES CONTRACT**

THIS CONTRACT is made and entered into this ____ day of _____, 2015, between Crawford County Kansas for the benefit of, and on behalf of the Crawford County Sheriff's Department, hereinafter called "County", and the City of Pittsburg, Kansas, hereinafter called the "City."

WHEREAS, the parties are municipalities as defined by K.S.A. 12-2908(a);

WHEREAS, this Contract shall not be regarded as an interlocal agreement under the provisions of K.S.A. 12-2901, et seq., and amendments thereto;

WHEREAS, the City has contracted with New World Systems Corporation, hereinafter "New World" for a Computer Aided Dispatch, Records Management System, Corrections Management System, and for Aegis Mobile Unit Software and LE Field Reporting Software;

WHEREAS, the County does not have a source of funds to independently purchase the services specified herein;

WHEREAS, the County desires to purchase from the City the services specified herein;

WHEREAS, the City is willing and able to provide such services on the terms and conditions set forth herein below.

WHEREAS, the Parties hereby agree as follows:

1) All hardware and software installed pursuant to the City's contract with New World shall remain the sole and separate property of the City.

2) The City shall supply the County with the following services provided to the City by New World:

A) Licenses for the County to access and use the CITY's licensed New World Systems LE/Fire/EMS Computer Aided Dispatch, LE/Fire Records Management System, Corrections Management System, Aegis Mobile Unit Software, LE Field Reporting software. These licenses include ____ Computer Aided Dispatch licenses, ____ LE and ____ Fire Records Management System licenses; and

B) Licenses for, and access to, the City's message switch and a data system for communications with the County's mobile units not to exceed ____ units.

3) The County acknowledges and understands that all services provided herein shall be

within the capabilities of the now existing equipment of the City Police Department, including servers, computers, switches, and communications equipment. The City will record and maintain, in accordance with requirements, all mobile communication handled through the message switch related to the County. The City will record and maintain for the duration of this Contract, all CAD and records data generated by the County and stored on the City's servers and computer equipment according to State requirements and City policy. The City will operate as a systems administrator for the County's records under this Contract.

4) The County agrees to budget for the payment of an annual maintenance fee to the City in the amount of \$2,500.00 per concurrent user for the services agreed upon by both parties during the term of this Contract. The CITY will provide and maintain all existing software and fixed equipment at the CITY required to operate the aforementioned New World Systems software.

5) The County further agrees to reimburse and pay for one-half (1/2) of all new and replacement and repair costs of all equipment and software to provide service to the County which is not covered under the maintenance agreements, on equipment and software used in the delivery of the contracted services. This equipment includes, but is not limited to, servers containing the New World Systems software, computers containing the Aegis MSP Mobile Management software, message switches and routers. Any additional equipment requested by the County under the provisions of this Contract shall be paid for, installed, maintained, repaired, and, when necessary, removed by the City.

6) The services provided by the City will not include the installation or maintenance of communications or computer equipment located at the County facilities or in vehicles owned by the County, and other computer services or maintenance of records and reports except as provided herein. The City is also not responsible for any communications failures associated with other radio or communications systems not included in this Contract or not currently in place.

7) The City does agree to provide system support from 8:00 a.m. to 5:00 p.m. Monday thru Friday for routine issues and problems. The City will make every attempt to maintain 24 hour service for essential components of the New World System, with the exception of normal maintenance and unforeseen emergency, but will not be liable to the County for any failure to do

so. Emergency failures will be handled as required to mitigate the problem. The City reserves the right to make any changes necessary to maintain the system's operation, including but not limited to, the disconnection of any malfunctioning or compromised system or equipment. The City will provide software updates if needed and available from New World.

8) The County ultimately controls all applicable records under this Contract and is solely responsible for the maintenance of its records as it pertains to release, retention and destruction of records. Any other services which the County desires in addition to those specified above, will be negotiated separately by the parties and shall be reduced to writing as amendments to this Contract.

9) The County agrees that the users of the services provided by the City will comply with procedures as prescribed by the Pittsburg Police Department, LEADS, and the Federal Communications Commission Rules and Regulations. Further, the County agrees that the selection, supervision, scheduling, and evaluation of City and Pittsburg Police Department personnel is the sole responsibility of the City. The effectiveness and efficiency of the system will be evaluated on an annual basis by both parties to determine if any changes are needed. Any changes will take place at the sole discretion of the City with the input of the County.

10) The County shall pay the City for these services in the following manner:

- A) maintenance fees of \$2,500.00 per concurrent user per year payable semi-annually on July 1 and on January 10; and
- B) negotiated one (1) time fees for additional equipment, installation, training and other costs, payable within thirty (30) days after purchase of the equipment or providing the services.

11) The parties acknowledge that contemporaneous with the execution of this Contract, the parties have entered into a Repayment Agreement for purchase of certain services by the City from New World and such Repayment Agreement is attached hereto and incorporated herein by reference.

12) Either party may terminate this Contract by notifying the other party in writing at least ninety (90) days in advance of the end of the contract period, except either party may terminate the Contract upon thirty (30) days advance written notice in the event the other party fails to cure a default within said thirty (30) days from receiving notice of a default by the other

party. In the event of said termination the County will pay the City in full for all services provided under this Contract since the last payment date. The Repayment Agreement may not be terminated by the County without the prior written approval of the City.

13) The City shall be solely responsible for the salaries of the City and Pittsburg Police Department personnel and reporting and all workers compensation, retirement, social security, income taxes and all other taxes and fringe benefits, including medical insurance, for such personnel.

14) The County agrees to indemnify and hold the City harmless, to the extent permitted by Kansas law, for any and all direct, indirect, special or consequential damages which the City may incur or be held liable for as a result of entering into and providing the services under this Contract including, but not limited to claims or actions brought by third parties against the City, the Pittsburg Police Department, or any of the City's agents, officers, or employees.

15) This Contract shall commence on the **20th** day of **December, 2015** and continue through **December 31, 2020**, or until such time that the Contract with New World is terminated, whichever comes first. The maintenance fees for this Contract commence on **January 1, 2015** and payment therefore is guaranteed by the County through **December 31, 2017**. After the initial five (5) year term, this Contract shall be automatically renewed on an annual basis unless at least ninety (90) days advance written notice to terminate the Contract is given by either party to the other prior to the end of the Contract period.

16) This document and any attachments and documents referenced herein contain the entire agreement between the parties and no addition or amendment hereto shall be binding unless made in writing and executed by the parties.

17) No waiver by the City in enforcing any right or remedy under this Contract shall be construed as a waiver of any future right or remedy by the City.

18) This Contract shall be governed by and construed according to the laws of the State of Kansas.

19) This Contract shall be subject to the Kansas Cash Basis Law and nothing herein shall obligate the City beyond the current budget year.

20) Except as otherwise expressly provided herein, this Contract supersedes all prior agreements, negotiations and discussions relative to the subject matter of this Contract.

21) This Contract shall be binding upon the parties and may not be assigned without the prior written approval of the other party.

22) If any provision, covenant, agreement or portion of this Contract is held invalid, such invalidity shall not affect the application or validity of any other provisions, covenants or portions of this Contract and, to that end, any provisions covenants, agreements or portions of this Contract are declared to be severable.

23) This Contract is a jointly negotiated agreement between the parties. In the event of an ambiguity or question of intent or interpretation, this Contract shall be construed as if drafted jointly by the parties and no presumption or burden of proof shall arise favoring or disfavoring either party by the authorship of any of the provision in this Contract.

24) All notices and requests required pursuant to this Contract shall be in writing and shall be sent as follows:

TO: The City of Pittsburg, Kansas
P.O. Box 688
Pittsburg, Kansas 66762
Attn: City Clerk

TO: Crawford County, Kansas
111 East Forest Street
Girard, Kansas 66743
Attn: _____

or at such other addresses as the parties may indicate in writing to the other either by personal delivery, courier, or by registered mail, return receipt requested, with proof of delivery thereof.

25) Except as otherwise provided in this Contract or required by law, whenever consent of approval of either party is required, such consent or approval shall not be unreasonably withheld.

26) The provisions for this Contract are not intended to create, nor shall they in any way be interpreted or construed to create, a joint venture, partnership, or any other similar relationship between the parties.

27) The provisions of this Contract are not intended in any way to waive any governmental immunity of the City.

28) This Contract may be executed in several counterparts, each of which shall be an

original and all of which shall constitute by one and the same agreement.

THE CITY OF PITTSBURG, KANSAS

Crawford County, Kansas

By: _____
Mayor, Chuck Munsell

By: _____
_____, County Commissioner

By: _____
_____, County Commissioner

By: _____
_____, County Commissioner

ATTEST:

ATTEST:

Tammy Nagel, City Clerk

Don Pyle, County Clerk

REPAYMENT AGREEMENT

This Repayment Agreement (hereinafter referred to as the "Agreement") is hereby entered into as of the _____ day of _____, 2015, by and between The City of Pittsburg, Kansas (hereinafter referred to as the "City") and Crawford County, Kansas (hereinafter referred to as the "County").

WITNESSETH:

WHEREAS, the County desires to acquire, and the City agrees to provide, initial funding for the purchase of, the New World Systems Aegis/MSP Corrections Management Software (hereinafter referred to as the "System");

WHEREAS, the County agrees to repay the City for the initial purchase of the System, and

WHEREAS, the City and the County agree to the terms, conditions, and covenants for repayment, which are more particularly set out hereafter.

NOW, THEREFORE, the City and County hereby agree as follows:

1. In consideration for the purchase of the System by the City, the County agrees to abide by all the terms and conditions of this Agreement and all related documents executed in connection with the purchase.

2. The County promises to reimburse and pay to the City the sum of Two Hundred Fifty-Two Thousand Four Hundred Eighty Dollars and No Cents (\$252,480.00), in five (5) equal annual payments in the sum of \$50,496.00, beginning on January 10, 2016 and continuing on the 10th of January each year thereafter until paid in full.

3. The County promises to pay to the City an annual amount equal to one-half (1/2) of the annual maintenance charge for the System. The annual maintenance charge will initially total \$30,192.00; making the County's share \$15,096.00. The County acknowledges, agrees and understands that the annual maintenance charge is subject to an annual increase, which will be provided to the County so that said increase may be included in the County's annual budget.

4. The County shall have the right to prepay the amount remaining due hereunder, in full, at any time without penalty.

5. If the County shall violate any terms and conditions of this Agreement, or the related Interagency Services Contract, then the City, in its sole discretion, may declare the whole of the then remaining indebtedness, immediately due and payable; in which event, the City shall be

entitled to pursue all legal remedies under the law against the County. The City may exercise this election to accelerate during any default by the County regardless of any prior forbearance. The payment and acceptance of any sum or sums at any time on account of the Agreement entered into between the parties shall not be a waiver of such right of election.

6. Upon election by the City to accelerate payments under this Agreement, the County agrees to pay the City's reasonable costs of collection, including, but not limited to, court costs and attorney fees.

7. It is further understood and agreed that the failure of the City to insist, in any one instance or more, upon the performance of any of the agreements, conditions, covenants, or terms either of this Agreement or the related Interagency Services Contract, shall be limited to the particular instance and shall not operate as a waiver or be determined to be a waiver of any future breaches of the agreements, conditions, covenants, or terms herein to be kept and performed by the County.

8. The County further agrees that no set-off, counterclaim, reduction, or diminution of any obligation, or defense of any kind or nature which it may have against the City, or members, officers or employees of the City, shall affect, modify or impair its obligations hereunder.

9. This Agreement and the rights and obligations of the parties hereto shall be governed, construed, and interpreted according to the laws of the State of Kansas.

10. This Agreement and related Interagency Services Contract constitute the entire Agreement among the parties with respect to the subject matter hereof and may be executed simultaneously in several counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

11. If any provision of this Agreement shall be held or deemed to be or shall, in fact, be inoperative or unenforceable because it conflicts with any other provision or provisions hereof, any constitution or statute or rule of public policy, or for any other reason, such circumstances shall not have the effect of rendering any other provisions herein contained invalid, inoperative, or unenforceable to any extent whatever.

12. Any consent required to be given herein by either the County or the City will not be unreasonably withheld.

IN WITNESS WHEREOF, the parties hereto have affixed their signatures hereto, on the day and year stated herein.

THE CITY OF PITTSBURG, KANSAS

Crawford County, Kansas

By: _____
Mayor, Chuck Munsell

By: _____
_____, County Commissioner

By: _____
_____, County Commissioner

By: _____
_____, County Commissioner

ATTEST:

ATTEST:

Tammy Nagel, City Clerk

Don Pyle, County Clerk